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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 26, 2017**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

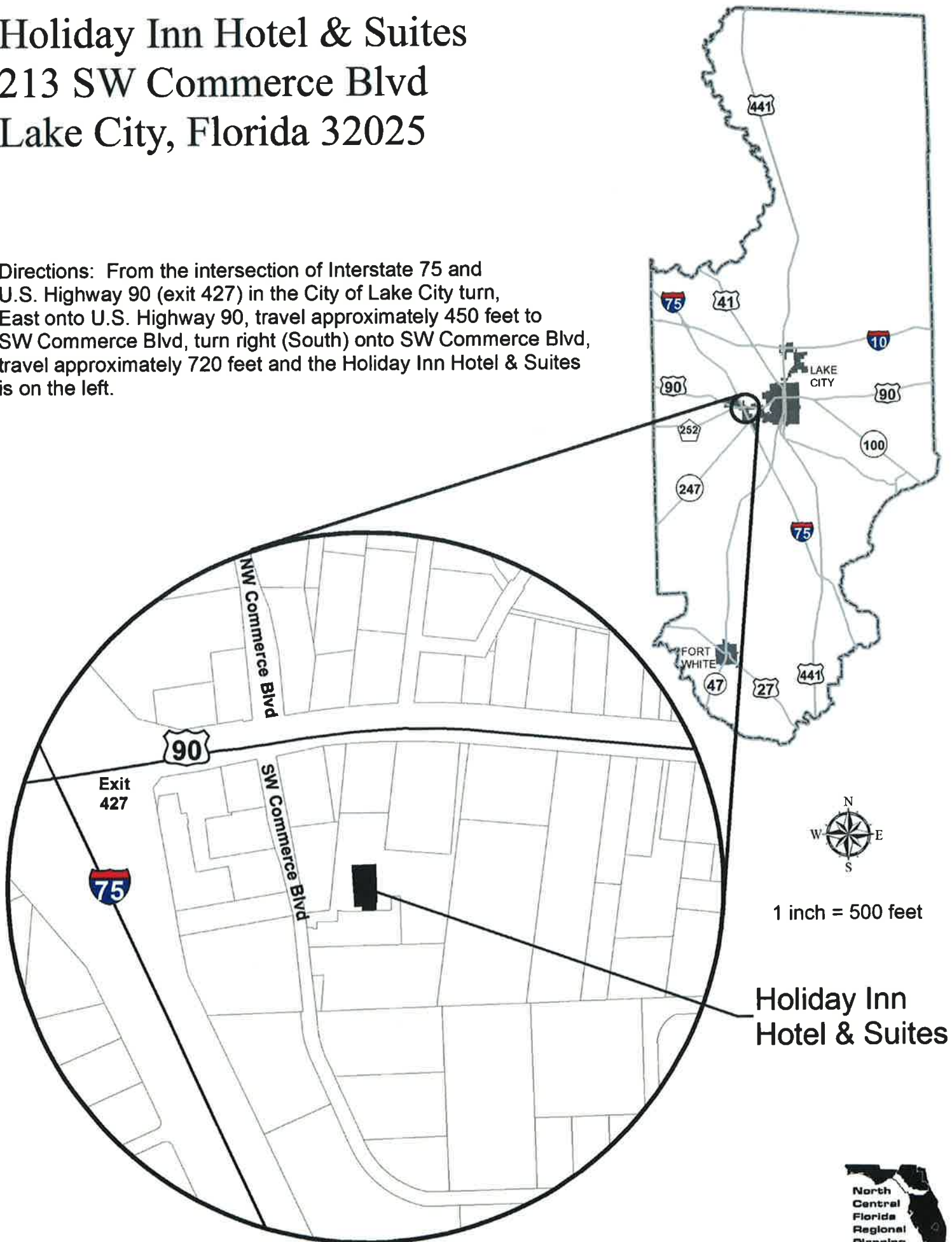
(Location Map on Back)

# Holiday Inn Hotel & Suites

## 213 SW Commerce Blvd

### Lake City, Florida 32025

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



Holiday Inn  
Hotel & Suites



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## AGENDA

### CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites  
Lake City, Florida

January 26, 2017  
6:00 p.m.

#### **PAGE NO.**

I.	APPROVAL OF THE JANUARY 5, 2017 MEETING MINUTES	<b>5</b>
II.	COMMITTEE-LEVEL REVIEW ITEMS	
	<u>Comprehensive Plan Amendments</u>	
#21 -	Marion County Comprehensive Plan Adopted Amendment (DEO No. 17-1ESR)	<b>9</b>
#22 -	City of Lake Butler Comprehensive Plan Draft Amendment (DEO No. 17-1ER)	<b>17</b>
#23 -	Town of Greenville Comprehensive Plan Adopted Amendment (DEO No. 17-1ER)	<b>43</b>

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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL  
CLEARINGHOUSE COMMITTEE  
MINUTES

North Central Florida Regional Planning Council  
Gainesville, Florida

January 5, 2017  
3:30 p.m.

MEMBERS PRESENT

Beth Burnam  
Jim Catron (via telephone)  
William Hunter (via telephone)  
John Meeks  
James Montgomery, Chair  
Larry Sessions, Vice-Chair  
Stephen Witt

MEMBERS ABSENT

Helen Warren  
Mike Williams

STAFF PRESENT

Steven Dopp  
Scott R. Koons

Noting the presence of a quorum, the meeting was called to order by Chair Montgomery at 3:34 p.m.

I. APPROVAL OF THE DECEMBER 8, 2016 MEETING MINUTES

**ACTION:** It was moved by Mayor Witt and seconded by Commissioner Sessions to approve the December 8, 2016 meeting minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

- #13 - City of Alachua Comprehensive Plan Draft Amendments (DEO 17-1ESR)
- #14 - City of Hawthorne Comprehensive Plan Adopted Amendment (DEO No. 16-1ESR)
- #15 - Town of Fort White Comprehensive Plan Adopted Amendment (DEO 16-1ER)
- #16 - City of Newberry Comprehensive Plan Draft Amendment (DEO No. 17-2ESR)
- #17 - Town of Mayo Comprehensive Plan Draft Amendment (DEO No. 17-1ER)
- #18 - City of Perry Comprehensive Plan Draft Amendment (DEO No. 17-1ESR)
- #19 - City of Gainesville Comprehensive Plan Draft Amendment (DEO No. 16-3ESR)

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 that the local government comprehensive plans, as amended, are not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjoining local governments.

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

The meeting adjourned at 3:57 p.m.

---

James Montgomery, Chair

1/26/17

## **COMMITTEE-LEVEL ITEMS**



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

Regional Planning Council: North Central FI  
Review Date: 1/26/17  
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 21  
Local Government: Marion County  
Local Government Item No.: 2016-L07  
State Land Planning Agency Item No: 16-6ESR

Date Mailed to Local Government and State Land Planning Agency: 1/27/17 (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 65 acres on the Future Land Use Plan Map from Medium Residential (up to 4 dwelling units per acres) to High Residential (up to 8 dwelling units per acre (see attached map).

**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 nearest segment of State Road may not meet minimum level of service standard should the subject property be developed to its maximum allowable intensity of use (see attached). Therefore, significant adverse impacts may occur to State Road 200 as a result of the amendment.

The Floridan Aquifer, a Natural Resource of Regional Significance as identified and mapped in the Withlacoochee Strategic Regional Policy Plan, is located underneath the subject property. Nevertheless, significant adverse impacts are not anticipated to occur to this Natural Resource of Regional Significance. The County Comprehensive Plan contains adequate policy direction to prevent significant adverse impacts to the Natural Resource of Regional Significance.

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

Significant adverse extrajurisdictional impacts are not anticipated to occur to adjoining 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.

**P&Z****Recommendation**

±102 ac - DENIAL (5-0)

**Project Planner**Christopher D. Rison,  
AICP, Senior Planner**Existing Use:**

Vacant (pasture/forested)

**Code Enforcement**

Actions On-site: None.

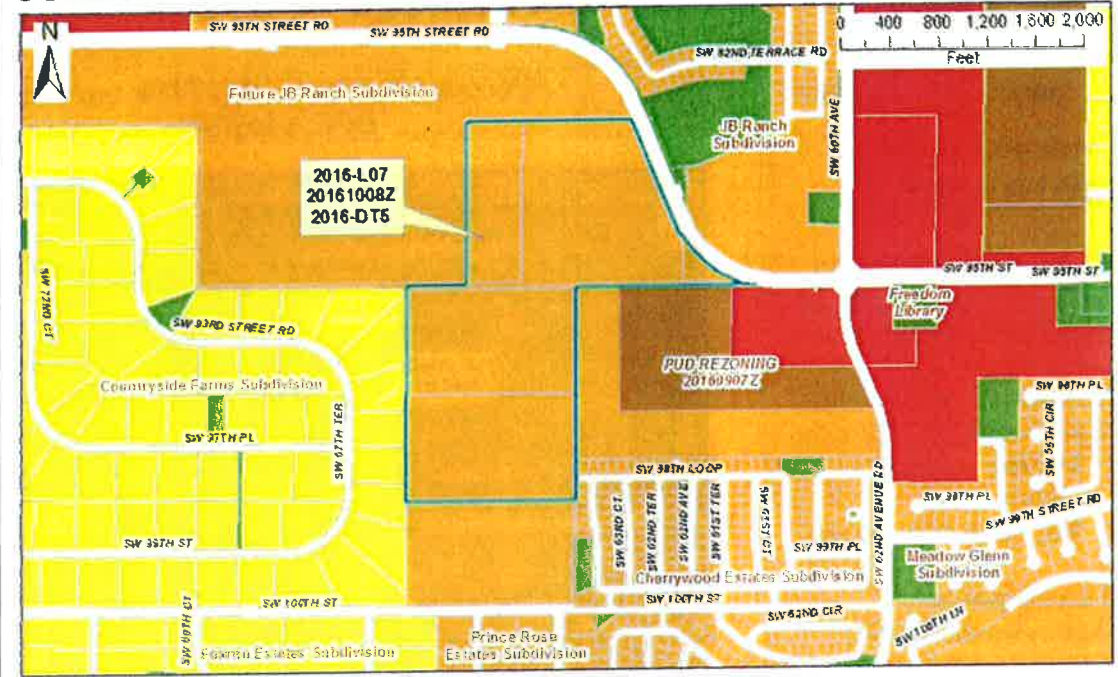
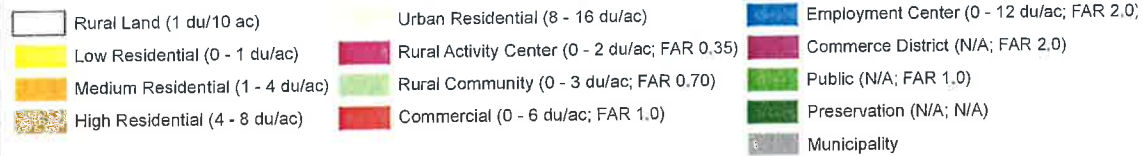
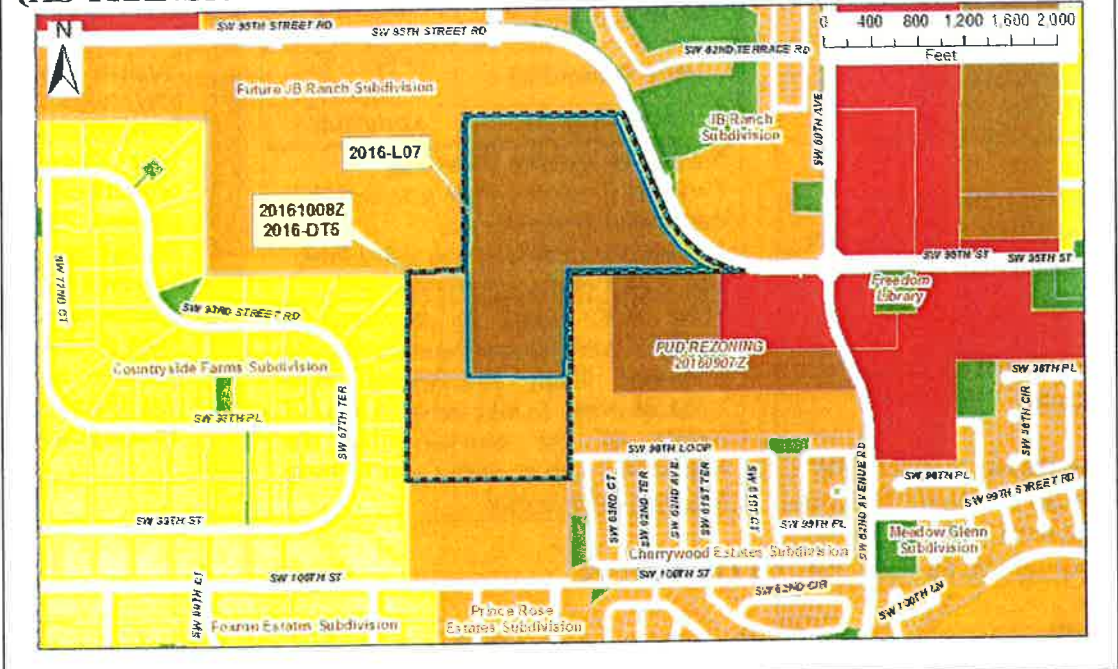
**Development****Eligibility (DUs) -****CURRENT:**

35699-004-00	
35695-032-00 (pt)	260
35695-032-02 (pt)	

**PROPOSED:**

35699-004-00	
35695-032-00 (pt)	520
35695-032-02 (pt)	

NET CHANGE: +260

**CURRENT FUTURE LAND USE DESIGNATION****FUTURE LAND USE DESIGNATION****PROPOSED FUTURE LAND USE DESIGNATION  
(AS TRANSMITTED FOR AGENCY REVIEW)**



**EXCERPTS FROM THE  
COUNTY COMPREHENSIVE PLAN DATA AND ANALYSIS REPORT**



Formal connections to utility services will be evaluated at the time the site develops; however, general capacity analysis indicates the existing facilities will not require expansion should the site be fully developed at the maximum density. Marion County has established standards governing when design and construction for facility expansions are initiated, and participation by the final developer through development agreements and/or partnerships are permitted by the Marion County Land Development Code.

**Stormwater/Drainage:** The site includes limited 100-Year Flood Plain areas shared with adjoining properties. Development of the site will be required to address potential flood conditions with the completion of the improvements, including potentially reducing the intensity and density of development if such areas are proposed for actual development (e.g., residential units). All proposed development is required to hold stormwater on-site, up to and including a 100-year storm event, along with other site specific conditions in compliance with the County's Land Development Regulations in order to address and discourage on-site flooding issues and concerns on-site and off-site.

**Recreation:** Recreation facilities are expected to be impacted by the proposed amendment; however, Marion County has ample Federal, State, and County owned lands available for recreational activity and exceeds the currently established LOS standard.

**Solid Waste:** LOS is 6.2 pounds per person per day (Solid Waste Element, Policy 1.1.2). This amendment does not adversely impact the County's LOS for solid waste as the County has identified and arranged for short-term and long-term disposal needs. The County continues to use the Baseline Landfill until 2020 when it is projected to close. A long-term contract reserving capacity with a private landfill in Sumter County is in place for use when determined necessary by the County. Further, the County continues to pursue recycling opportunities and other avenues to address solid waste needs based on existing and projected conditions.

**Transportation:** Amendment 16-Lo7 was analyzed using the Marion County Impact Fee Schedule as based on the Institute of Transportation Engineers Trip Generation Handbook, 9th Edition. The proposed ±65 acres of High Residential, with a maximum gross 520 DUs, has the potential to generate approximately **3,432 daily trips** and **322 PM peak hour trips** (See Amendment Trip Generation Table). SW 95<sup>th</sup> St Rd, based on the TPO 2014 Traffic Counts, has a current Volume to Capacity Ratio of **15.52% (5,259 of 33,830 trips)**. *Projections show SW 95<sup>th</sup> St Rd continuing to operate within its applicable adopted level of service ("E").* The Amendment site's dominant access is SW 95<sup>th</sup> St Rd that overall extends east to west from SW 80<sup>th</sup> Avenue to SW 49<sup>th</sup> Avenue, and then connecting to I-75 in current long term plans. If approved, and through subsequent application processes, development proposals associated with this application will be subject to review and approval under the County's Land Development Code including concurrency review processes.

Road	Classification	Maintenance	Existing Conditions			
			Surface	No. Lanes	R/W Min. Width	R/W Deficiency
SW 60 <sup>th</sup> Av	Collector	County	Paved	4	120'	20'

62 <sup>nd</sup> Av Rd	Collector	County	Paved	2.5	120'	40'
SW 95 <sup>th</sup> Street Rd	Collector	County	Paved	4	120'	0'
SW 95 <sup>th</sup> St	Collector	County	Paved	4	120'	0'

**AMENDMENT TRIP GENERATION  
(AS TRANSMITTED)**

Scenario	Land Use	Acres (±)	Potential Max Development	Daily Trips	PM PK HR. Trips
Existing	Medium Residential	65.00	260 DU*	2,031	265
Proposed	High Residential	65.00	520 DU**	3,432	322

Projections based on Marion County 2015 Transportation Impact Fee Study:

\*Detached single-family residence (1,501-2,499 SF).

\*\* Multi-family residential, 1-2 stories.

**STAFF RECOMMENDATION**

Growth Services recommends **APPROVAL** of **CPA 16-Lo7** for the proposed Future Land Use Map Amendment on the following basis:

1. The granting of the amendment will not adversely affect the public interest.
2. The proposed amendment is compatible with land uses in the surrounding area.
3. The proposed amendment is consistent with Chapter 163, Florida Statutes and the Marion County Comprehensive Plan.

**PLANNING & ZONING COMMISSION RECOMMENDATION – September 26, 2016:**

The Planning & Zoning Commission recommends **DENIAL** of **CPA 16-Lo7** for the proposed Future Land Use Map Amendment on the following basis:

1. The granting of the amendment will adversely affect the public interest.
2. The proposed amendment is not compatible with land uses in the surrounding area.
3. The proposed amendment is not consistent with Chapter 163, Florida Statutes and the Marion County Comprehensive Plan.

**BOARD OF COUNTY COMMISSIONERS – TRANSMITTAL – October 18, 2016:**

The Board of County Commissioners acted to **APPROVE** the transmittal of a modified CPA 16-Lo7 for the proposed Future Land Use Map Amendment by reducing the proposed 102.36 acres of High Residential to 65 acres of High Residential to the Florida Department of Economic Opportunity for *expedited agency review* on the following basis:

1. The granting of the amendment will not adversely affect the public interest.
2. The proposed amendment is compatible with land uses in the surrounding area.
3. The proposed amendment is consistent with Chapter 163, Florida Statutes and the Marion County Comprehensive Plan.

**REVIEW AGENCY COMMENTS:**

No agencies had objections to the proposed Amendment. The summary chart for the agency responses received, and copies of the agency responses, accompany this report.

**BOARD OF COUNTY COMMISSIONERS – ADOPTION – December 20, 2016:**

The Board of County Commissioners **ADOPTED** Future Land Use Map Amendment **CPA 16-Lo7** on the following basis:

1. The granting of the amendment will not adversely affect the public interest.
2. The proposed amendment is compatible with land uses in the surrounding area.
3. The proposed amendment is consistent with Chapter 163, Florida Statutes and the Marion County Comprehensive Plan.

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

Regional Planning Council: North Central FL  
Review Date: 1/26/17  
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 22  
Local Government: City of Lake Butler  
Local Government Item No.: CPA 16-01  
State Land Planning Agency Item No.: 17-1ER

Date Mailed to Local Government and State Land Planning Agency: 1/27/17 (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 its 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 item amends the Future Land Use Map as well as the text of the Future Land Use Element; the Traffic Circulation Element; the Housing Element; the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element; the Conservation Element; the Open Space Element, the Intergovernmental Coordination Element; the Capital Improvements Element and the Public School Facilities Element (see attached excerpts).

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

The City is bisected by State Roads 100, 121 and 238, all of which are identified in the North Central Florida Strategic Regional Policy Plan as Regional Transportation Facilities. Additionally, a portion of Lake Butler is located within the City, which is identified and mapped as a Natural Resource of Regional Significance in the Regional Plan. Nevertheless, significant adverse impacts are not anticipated to regional facilities or Natural Resources of Regional Significance as the amendment does not result in a significant increase in allowable density or intensity of use.

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

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

**Request a copy of the adopted version of the amendment?**

Yes   X                        No             
Not Applicable           

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



**EXCERPTS FROM THE  
CITY COMPREHENSIVE PLAN AMENDMENT**



## I

### FUTURE LAND USE ELEMENT

#### INTRODUCTION

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

The following goal, objectives and policies provide for distribution of future land use, as well as, guidance for such future land use. The focal point around which this Future Land Use Element is centered is the City as a designated urban development area and the uses and density of such uses within this designated area. As the unincorporated areas of the County are primarily rural in character and use, there is an opportunity to provide appropriate direction for the future location and concentration of urban uses within the City.

#### FUTURE LAND USE GOAL, OBJECTIVES AND POLICIES

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

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

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

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

#### AGRICULTURAL

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

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Agricultural density shall be limited to less than or equal to 1.0 dwelling unit per 10 acres.

## PUBLIC

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

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

## CONSERVATION

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

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

## RECREATION

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

Recreation uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio.

## RESIDENTIAL

Residential use classifications provide locations for dwelling units at low, moderate, medium and high density within the City as defined within this Comprehensive Plan. In addition, churches and other houses of worship, golf courses, country clubs, racquet and tennis clubs, cemeteries and mausoleums, private clubs and lodges, home occupations, child care centers, group homes, commercial greenhouses and plant nurseries, and other similar uses compatible with residential uses may be approved as special exceptions and be subject to an intensity of less than or equal to 1.0 floor area ratio. In addition, medium density residential use classifications can also provide locations for professional and business activities.

Where a lot, parcel or development is located within more than one residential density category the permitted density shall be calculated separately for each portion of land within the separate density categories.

Residential low density	shall be limited to a density of less than or equal to 2.0 dwelling units per acre.
Residential moderate density	shall be limited to a density of less than or equal to 4.0 dwelling units per acre.
Residential medium density	shall be limited to a density of less than or equal to 8.0 dwelling units per acre.
Residential high density	shall be limited to a density of less than or equal to 20.0 dwelling units per acre.

## COMMERCIAL

Lands classified as commercial use consist of areas used for the sale, rental and distribution of products, or performance of services. In addition, off-site signs, churches and other houses of worship, private clubs and lodges, residential dwelling units, which existed within this category on the date of adoption of this Comprehensive Plan, and other similar uses compatible with commercial uses may be approved as special exceptions and be subject to an intensity of less than or equal to 1.0 floor area ratio.

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

## INDUSTRIAL

Lands classified as industrial consist of areas used for the manufacturing, assembly, processing or storage of products. In addition, off site signs, truck stops and automobile service stations, and other similar uses compatible with industrial uses may be approved as special exceptions and be subject to an intensity of less than or equal to 1.0 floor area ratio.

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

All structures within the above stated use categories will be further restricted to a height limitation of 35 feet.

### Policy I.1.3

The City's future land use map shall allocate amounts and types of land uses for residential, commercial, industrial, public, and recreation to meet the needs of the existing and projected future populations and to locate urban land uses in a manner where public facilities may be provided to serve such urban land uses. (Urban land uses shall be herein defined as residential, commercial and industrial land use categories).

### Policy I.1.4

The City Future Land Use Plan Map ~~2011~~ shall base the designation of residential, commercial and industrial lands depicted on the Future Land Use Plan map upon acreage which can be reasonably expected to develop ~~by the year 2011~~.

### Policy I.1.5

The City's Land Development regulations shall include a neighborhood commercial district to provide small scale retail and service establishments which will serve the convenience needs of adjacent areas. Neighborhood Commercial activities are not shown on the Future Land Use Plan Map; rather these commercial activities should be accommodated throughout the City as market forces determine the need. According to the following criteria:

1. Neighborhood commercial activities are intended to be oriented to and compatible with the area to be served. Such activities shall include retail commercial outlets for the sale of food, hardware or drugs, and service establishments such as barber or beauty shops, shoe repair shops, and self-service laundries or dry cleaners. In addition, automotive service stations, child care centers and financial institutions and similar uses compatible neighborhood commercial uses may be allowed as special exceptions and be subject to an intensity of less than or equal to 1.0 floor area ratio;

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2. Neighborhood commercial activities shall be located on an arterial or collector road;
3. Floor area for each individual outlet or establishment shall not exceed 5,000 square feet; and
4. Sale, display, preparation and storage shall be conducted completely within an enclosed building and no more than 20 percent of the floor area shall be devoted to storage.
5. Neighborhood commercial uses shall be limited to an intensity of less than or equal to 1.0 floor area ratio.

Policy 1.1.6

Residential use classifications provide locations for dwelling units at low, medium and high density within the designated urban development areas as defined within this Comprehensive Plan. Public, charter and private elementary and middle schools are permitted within the Residential-Low, Residential-Medium and Residential-High Density land use classifications.

Commercial use classifications provide areas for the sale, rental and distribution of products or performance of services to the general public. Additionally, public, charter and private elementary, middle and high schools are an allowable use in commercial land use classifications.

Industrial use classifications provide areas used for the manufacturing, assembly, processing and storage of products. In addition, public, charter and private schools teaching industrial arts curriculums shall be an allowable use in the industrial land use classifications.

Policy 1.1.7

The City shall require the location of public, charter and private school sites to be consistent with the following criteria:

1. The proposed school location shall be compatible with present and projected use of adjacent property.
2. Adequate public facilities and services are or will be available concurrent with the development of the school.
3. There are no significant environmental constraints that would preclude development of an educational facility on the site.
4. There will be no adverse impacts on archeological or historic sites or structures listed on the State of Florida Historic Master Site File, which are located on the site.
5. The proposed location is well drained and soils are suitable for development or are adequate for development and outdoor educational purposes with drainage improvements.
6. The proposed site can accommodate required parking and circulation of vehicles on the site, and
7. Where feasible, the proposed site is so located to allow of co-location with parks, libraries and community centers.

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

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

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

**Policy I.13.2**

**The City shall allow electrical substations as a permitted use by right within all land use classifications, except Conservation future land use category and any Historic Preservation Overlay district as depicted on the Future Land Use Plan Map. New distribution electric substations should be constructed to the maximum extent practicable, to achieve compatibility with adjacent and surrounding land uses. The following standards intended to balance the need for electricity with land use compatibility shall apply to new distribution electric substations.**

1. **In nonresidential areas, the distribution electric substation shall comply with the setback and landscaped buffer area criteria applicable to other similar uses in that district.**
2. **In residential areas, a setback of up to 100 feet between the distribution electric substation property boundary and permanent equipment structures shall be maintained, as follows:**
  - a. **For setbacks between 100 feet and 50 feet, an open green space shall be formed by installing native landscaping, including trees and shrub material. Substation equipment shall be protected by a security fence.**
  - b. **For setback of less than 50 feet, a buffer wall eight feet high or a fence eight feet high with native landscaping shall be installed around the substation.**

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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 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 ~~and accompanying Chapter 9J-5, Florida Administrative Code~~. Further, the City's traffic circulation system does not stop at political boundaries. Therefore, coordination between other local governments is a necessary prerequisite to a functional traffic circulation system. The goal, objectives and policies of the Intergovernmental Coordination Element establish guidelines to be followed which provide for coordination between various governmental entities.

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

#### **TRAFFIC CIRCULATION-TRANSPORTATION** GOAL, OBJECTIVES AND POLICIES

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

OBJECTIVE II.1 The City, ~~upon adoption of this Comprehensive Plan~~, shall establish a safe, convenient and efficient level of service standard which shall be maintained for all motorized and non-motorized transportation systems ~~beginning May 1, 1992~~.

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 **"Florida Level of Service Standards and Guidelines Manual for Planning, 1989" Quality/Level of Service Handbook**.

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
1	C.R. 238 (from City's north limits to City's west limits)	2 U	Major Collector	Rural	D
2	S. R. 121 (from City's <del>northeast</del> <b><u>southwest</u></b> limits (SW 12 Ave) to <b><u>S.R. 231</u></b> <del>City's west limits</del> )	2 U	Minor Arterial	<b><u>Rural Transition</u></b>	D
<del>3</del>	<b><u>S. R. 121</u></b> (from S.R. 231 to SE City Limit (SW 8th Ave))	<b><u>2 U</u></b>	<b><u>Minor Arterial</u></b>	<b><u>Transition</u></b>	<b><u>D</u></b>
<del>4</del>	<b><u>S. R. 121</u></b> (from SW 8th Ave to <b><u>S.R.100</u></b> )	<b><u>2 U</u></b>	<b><u>Minor Arterial</u></b>	<b><u>Transition</u></b>	<b><u>D</u></b>
<del>35</del>	S. R. 100 (from <del>City's east</del> <b><u>limits SW 12 Ave</u></b> to <del>City's west limits</del> <b><u>S.R. 231</u></b> )	2 U	Minor Arterial	<b><u>Rural Transition</u></b>	D
<del>6</del>	<b><u>S. R. 100</u></b> (from S.R. 231 to <b><u>NE 8th Ave</u></b> )	<b><u>2 U</u></b>	<b><u>Minor Arterial</u></b>	<b><u>Transition</u></b>	<b><u>D</u></b>
<del>7</del>	<b><u>S. R. 100</u></b> (from <b><u>NE 8th Ave</u></b> to <b><u>S.R. 121</u></b> )	<b><u>2 U</u></b>	<b><u>Minor Arterial</u></b>	<b><u>Transition</u></b>	<b><u>D</u></b>
<del>8</del>	<b><u>S.R. 238/SW 2nd St.</u></b> (from <b><u>SW 12th Ave</u></b> to <b><u>S.R. 231</u></b> )	<b><u>2 U</u></b>	<b><u>Minor Arterial</u></b>	<b><u>Transition</u></b>	<b><u>D</u></b>
<del>9</del>	<b><u>S.R. 231</u></b> (from <b><u>S.R. 238</u></b> to <b><u>S.R. 100</u></b> )	<b><u>2 U</u></b>	<b><u>Minor Arterial</u></b>	<b><u>Transition</u></b>	<b><u>D</u></b>
<del>4-10</del>	S. R. 231 (from C.R. 238 to <del>City's south limits</del> <b><u>S.R.121</u></b> )	2 U	Minor Arterial	<b><u>Rural Transition</u></b>	D
<del>11</del>	<b><u>S. R. 231</u></b> (from <b><u>S.R. 121</u></b> to <b><u>SW 11th St</u></b> )	<b><u>2 U</u></b>	<b><u>Minor Arterial</u></b>	<b><u>Transition</u></b>	<b><u>D</u></b>

U Undivided roadway

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- Policy II.1.2 The City 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 City roads:
1. Permitting one access point for ingress and egress purposes to a single property or development;
  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 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 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, for any development which is required to provide a site plan or any development requiring platting, include requirements for an additional ten 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, as amended, 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, ~~upon adoption of this Comprehensive Plan,~~ shall require that all traffic circulation system improvements be consistent with the land uses shown on the future land use plan map.
- Policy II.2.1 The City shall, as part of the capital improvement scheduling of roadway improvements, review all proposed roadway improvements to determine if such improvement will further the direction of the Future Land Use Plan Element.
- OBJECTIVE II.3 The City shall, ~~upon adoption of this Comprehensive Plan,~~ 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.

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- OBJECTIVE II.4    ~~The City, upon adoption of this Comprehensive Plan,~~ shall provide for the protection of future right-of-ways from building encroachment by establishing right-of-way setback requirements, as provided in Policy II.4.1, for all structures along new or realigned collector and arterial roadways.
- Policy II.4.1        The City's land development regulations shall include provisions which require a structure to provide a minimum setback seventy-five(75) feet as measured from the centerline of the right-of-way for new or realigned collector and arterial roads.
- 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.

#### IV

### SANITARY SEWER, SOLID WASTE, DRAINAGE, POTABLE WATER AND NATURAL GROUNDWATER AQUIFER RECHARGE ELEMENT

#### INTRODUCTION

The following plan element provides direction for the use, maintenance and location of general sanitary sewer, solid waste, drainage, potable water facilities and natural groundwater aquifer recharge areas in conformance with the future land use element of this Comprehensive Plan.

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

The future growth of the City depends upon the safe, adequate and economical means for the provision of public facilities and services. This portion of the Comprehensive Plan provides a goal, objectives and policies which direct the implementation and use of such public facilities in a logical and economic fashion, as well as, in a manner which is consistent with the State of Florida Comprehensive Plan, the North Central Florida Regional Comprehensive Policy Plan and the various elements of this Comprehensive Plan.

#### SANITARY SEWER, SOLID WASTE, DRAINAGE, POTABLE WATER AND NATURAL GROUNDWATER AQUIFER RECHARGE GOAL, OBJECTIVES AND POLICIES

GOAL IV-1 - ENSURE THE PROVISION OF PUBLIC FACILITIES IN A TIMELY, ORDERLY EFFICIENT AND ENVIRONMENTALLY SOUND MANNER AT AN ACCEPTABLE LEVEL OF SERVICE FOR THE CITY'S POPULATION.

OBJECTIVE IV.1 The City, ~~upon adoption of this Comprehensive Plan~~, shall correct existing deficiencies by undertaking capital improvement projects in accordance with the schedule contained in the Capital Improvements Element of this Comprehensive Plan.

Policy IV.1.1 The City shall provide that within the schedule contained in the Capital Improvements Element, that capital improvement projects needed for replacement or correction of existing deficiencies in public facilities be given priority over providing for future facilities needs;

1. If they are imminently needed to protect the public health and safety, which shall be given the highest priority; and
2. If existing facilities are not meeting maintenance or operation level of service standards adopted herein, which shall be given the second order of priority.

OBJECTIVE IV.2 The City, ~~upon adoption of this Comprehensive Plan~~, shall coordinate the extension of, or increase in the capacity of facilities by scheduling the completion of public facility improvements concurrent with projected demand.

#### POLICIES FOR SANITARY SEWER

Policy IV.2.1 The City hereby establishes the following level of service standards for sanitary sewer facilities.

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	FACILITY TYPE	LEVEL OF SERVICE STANDARD
	Lake Butler Community Sanitary Sewer System	100 gallons per capita per day
Policy IV.2.2	The City shall prohibit the installation of septic tanks in locations with soils which do not meet installation requirements of Chapter 10D-6, Florida Administrative Code, in effect upon adoption of this Comprehensive Plan.	
Policy IV.2.3	<p>The City's <del>land development regulations</del> shall allow septic tanks to remain in service until such time as a centralized sanitary sewer system is accessible conditional on the following requirements:</p> <ol style="list-style-type: none"> <li>1. The City shall not issue a building permit for construction of a building or facility where sanitary sewage is proposed to be disposed using an onsite sewage disposal system in an area zoned industrial on the City's official zoning atlas, or used for industrial or manufacturing purposes, or its equivalent, where the City's centralized sanitary sewer system is available within 1/4 mile of the area used or zoned industrial or manufacturing, or where a likelihood exists that the onsite sewage disposal system may receive toxic, hazardous or industrial waste;</li> <li>2. The City shall not issue an occupational license to the owner or tenant of a building located in an area zoned industrial on the City's official zoning atlas, or used for industrial or manufacturing purposes, or its equivalent, when such site is served by an onsite sewage disposal system without first obtaining an annual operating permit from the County Health Department; and</li> <li>3. The City shall not issue a certificate of land development regulation compliance to a new owner or tenant of a building located in an area zoned industrial on the City's official zoning atlas, or used for industrial or manufacturing purposes, or its equivalent, or who operates a business which has the potential to generate toxic, hazardous or industrial wastewater, when such site is served by an onsite sewage disposal system without first obtaining an annual operating permit for an onsite sewage disposal system from the County Health Department.</li> </ol>	

#### POLICIES FOR SOLID WASTE DISPOSAL

Policy IV.2.4	The City hereby establishes the following level of service standards for solid waste disposal facilities:	
	FACILITY TYPE	LEVEL OF SERVICE STANDARD
	Solid Waste Landfill	.76 tons per capita per year
Policy IV.2.5	The City shall maximize the use of solid waste facilities through implementation of a strategy for separation of solid waste for recycling as recycling programs are developed pursuant to Chapter 403.706, Florida Statutes, in effect upon adoption of this Comprehensive Plan.	

## POLICIES FOR DRAINAGE

Policy IV.2.6 The City hereby establishes the following level of service standards for drainage facilities:

### LEVEL OF SERVICE STANDARD

For all projects which fall totally within a stream, or open lake watershed, detention systems must be installed such that the peak rate of post-development runoff will not exceed the peak-rate of pre-development runoff for storm events up through and including either:

1. A design storm with a 10-year, 24 hour rainfall depth with Soil Conservation Service type II distribution falling on average antecedent moisture conditions for projects serving exclusively agricultural, forest, conservation, or recreational uses; or
2. A design storm with 100-year critical duration rainfall depth for projects serving any land use other than agricultural, silvicultural, conservation, or recreational uses.

All other stormwater management projects shall adhere to the standards as specified in Chapter ~~17-25~~ **62-330**, Florida Administrative Code (rules of the Florida Department of Environmental ~~Regulation~~ **Protection**) and Chapters 40B-4 ~~and 40B-400~~, Florida Administrative Code (rules of the Suwannee River Water Management District), as effective on the date of adoption of this comprehensive plan.

Any development exempt from Chapter ~~17-25~~ **62-330**, ~~or 40B-4, or 40B-400~~ as cited above, and which is adjacent to, or drains into a surface water, canal, stream, or which empties into a sinkhole, shall first allow the runoff to enter a grassed swale designed to percolate 80 percent of the runoff from a three year, one hour design storm within 72 hours after a storm event.

Policy IV.2.7 The City, ~~upon adoption of this Comprehensive Plan,~~ shall prohibit the construction of structures or landscape alterations which would interrupt natural drainage flows, including sheet flow and flow to isolated wetland systems.

## POLICIES FOR POTABLE WATER

Policy IV.2.8 The City hereby establishes the following level of service standards for potable water.

FACILITY TYPE	LEVEL OF SERVICE STANDARD
Lake Butler Community Potable Water System	165 gallons per capita per day

OBJECTIVE IV.3 The City, ~~upon adoption of this Comprehensive Plan,~~ shall require that residential densities greater than two dwelling units per acre be directed to areas which are served by centralized potable water systems and sanitary sewer systems.

Policy IV.3.1 The City's ~~land development regulations~~ shall permit residential densities in excess of two dwelling units per acre only within areas served by centralized potable water and sanitary sewer systems.

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- OBJECTIVE IV.4     The City, ~~upon adoption of this Comprehensive Plan~~, shall require that no sanitary sewer facility have any discharge into designated prime groundwater recharge areas.
- Policy IV.4.1        The City's land development regulations shall provide that during the development review process, all proposed development within the drainage basin of any designated priority water body shall be coordinated with the Water Management District and ensure that any proposed development is consistent with any approved management plans within that basin.
- OBJECTIVE IV.5     The City, ~~upon adoption of this Comprehensive Plan~~ shall coordinate with the Water Management District to protect the functions of natural groundwater recharge areas and natural drainage features, by requiring that all developments requiring supervision approval be reviewed by the Water Management District prior to final approval of the plat.
- Policy IV.5.1        The City's ~~land development regulations~~ shall prohibit the discharge of hazardous materials to all soils, groundwaters and surfacewaters of the City. Should the City be identified as a potential site for a hazardous waste treatment facility, the City will cooperate with the Regional Planning Council by coordinating adjacent land uses with the facility and amending the Comprehensive Plan to further address the protection of natural resources, emergency response and appropriate land uses related to the facility.
- Policy IV.5.2        The City will cooperate with the County in the County's establishment of a local listing of all producers of industrial, hazardous and toxic materials and waste, as provided by the Water Quality Assurance Act of 1983, Florida Statutes 403.7225 by 1993.
- Policy IV.5.3        The City, ~~by May 1, 1996~~ will cooperate with the County in its preparation of a five year assessment and update the County's hazardous materials plan, as provided by the Water Quality Assurance Act of 1983, Florida Statutes 403.7225, and the County's monitoring of small quantity producers of industrial, hazardous and toxic materials identified by such plan to be operating within the City.
- Policy IV.5.4        The City will participate in the County's Amnesty Day program as provided by the Water Quality Assurance Act of 1983, Florida Statutes 403.7225, ~~by March 1, 1992~~.
- Policy IV.5.5        The City shall provide for the limitation of development and associated impervious surfaces in prime groundwater recharge areas designated by the Water Management District to protect the functions of the recharge area through requirement of the following:
1.     Stormwater management practices shall not include drainage wells and sinkholes for stormwater disposal where recharge is into potable water aquifers. Where development is proposed in areas with existing wells, these wells shall be abandoned, including adequate sealing and plugging according to Chapter ~~17-28~~ 40B-3, Florida Administrative Code, in effect upon adoption of this Comprehensive Plan;

## V CONSERVATION ELEMENT

### INTRODUCTION

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

### CONSERVATION GOAL, OBJECTIVES AND POLICIES

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

OBJECTIVE V.1 The City's ~~land development regulations, by 1992~~ shall protect air quality through the appropriate siting of development and associated public facilities by requiring landscape buffers and setbacks to prevent wind shadows.

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

OBJECTIVE V.2 The City 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 City in order to protect prime water recharge areas shall limit development in these areas as specified in Policy IV.5.5 of this Comprehensive Plan

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- Policy V.2.1 The City shall as part of the development review process require the coordination of development plans with the Florida Department of Environmental **Regulation Protection** and the Water Management District to assist in monitoring uses which may impact the City's current and projected water sources.
- Policy V.2.2 The City shall protect the present water quality classification established by the Florida Department of Environmental ~~**Regulation Protection**~~ by prohibiting industrial uses, commercial uses and intensive agricultural uses, such as milking barns and chicken houses, to be located adjacent to the City's surface water bodies.
- Policy V.2.3 The City shall identify and make recommendations, where appropriate, for the purchase of environmentally sensitive lands under the Conservation and Recreation Lands Program or Save Our Rivers Program.
- Policy V.2.4 The City's land development regulations shall require a 35-foot natural buffer around all wetlands and prohibit the location of residential, commercial and industrial land uses within the buffer areas, but allow agriculture, silviculture and resource-based recreational activities within buffer areas subject to best management practices.
- Policy V.2.5 The City, ~~by May 1, 1992,~~ shall, through the development review process, require that post development runoff rates and pollutant loads do not exceed predevelopment conditions.
- Policy V.2.6 The City's ~~land development regulations~~ shall require all new development to maintain the natural functions of natural flood storage, pollution alternatives in wetlands and 100 year floodprone areas.
- Policy V.2.7 The City shall participate in the National Flood Insurance Program and regulate development and the installation of utilities in flood hazard areas in conformance with the program requirements. Further, the City shall require all structure to be clustered on the non-floodprone portion of a site or where the entire site is in a floodprone area, structure shall be elevated at least two feet above the highest adjacent grade.
- Policy V.2.8 The City shall conserve wetlands by prohibiting, where alternatives for development exist, any development or dredging and filling which would alter their natural functions. If no other alternative for development exists, mitigation will be considered as a last resort using criteria established within Chapter 17-312, Rules of the Florida Department of Environmental **Regulation Protection**, in effect upon adoption of this Comprehensive Plan.
- Policy V.2.9 The City shall support the Water Management District in their conducting of water conservation programs by assisting with public information programs for water use restrictions in the case of a water shortage.
- Policy V.2.10 The City shall comply with the plans of the Water Management District for the emergency conservation of water sources through assisting the Water Management District with public information programs for any water use restrictions in the case of water shortage.

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- Policy V.2.11 The City's land development regulations shall require a 35-foot regulated natural buffer adjacent to all perennial rivers, streams and creeks and prohibit the location of residential, commercial and industrial land uses within the buffer areas, but allow agriculture, silviculture and resource-based recreational activities within buffer areas subject to best management practices.
- Policy V.2.12 The City shall as part of the development review process limit development to low density and non-intensive uses in prime aquifer recharge areas, designated by the Water Management District, in order to maintain the natural features of these areas.
- Policy V.2.13 The City shall as part of the development review process require the maintenance of the quantity and quality of surface water runoff natural drainage basins by prohibiting any development which may diminish or degrade the quality and quantity of surfacewater runoff within the City.
- Policy V.2.14 The City, prior to granting approval of a site and development plan, for construction or expansion shall require that all hazardous waste generators and facilities are duly permitted as required by Chapter 403, Florida Statutes, by the Florida Department of Environmental **Regulation Protection**. In addition, the City, prior to the issuance of a certificate of land development regulation compliance, shall require that all existing hazardous waste facilities or uses which generates hazardous waste show proof of such permit prior to a change in occupancy.
- OBJECTIVE V.3 The City shall include within the land development regulations for development review, provisions for the conservation, use and protection of soils, minerals, and native vegetative communities, ~~by May 1, 1992~~.
- Policy V.3.1 The City shall require within the land development regulations that any mining permit be coordinated with the Florida Department of ~~Natural Resources~~ **Environmental Protection** so that mineral resources are conserved and used appropriately.
- Policy V.3.2 The City shall review topographic, hydrologic and vegetative cover factors during the development review process in order to protect and conserve the natural functions of soils.
- Policy V.3.3 The City shall require 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, ~~Revision May 1990 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, upon adoption of this Comprehensive Plan, identify as provided in Policy V.4.3, 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 impacts of development.
- Policy V.4.1 The City shall cooperate with the ~~Florida Game and Fresh Water Fish Commission~~ **Florida Fish and Wildlife Conservation Commission** in the monitoring and inventorying of wildlife and wildlife habitats within the City.

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

## PROCEDURE FOR MONITORING AND EVALUATION OF CAPITAL IMPROVEMENTS ELEMENT

The role of monitoring and evaluation of the Capital Improvements Element is important to the effectiveness of the City's planning program. This is due to the fluctuations in the revenues and expenditures of the City due to market and economic conditions.

The revenues and expenditures of the City will be used to predict fiscal trends in order to maintain the City's adopted level of service standards for public facilities and recreation. Therefore, the Capital Improvements Element requires a continuous program for monitoring and evaluation, and pursuant to Chapter 163, Part II, Florida Statutes, this element will be reviewed on an annual basis to ensure that the fiscal resources are available to provide the public facilities needed to support the established level of service standards.

The annual review is the responsibility of the City's Local Planning Agency. City staff, designated by the City Manager will serve as advisory counsel to the Local Planning Agency dealing with all fiscal issues.

The Local Planning Agency shall consider the following points during the annual review to assist in the determination of findings and recommendations to the City Council:

1. The review of the criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority;
2. The City's effectiveness in maintaining the adopted level of service standards;
3. The impacts of service provisions of other local, regional or state agencies upon the City's ability to maintain the adopted level of service standards;
4. Provision of needed capital improvements;
5. The consideration of any corrections, updates and modifications concerning costs, and revenue sources;
6. The consistency of the Capital Improvements Element with the other elements of the Comprehensive Plan and most particularly its support of the Future Land Use Element;
7. The City's ability to provide public facilities within respective geographic service areas in order to determine any need for boundary modification or adjustment; and
8. The appropriateness of including within the 5-Year Schedule of Improvements those identified improvements needed for the latter part of the planning period.

The findings and recommendations of the Local Planning Agency will be transmitted to the City for review at a scheduled public hearing. Subsequent to review of the findings and recommendations of the Local Planning Agency, the City Council shall direct City staff to provide the Local Planning Agency with an updated 5-Year schedule of Improvements and any drafts for amendments to the Capital Improvements Element as deemed necessary by the City Council.

The Local Planning Agency shall consider the annual amendment of the 5-Year Schedule of Improvements at the first scheduled date for consideration of amendments to the City's Comprehensive Plan. All amendments to the Schedule or elements except for corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the plan; or the date of construction of any facility enumerated in this Capital Improvements Element, shall be adopted in accordance with Chapter 163.3187, Florida Statutes, as amended.

## CONCURRENCY MANAGEMENT SYSTEM

Chapter ~~9J-5~~ **163**, Florida ~~Statutes, as amended, Administrative Code~~ requires the adoption of a concurrency management system to ensure that facilities and services needed to support development are available concurrent with the impacts of such development. This concurrency management system is designed to ensure that prior to the issuance of a development order and development permit, that the adopted level of service standards required within this Comprehensive Plan for roads, potable water, sanitary sewer, solid waste, drainage and recreation and open space will be maintained.

The City has adopted policies within this Comprehensive Plan, which establish level of service standards for public facilities, the concurrency management system in turn provides a mechanism for which the City can ensure the maintenance of the standards concurrent with the impacts of development.

### PURPOSE AND OVERVIEW

The City shall require a concurrency review be made with applications for development approvals and a Certificate of Concurrency issued prior to development. If the application is deemed concurrent, a Certificate of Concurrency will be issued by the Land Development Regulation Administrator. If the development requires any other development permit, a copy of the Certificate of Concurrency shall be included with any future application for a development permit. A separate concurrency review shall not be required for each development permit for the same project. Concurrency review addresses only the availability of public facilities and capacity of services and a Certificate of Concurrency does not represent overall development approval.

If the application for development is not concurrent, the applicant shall be notified that a certificate cannot be issued for the development. The burden of showing compliance with the adopted levels of service and meeting the concurrency test shall be upon the applicant.

The City shall review applications for development and a development approval shall be issued only if the proposed development does not lower the existing level of service of public facilities and services below the adopted level of service in this Comprehensive Plan.

The minimum requirements for concurrency within this management system are as follows:

1. For roads, potable water, sewer, solid waste, drainage and recreation and open space, at a minimum, provisions which ensure that:
  - a. The necessary facilities and services are in place at the time a development permit is issued; or
  - b. A development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of the development occur; or
  - c. The necessary facilities are under construction at the time a permit is issued; or
  - d. The necessary facilities and services are guaranteed in an enforceable development agreement that includes the provisions of Chapter ~~9J-5.0055 (2)(a)(1-3)~~ **163**, Florida ~~Statutes, as amended, Administrative Code~~, in effect upon the adoption of this Comprehensive Plan. An enforceable development agreement may include, but is not limited to development agreements pursuant to Chapter 163.3220, Florida Statutes, in effect upon adoption of this Comprehensive Plan, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, in effect upon adoption of this Comprehensive Plan.
  - e. All transportation facilities are to be in place or under construction within three years after approval of building permit.**

**2. For Public School Facilities**

- a. At the time a final subdivision or site plan approval for residential uses is issued the necessary public school facilities and services are in place; or
- b. A final subdivision or site plan approval for residential uses is issued, subject to the condition that the necessary public school facilities and services needed to serve the new development are scheduled to be in place or under actual construction no more than three years after issuance of final subdivision or site plan approval as provided in the City's 5-Year Schedule of the Capital Improvements Element; or
- c. A final subdivision or site plan approval for residential uses is issued, subject to the execution of a legally binding mitigation agreement between the applicant, School Board and City. This agreement shall be supported by a bond, deposit of funds or other acceptable financial means to assure performance of the proportional share mitigation agreed to by the developer.

These minimum requirements shall be ensured as follows:

1. Building Permits. The issuance of a building permit has more of an immediate impact on the level of service for public facilities than may be the case with the issuance of other types of development orders. Therefore, building permits shall be issued only when the necessary facilities and services are in place. The determination of the existence of the necessary facilities and services in place shall be made by the Land Development Regulation Administrator as part of the Certificate of Concurrency Compliance procedure. For roads, this determination shall apply to the adopted level of service standards for roads within the City's jurisdiction. All public facility impacts shall be determined based on the level of service of the facility throughout the facility geographic service area.  
**Prior to the issuance of a building permit or its functional equivalent, the City will consult with the applicable water supply utility, if any, to ensure that adequate water supplies and facilities will be in place and available no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent.**
2. Other Types of Development Orders. Other types of development orders include, but are not limited to approval of subdivisions, re-zoning, special permits and site plan approval. These other types of development orders have less immediate impacts on public facilities and services than the issuance of a building permit. However, public facilities and services must be available concurrent with the impacts of development permitted by other types of development orders. Therefore, subject to the Land Development Regulation Administrator determining that the necessary facilities or services are in place and are maintaining the adopted level of service, the following concurrency management requirements shall apply for the issuance of such development orders.
  - a. Provisions shall be included within the development order, which shall require the construction of additional public facility capacity, where public facilities, due to the impacts of the development proposal do not meet the adopted level of service; and
  - b. Such provisions shall require the necessary public facilities be constructed by the developer and at the developer's expense, or by the public or private entity having jurisdictional authority over the facility to the adopted level of service so that the necessary facilities and services will be in place when the impacts of the development occur and within conformance with the 5-Year Schedule of Improvements found within the City's Capital Improvements Element.

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

## CONCURRENCY DETERMINATION PROCEDURES

A concurrency test shall be made of the following public facilities and services for which level of service standards have been established in this Comprehensive Plan, which are

1. ~~**Traffic Circulation**~~ **Transportation**;
2. Sanitary sewer,
3. Solid waste,
4. Drainage,
5. Potable water; ~~and~~
6. Recreation and open space; ~~and~~
7. **Public School Facilities**.

The concurrency test for facilities and services will be determined by comparing the available capacity of a facility or service to the demand created by the proposed project. Available capacity will be determined by adding together the total excess capacity of existing facilities and the total capacity of any new facilities which meet the previously defined concurrency standards and subtracting any capacity committed through concurrency reservations or previously approved development orders.

1. For development orders and permits, the following determination procedures shall apply:
  - a. If an applicant desires to determine whether there is sufficient capacity to accommodate their proposed project, the Land Development Regulation Administrator shall make an informal non-binding determination of whether there appears to be sufficient capacity in the public facilities and services to satisfy the demands of the proposed project.  
  
If there appears to be insufficient capacity, the Land Development Regulation Administrator shall then make a determination of what public facilities or services would be deficient if the proposed project were approved.
  - b. There are certain development approvals that are ineligible to receive concurrency reservation because they are too conceptual and, consequently, do not allow an accurate assessment of public facility impacts. These development approvals are land use amendments to the Comprehensive Plan and rezoning requests. Those development approvals shall receive a non-binding concurrency determination.
  - c. Any concurrency determination, whether requested as part of an application for development approval or without an application for development approval, is a non-binding determination of what public facilities and services are available at the date of inquiry. The issuance of a Certificate of Concurrency Compliance shall be the only binding action, which reserves capacity for public facilities and services.
2. For Roadways the following determination procedures shall apply:
  - a. The City shall provide level of service information as set forth in the most recent Data and Analysis Report in support of the City's Comprehensive Plan. If this level of service information indicates a level of service failure, the applicant may either
    - (1) Accept the level of service information as set forth in the most recent Data and Analysis Report supporting the City's Comprehensive Plan, or

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

Regional Planning Council: North Central FL  
Review Date: 1/26/17  
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 23  
Local Government: Town of Greenville  
Local Government Item No.: CPA 16-01  
State Land Planning Agency Item No.: 17-1ER

Date Mailed to Local Government and State Land Planning Agency: 1/27/17 (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 Town is amending the text of the Future Land Use Element; Traffic Circulation Element; Housing Element; Infrastructure Element; Conservation Element; Recreation and Open Space Element; Intergovernmental Coordination Element; and Capital Improvements Element of the Town Comprehensive Plan. Additionally, the Town is adding a School Facilities Element and an Economic Development Element to its Comprehensive Plan (see attached excerpts).

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

The Town is bisected by U.S. Highways 90 and 221, both of which are identified in the North Central Florida Strategic Regional Policy Plan as Regional Transportation Facilities. The Town is not located within any Natural Resources of Regional Significance as identified and mapped in the regional plan.

The text amendment increases the maximum allowable density/intensity of use for certain land use classifications while establishing maximum intensities of uses for certain land use classifications which previously had no intensity limitations (see attached). No data and analysis was provided regarding the impact of the changes in density/intensity of use on the Regional Road Network. Additionally, the Town Comprehensive Plan does not contain minimum roadway level of service standards. However, amendments to the Traffic Circulation Element include policies which implement Transportation Planning Best Practices contained in the North Central Florida Strategic Regional Policy Plan (see attached). Regional Plan Policy 5.1.1 states that impacts to the Regional Road Network as a result of additional development are considered to be adequately mitigated in municipalities which implement Transportation Planning Best Practices. Therefore, potential adverse impacts to the Regional Road Network as a result of the amendment are adequately mitigated.

Significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance as the Town is not located within or near any mapped Natural Resource of Regional Significance in the North Central Florida Strategic Regional Policy Plan.

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

Adverse extrajurisdictional impacts cannot be determined as a result of the amendment (see above).

**Request a copy of the adopted version of the amendment?**

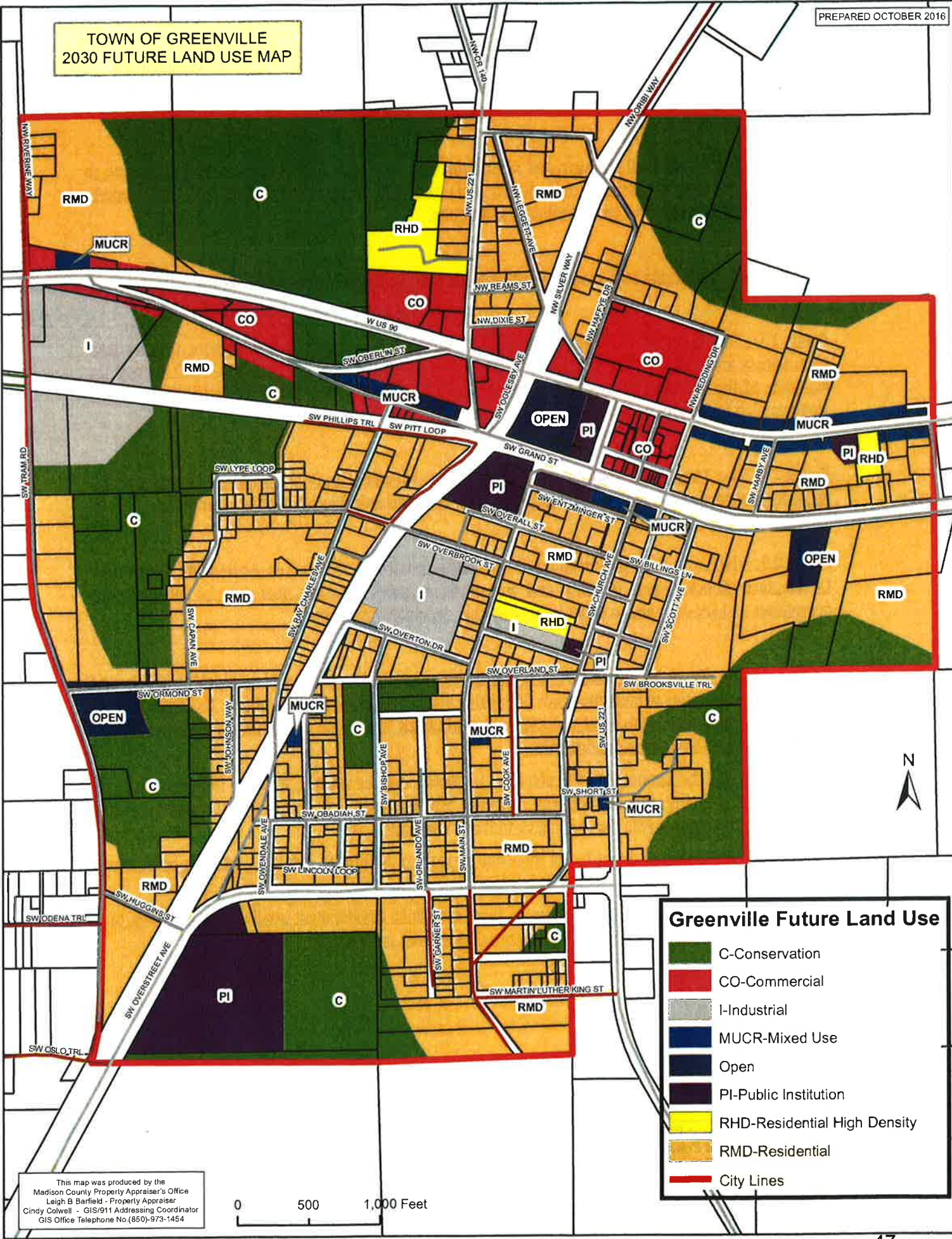
Yes \_\_\_\_\_ No \_\_\_\_\_  
Not Applicable \_\_\_\_\_ X \_\_\_\_\_

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

**EXCERPTS FROM THE  
TOWN COMPREHENSIVE PLAN AMENDMENT**



TOWN OF GREENVILLE  
2030 FUTURE LAND USE MAP



**Greenville Future Land Use**

- C-Conservation
- CO-Commercial
- I-Industrial
- MUCR-Mixed Use
- Open
- PI-Public Institution
- RHD-Residential High Density
- RMD-Residential
- City Lines

This map was produced by the  
Madison County Property Appraiser's Office  
Leigh B Barfield - Property Appraiser  
Cindy Colwell - GIS/911 Addressing Coordinator  
GIS Office Telephone No. (850)-973-1454

0 500 1,000 Feet



## CHAPTER ONE

### FUTURE LAND USE ELEMENT

#### I. INTRODUCTION

The Future Land Use Element sets forth the general land use patterns for Greenville and policies to guide land use development through the year 2001~~30~~. All other elements in the comprehensive plan are extensions of the Future Land Use Element. As such, each element of the plan must contain policy directives consistent with those of the Future Land Use Element. Also contained in this portion of the plan is a Future Land Use Map. Development which occurs after plan adoption must be consistent with the development pattern shown on the Future Land Use Map. In addition, development regulations must be maintained by Greenville which is consistent with the Future Land Use Map. ~~These regulations must be adopted within one year of plan submission to the Department of Community Affairs (DCA).~~

#### II. ~~FUTURE LAND USE SUMMARY STATEMENT~~

~~Greenville is a small rural community in north central Florida, lying in the west central portion of Madison County. Incorporated in 1907, Greenville has historically served as a residential community for workers employed in area forestry and agricultural activities. In 1980, the u.s. Census estimated that 1,096 persons resided in Greenville. By 1988, due primarily to declining employment opportunities, Greenville's population decreased to an estimated 916 persons. But ample evidence indicates that the economy of north central Florida is gradually becoming more diversified. With appropriate planning and community development, Greenville has the opportunity to participate in this growing prosperity.~~

~~The Data Collection and Analysis Report assessed a variety of land use related issues and problems which will have an impact on the town through the year 2001. One of the major land use issues facing Greenville involves the hydrological and elevation characteristics of the town. Because of inadequate drainage facilities in certain areas of the town, Greenville suffers from flooding and drainage problems. Over one third of the town lies in wetland and flood prone areas, however, most flooding occurs in the southern and western parts of town.~~

~~Another issue relates to Greenville's large percentage of substandard housing. Almost 40% of the housing stock is in substandard condition or in need of significant repair. The quality of housing is one indicator of the local quality of life. Also, the condition of community housing is one of many factors assessed by industrialists seeking new manufacturing plant locations. If housing remains in generally poor condition, so too does the potential for economic development. Other problems which impede economic development include unpaved roads, deteriorating potable waterlines, unimproved drainage facilities, and the absence of a community sanitary sewer system.~~

~~Greenville is hard pressed to deal with two problems because, economically, it is one of the poorest communities in Florida. The Town has a very limited tax base due to its small population, low family incomes, and few commercial and industrial establishments. In addition, past trends suggest that town expenditures will consistently outpace revenues at least through 1996.~~

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~~The Data Collection and Analysis Report also assessed land use needs for growth and development during the planning period. Future land use needs can be easily accommodated by developing the existing vacant or undeveloped land within the town limits. However, care must be taken to avoid conflicts between the different types of land uses.~~

~~In order to improve Greenville's potential for growth, there are numerous planning activities which can be undertaken. Some are discussed in the two alternatives below.~~

**Alternative 1:**

~~One alternative is to maintain the status quo. This, however, is not recommended because many of Greenville's community facilities are already in poor condition. By failing to improve community facilities, new comers will be discouraged from locating in Greenville. Commerce and industry will avoid investing in Greenville because of inadequate infrastructure and basic facilities.~~

**Alternative 2:**

~~A second and recommended alternative, is to initiate well planned programs to promote residential, commercial and industrial growth in Greenville. As a beginning, the town will need to undertake extensive redevelopment of its housing stock, town roads, sidewalks, and drainage facilities.~~

~~As mentioned, the town lacks local resources to fund capital facility improvements. Nevertheless, it does have the option of planning for capital improvements to be funded by state and federal grant programs. Despite the fact that such funds are often difficult to obtain, this is the only option available to Greenville if it wishes to encourage growth and development.~~

~~In addition to improved capital facilities, land use development policies are also important for encouraging growth. As discussed in the following goals, objectives and policies, **ALTERNATIVE 2** prevents land use conflict from occurring and promotes the efficient use of existing public facilities. Also, the health and safety of individuals and the environment are protected from inappropriate development.~~

~~It is important to emphasize that since stable sources of revenue are not available to improve capital facilities, such facilities must be considered adequate as defined by level of service standards. Public facilities will be improved only when Greenville obtains intergovernmental financial assistance<sup>2</sup>.~~

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<sup>2</sup>As per F.A.C. 9J%, a local government must maintain a certain level of service for all public facilities within its jurisdiction. Level of service is an efficiency rating assigned to capital facilities. This rating is usually expressed as capacity.

FUTURE LAND USE ELEMENT  
GOALS, OBJECTIVES, AND POLICIES

GOAL STATEMENT 1: ENSURE THAT THE CHARACTER AND LOCATION OF LAND USES MAXIMIZE THE POTENTIAL FOR ECONOMIC BENEFIT AND THE ENJOYMENT OF NATURAL AND MAN-MADE RESOURCES BY CITIZEN'S WHILE MINIMIZING THE THREAT TO HEALTH, SAFETY AND NUISANCES, INCOMPATIBLE LAND USES, AND ENVIRONMENTAL DEGRADATION.

OBJECTIVE 1: Future growth and development will be managed through the preparation, adoption, implementation and enforcement of land development regulations within one year of plan submission to the Department of Community Affairs (DCA) adoption of a Future Land Use Map and corresponding Land Development Regulations which shall coordinate the availability of public facilities through the 2030 planning horizon.

Policy 1.1: Adopt The land development regulations that shall contain specific and detailed provisions required to implement the adopted Comprehensive Plan, and which as a minimum through the following<sup>2</sup>:

- a. Regulate the subdivision of land;
- b. Regulate the use of land and water consistent with this Element and ensure the compatibility of adjacent land uses and provide for open space Comprehensive Plan;
- c. ~~Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;~~
- c. Provide for protection of potable water wellfields and aquifer recharge areas;
- d. Ensure the protection of environmentally sensitive lands designated in the comprehensive plan;
- e. Regulate signage;
- e-f. Provide that public facilities and services meet or exceed the standards established in the capital improvements element and are available when needed.
- f-g. Ensure safe and convenient onsite traffic flow and vehicle parking needs; and
- g. ~~Provide that development orders and permits shall not be issued which result in a reduction of the level of services for the affected public facilities below the level of service standards adopted in this Comprehensive Plan.~~

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<sup>2</sup> per unit of demand (e.g.: a community water supply will provide water at a rate of 100 gallons per person per day). If the local governmental fails to maintain adopted levels of service, DCA may find it not in compliance with state regulations. Appendix 1 summarized levels of service assigned to Greenville's capital facilities.

- ~~h. — Regulate development in each land use area shown on the Future Land Use Map by specifying development density standards.~~

~~Policy 1.2: Land development regulations adopted by April 1, 1991 to implement this Comprehensive Plan. The Future Land Use Districts shall be based on and be consistent with the following standards for residential densities as indicated below: Future Land Use Map classifications and corresponding standards for densities and intensities.~~

- ~~a. Very low density Residential — 0 to 1 residential units per gross five acres; Density: 4 dwelling units per acre.~~
- ~~b. — Low Density residential — 1 to 2 residential units per gross acre;~~
- ~~c. — Medium density residential — 3 to 4 residential units per gross acre; and~~
- ~~d.b. High Density Residential — 5 to 20 residential units per gross acre; Density: 20 dwelling units per acre.~~

~~Policy 1.3: Minimum development standards for other categories of land use as shown on the Future Land Use Map are as follows:~~

~~-a. Conservation~~

~~Lands classified as conservation shall be limited to public access and residential uses necessary to manage such conservation lands (i.e., ranger stations, research stations and park amenities.) Wetland areas are reserved for conservation land use. Only very low density residential development as permitted by The Florida Department of Environmental Regulation and the Madison County Health Department is allowed on conservation land as shown on the Future Land Use Map.~~

~~Density: 1 dwelling unit per 5 acres~~

~~Intensity: 0.25 Floor Area Ratio~~

~~-b. Open Space/Recreational~~

~~Open Space / Recreational classified lands shall be designated for user based and resource based recreation. Residential uses are prohibited, all other types of development prohibited except that which is directly related to either public recreation or open space.~~

~~Density: N/A~~

~~Intensity: 0.5 Floor Area Ratio~~

~~— Vacant~~

~~Vacant land will be developed in a manner compatible with adjacent land uses. This plan designates most vacant land shown on the existing land use map as future residential land.~~

~~— Historic~~

~~Historic property for which public funding is allocated will be developed in accordance with the development rules of the granting agency.~~

**-c. Public-Institutional**

Lands designated as Public-Institutional shall consist of public buildings and grounds, public health facilities, and educational uses. All land development in this land use designation must be directly related to public institutional uses.

Density: N/A

Intensity: 1.0 Floor Area Ratio ~~No density restriction~~

**-d. General Industrial**

Lands classified as Industrial shall consist of areas used for manufacturing, assembly, processing or storage of products. Only industrial land uses are permitted in this land use designation. No density restrictions.

~~Light Industrial~~

~~Only industries low in noise, air, and water pollution will be allowed in this land use category. In addition, industrial activities must be adequately buffered from adjacent residential land uses.~~

Density: N/A

Intensity: 1.0 Floor Area Ratio

**-e. Commercial**

Lands classified as commercial are intended for the sale, rental and distribution of products, or performance of services. Residential land use is permitted in commercial area if adequately buffered. Allowable densities shall be .80 F.A.R. (i.e., 80% of the lot can be covered with impervious surfaces consisting of a building and paved parking).

Density: N/A

Intensity: 1.0 Floor Area Ratio

**-f. Mixed Use -Commercial/Residential**

This category provides for a variety of business types, including offices, retail, lodging, restaurants, services, commerce parks, shopping centers, and other similar business activities. Other uses may be allowed consistent with the more intense development characteristics of this mixed use category, such as: multi-family or single family residential, medical facilities such as clinics, hospitals, nursing homes, public or private schools,

churches or other similar uses; parks and recreation. The mix would allow for approximately a 50-50 split between business and residential use for the area. Intensity of business use, as measured by land coverage should not exceed 65%. ~~Density of development shall be limited to 8 dwelling units per acre with central sewer and water; 4 dwelling units per acre if only central water is available; and 2 dwelling units per acre if no central sewer or water is available.~~

Density: 15 dwelling units per acre with central water and sewer

Intensity: 1.0 Floor Area Ratio

Required Mix: To achieve the objectives of this category, a minimum of two uses shall be required.

<u>Land Use</u>	<u>Minimum Required Mix</u>
<u>Residential</u>	<u>35%</u>
<u>Commercial</u>	<u>35%</u>
<u>Public / Institutional</u>	<u>2%</u>
<u>Open Space</u>	<u>2%</u>

Policy 1.5:

- ~~— Upon comprehensive plan adoption, the Town shall establish a growth cap limiting the extent of additional permits for residential units through the year 2001, shall be as follows: 225 dwelling units.~~
- ~~— When the number of new dwelling units permitted reaches 80% of the growth cap (180 units), the comprehensive plan data and analysis shall be reevaluated to determine if a revision to the cap is warranted.~~

Policy 1.6: ~~Non conforming land uses shall not be altered or expanded. If they are destroyed or damaged by more than 75% of their assessed value, any reconstruction shall be in conformity with the Future Land Use Map.~~

Policy 1.47: By adoption of specific standards found in this and other elements of the Greenville Comprehensive Plan, the Town shall assure that new developments provide for adequate drainage and stormwater management, open space, and safe and convenient on-site traffic flow and parking.

**OBJECTIVE 2:** Future development and redevelopment activities shall be directed to land use areas as depicted on the Future Land Use Map ~~and as provided for in the land development regulations to be developed within one (1) year of plan transmittal to DCA.~~

Policy 2.1: Innovative land use development patterns, including PUDs and Cluster Zoning shall be permitted and encouraged in all land use areas of the Future Land Use Map.

Policy 2.2: Subdivisions shall be designed so that all individual lots have access to the internal street system, and lots along the periphery buffered from major roads and incompatible land uses.

~~Policy 2.3: Land development regulations shall specify that commercial uses may be permitted within areas designated for residential development provided these activities are compatible with adjacent land uses and adequately buffered.~~

Policy 2.34: The Town shall require the location of public facilities so as to discourage the proliferation of urban sprawl and promote future growth within the Town's incorporated area. Facilities and services shall meet the level of service standards established by the Town of Greenville and shall be available concurrent with the impacts of development.

Policy 2.45: Land development regulations shall be adopted which establish standards for types, sizes, densities and intensities of residential and non-residential land uses based upon soil, topography and other natural limitations.

Policy 2.6: Public and Private schools are considered allowable uses in all land use categories except Conservation and Industrial. The Town will coordinate with the Madison County School Board to encourage the location of schools proximate to residential areas to the extent possible and shall seek to collocate public facilities such as parks, libraries, and community centers, with schools to the extent possible.

**OBJECTIVE 3:** Development in commercial land use areas will be designed in a manner which encourages the safe flow of pedestrians and vehicles and which decrease the potential for congestion.

~~Policy 3.1: F.A.R. bonuses shall be offered. The land development regulations will encourage for commercial planned unit developments and for developments proposing common parking areas by providing incentives.~~

Policy 3.2: Land Development Regulations to be adopted by April 1, 1992 shall require All new commercial development along U.S. 90 shall to be buffered from residential areas. In addition, site plans shall consider alternatives to minimize the number and frequency of access points on to U.S.90.

**OBJECTIVE 4:** The Town of Greenville shall protect natural and historic resources.

~~Policy 4.1: Areas designated on the Future Land Use Map as conservation use are wetland areas, public lands devoted to the conservation of the unique function of these lands, single family residential uses a maximum density of one (1) unit per five (5) acres, agricultural activities, and silvicultural activities following best management practices outlined in the publications titled "Silviculture Best Management Practices" and "Management Guidelines For Forested Wetlands in Florida", Florida Department of Agriculture and Consumer Services, Division of Forestry, editions in effect at the time of plan adoption, and the requirements of Chapter 373 and 403, Florida Statutes. The Town shall incorporate any updates to existing best management practices and guidelines within the Plan Amendment process. Conservation uses shall be limited to public access and residential~~

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~~uses necessary to manage such conservation lands (i.e., ranger stations, research stations and park amenities.)~~

Policy 4.21: The Town of Greenville shall protect the natural functions of wetlands as follows:

- 1) ~~Density calculations for property determined to wetlands will be based on Development shall be restricted to low density residential use at a maximum density of one (1) unit per five (5) acres with the development to be located on the uplands portion of the site;~~
- 2) If the proposed development site does not include sufficient uplands to permit use of the property without developing in the wetlands, then the amount of development is limited to the minimum amount necessary to permit construction of the dwelling provided that all structures must be elevated on pilings, ~~existing vegetation must not be disturbed except for the structure and accessway, and 95% of the wetland must remain in undisturbed open space;~~
- 3) The Town may vary setback requirements to allow the transfer of development from the wetlands to the upland portion of the site. ~~However, when setback reductions cannot accommodate the location of the dwelling, mitigation of wetlands shall be required at a ratio of 2 of 1 so that twice as much wetlands will be created as is destroyed or damaged due to the development. Replacement wetlands must be functionally equivalent to lost wetlands;~~
- 4) The development must be served by central water and sewer;
- 5) All necessary permits must have been issued ~~by the Florida Department of Environmental Regulation, the Florida Department of Natural Resources and the U.S. Army Corps of Engineers,~~ as required by the agency or agencies having jurisdiction;
- 6) The dwelling must be constructed so that the lowest floor elevation is at least one foot above the base flood elevation as established by the FEMA Flood Insurance Rate Maps for those wetlands that are also located within the floodplains; and
- 7) ~~No dredging and filling shall be allowed in the wetlands.~~

Policy 4.32: Development in prime aquifer recharge areas, as identified by the Suwannee River Water Management District will be restricted by allowing only low density and low intensity developments and prohibiting potentially contaminating uses such as landfills, facilities for handling and storing materials on the Florida Substance List and facilities for handling and storing hazardous chemicals and waste.

Policy 4.43: The Town of Greenville shall protect potable water wells and their cones of influence by ~~creating through~~ wellhead protection areas and zones of exclusion. Zones of exclusion shall consist of all land within a two hundred (200) foot radius of the wellhead where no development activities will be permitted. Wellhead protection areas shall extend for a radius of five hundred (500) feet from the wellhead. Within these areas, the following will be prohibited:

- 1) ~~landfills;~~
- 2) ~~facilities for the bulk storage, handling, or processing of materials on the Florida Substance List;~~

- 3)\_\_\_activities that require the storage, use, handling, production, or transportation of restricted substances, agricultural chemicals, petroleum products, hazardous toxic waste, medical waste, and the like;
- 4)\_\_\_feedlots or other commercial animal facilities;
- 5)\_\_\_wastewater treatment plants, percolation ponds, and similar facilities;
- 6)\_\_\_mines;
- 7)\_\_\_excavation of waterways or drainage facilities which intersect the water table.

Policy 4.54: Buildings designated as historic by the Florida Department of State shall be protected by utilizing preservation methods and techniques recommended by the State.

Policy 4.61.4: The Town of Greenville shall ensure the protection of historically significant properties identified from the Florida Master Site File, ~~and shown on a map maintained in the office of the Town building official Clerk.~~ Prior to the issuance of any development approval, ~~this map shall be consulted to determine it shall be determined~~ if historic or archaeological resources ~~are~~ affected by the development proposal.

~~Policy 4.6:~~ ~~The town shall allow archaeologists to investigate historic resources which are located on Town owned property.~~

~~Policy 4.7~~ ~~Land Development Regulations will be developed and adopted by April 1, 1992 which will protect e~~Environmentally sensitive lands shall be protected in utilizing the following manner:

- ~~Planned Unit Developments and Subdivisions encompassing 10 acres or more shall demonstrate that environmentally endangered flora and fauna as defined by the U. S. Fish and Wildlife Service will not be destroyed~~
- ~~If Ddevelopment must will take place in wetlands, it shall be as regulated by DEPR, HRS, and the Army Corps of Engineers and the density standards of this plan.~~
- ~~Post development stormwater runoff rates and volumes will equal or exceed predevelopment rates and volumes for all new development.~~

**OBJECTIVE 5:** The economic base shall be increased and broadened ~~through the year 2000~~ by implementing planning and development activities which attract new business and expand existing businesses without destroying the existing community character.

Policy 5.1: Greenville~~The Town~~ will direct future industrial growth to designated industrial parks or areas zoned for industrial use.

Policy 5.2: Seek state and federal grants to fund economic development studies and activities (e.g. downtown revitalization and commercial/industrial expansion programs).

**OBJECTIVE 6:** ~~Land development regulations to be adopted by April 1, 1992 shall specify that all~~  
~~d~~Development orders and permits for future development and redevelopment activities shall be issued only if public facilities necessary to meet level of service standards (which are adopted as part of the Capital Improvements Element of this plan) are available concurrent with the impacts of the development.

**Policy 6.1:** The development of ~~residential, commercial~~ land shall be timed and staged in conjunction with provisions of supporting community facilities, including utilities, police, and fire protection service, emergency medical service, public schools, municipal water/sewer when available, drainage and recreation.

**Policy 6.2:** Public facilities and utilities shall be located to:

- (a) Maximize the efficiency of service provided;
- (b) Minimize their cost; and
- (c) Minimize their impacts on the natural environment.

**Policy 6.3:** All development in areas not provided central water and sewer services shall be governed by the provisions of Section 381.2720065, Florida Statutes, regulating on-site sewage disposal systems; and, Chapter ~~64E-610D-6~~ 64E-610D-6, Florida Administrative Code, which regulates the installation of individual sewage disposal facilities.

**OBJECTIVE 7:** Land uses inconsistent with the Town's character and Future Land Use Map shall be reduced or eliminated.

**Policy 7.1:** Land development ~~R~~egulations which define and prohibit incompatible land uses shall include provisions for reducing nonconforming uses and standards for land use buffering.

**Policy 7.2:** Non-conforming land uses shall not be altered or expanded. If they are destroyed or damaged by more than 75% of their assessed value, any reconstruction shall be in conformity with the Future Land Use Map.

**OBJECTIVE 8:** ~~By April 1, 1992, Greenville will adopt land development regulation with administrative procedures requiring that the Town coordinate with state, regional and federal agencies for the purpose of mitigating potential adverse impacts of future development and redevelopment activities.~~

**Policy 8.1:** ~~Requests for redevelopment orders or permits shall be coordinated, as appropriate, with adjacent counties, special districts, the Regional Planning Council, Water Management District and state and federal agencies.~~

**OBJECTIVE 89:** Redevelopment activities including the provision of water, sewer, drainage and housing rehabilitation will benefit low income families residing in the redevelopment target areas shown on the housing location map. Redevelopment activities will be undertaken based on the availability of state and federal grant programs.

## CHAPTER TWO

### TRAFFIC CIRCULATION ELEMENT

#### I. INTRODUCTION

The Traffic Circulation Element is an essential component of the future land use development pattern. ~~Development would be all but impossible as illustrated on the Future Land Use Map if Greenville failed to maintain its traffic circulation capabilities. As discussed in the Data Collection and Analysis Report, transportation plans, if properly implemented, serve to guide future development in the most appropriate direction, promote economic growth and public safety, and reduce driving times. 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 Town and establish a framework for making policy decisions in planning for future transportation needs.~~

#### II. ~~TRAFFIC CIRCULATION SUMMARY STATEMENT~~

~~According to traffic count information collected by the Florida Department of Transportation, major roadways within the town maintained a high level of service during 1987. Analysis has shown that U.S. Highways 90 and 221 will provide an "A" level of service through the year 2001. Likewise, State Road 150 will provide an "A" level of service during the planning period. Local roads and streets also are projected to provide high levels of service for the specified time period.~~

~~Stormwater runoff which drains from roadways and adjacent developed land, however, remains a major problem. At present, many of the roadside ditches, swales and storm sewers are inadequate for handling moderate amounts of stormwater runoff. This problem is most severe in the low income areas in the southern and western part of town. Another major problem is the lack of paving on many of Greenville's roads and streets. Here again, the most severe problems are in the southern and western parts of town.~~

#### ALTERNATIVE 1

~~The town has the option of maintaining the status quo. This option, however, is not recommended because unimproved and deteriorated roadways are negative community attributes which can easily discourage potential commercial establishments and industries from locating within the town. In short, accepting this planning alternative will lead the town to further economic deterioration.~~

## ALTERNATIVE 2

The second alternative, and one which is recommended, is to pursue intergovernmental grants and loans to finance a detailed engineering study of drainage and paving problems. Funding should also be acquired to improve the downtown parking lots and to install street lights and sidewalks. The rationale behind this is that a community without negative attributes is a reflection of its commitment to meet the needs of its commerce and industry.

Greenville should also negotiate with Madison County to develop a time table for road paving projects in and around Greenville. A primary concern in this regard is whether to prioritize the repaving of existing streets or to pave roads which suffer from drainage and flooding problems. Currently, Greenville is using Community Development Block Grant (CDBG) funds for a variety of improvement projects, including sidewalk and street improvement projects in the downtown area.

This effort is one example of how Greenville has successfully utilized intergovernmental funds to implement traffic improvements. The following goals, objectives, and policies provide additional strategies to encourage growth through the proper development and management of traffic facilities.

## TRAFFIC CIRCULATION ELEMENT GOALS, OBJECTIVES, AND POLICIES

### GOAL STATEMENT

GOAL 1: PROVIDE FOR A SAFE, CONVENIENT AND EFFICIENT TRAFFIC CIRCULATION SYSTEM AVAILABLE TO ALL OF GREENVILLE'S RESIDENTS.

OBJECTIVE 1: Greenville shall coordinate its traffic circulation system with the plans and programs of FDOT's Five-year Transportation Plan and Madison County to maintain existing levels of service, mitigate problem areas and ensure accident rates remain at or below current (~~1989~~2016) levels through the year 2001~~30~~.

Policy 1.1: The town will ~~confer-coordinate~~ with the Madison County School Board to identify any pedestrian safety concerns on roadways adjacent to municipal schools.

~~Policy 1.2:~~ Within one year of plan adoption the town will pursue state/federal grants to help finance a master drainage plan in order to achieve a 3 year storm frequency level of service standard for drainage facilities associated with town roads.

Policy 1.32: The adopted peak hour level of service standard for all arterial collector and local roads in Greenville is LOS "C" based upon Florida Department of Transportation Standards.

~~Policy 1.4:~~ Greenville shall implement a notification process, as part of a development permit application, in order to inform the Florida Department of Transportation, Apalachee Regional Planning Council, and affected jurisdictions, when any proposed development will result in an increased traffic volume on state or County owned roadways that will reduce the roadway's operating level of service.

Policy 1.45: The ~~town~~ 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 Five Year Transportation Plan so that such capital project planning is complementary and consistent with the state roadway improvement planning.

Policy 1.65: The Town shall, as part of the capital improvement scheduling of roadways improvements, review all proposed roadway improvements to determine if such improvement will further the direction of the Future Land Use Element. Where the roadway is operated and maintained by another jurisdictional authority, the ~~County-Town~~ shall notify such jurisdiction in writing, if any identified roadway improvement plans are not consistent with the provisions of the Future Land Use Element.

OBJECTIVE 2: ~~By 1992,~~ The Town shall ~~adopt~~ maintain land development regulations that coordinates the traffic circulation system with the future land uses shown on the Future Land Use Map

or Map Series.

Policy 2.1: The Town hereby adopts the Future Traffic Circulation Map and Map Series which is consistent with the Traffic Circulation Element and Future Land Use Element.

Policy 2.21: Prior to the approval of developments with direct access to the State Highway System, the Town shall coordinate with the Florida Department of Transportation to assure that subdivision plats and site plans for multiple family and nonresidential developments conform to access management standards. Those standards shall include at minimum, the following:

Class	Medians	Median Openings		Signal	Connection	
		Full	Directional		>45 mph	45 mph or less
<u>2</u>	<u>Restrictive</u> <u>w/Service Roads</u>	<u>2,640</u>	<u>1,320</u>	<u>2,640</u>	<u>1,320</u>	<u>660</u>
<u>3</u>	<u>Restrictive</u>	<u>2,640</u>	<u>1,320</u>	<u>2,640</u>	<u>660</u>	<u>440</u>
<u>4</u>	<u>Non-Restrictive</u>			<u>2,640</u>	<u>660</u>	<u>440</u>
<u>5</u>	<u>Restrictive</u>	<u>2,640</u> <u>(&gt; 45 mph)</u>	<u>660</u>	<u>2,640</u> <u>(&gt; 45 mph)</u>	<u>440</u>	<u>245</u>
		<u>1,320</u> <u>(45 mph or less)</u>		<u>1,320</u> <u>(45 mph or less)</u>		
<u>6</u>	<u>Non-Restrictive</u>			<u>1,320</u>	<u>440</u>	<u>245</u>
<u>7</u>	<u>Both Median Types</u>			<u>1,320</u>	<u>125</u>	<u>125</u>

Source: Florida Administrative Code Chapter 14-97, State Highway System Access Management Classification System and Standards

The Town's land development regulations shall provide for regulating commercial development along major highways. Such an ordinance might include, but not be limited to:

- a) Criteria to be considered in reviewing rezoning applications.
- b) Minimum standards for curb cuts, setbacks, frontage roads, etc., according to functional class, functional classifications, and function of the roadway system.

Policy 2.3: The Town shall coordinate with FDOT and its State Access Management Program and shall ensure that access to state roads is consistent with Chapters 14-96 and 14-97, Florida Administrative Code. Site plans for proposed developments will be required to demonstrate that planned street connections and access points will:

- ~~a) provide for safe traffic flows and are compatible to the existing roadway network;~~
- ~~b) will not contribute to traffic congestion; and~~
- ~~c) will not increase the rate of traffic accidents — or decrease adopted levels of service for county, state and local roadways.~~

Policy 2.42: The County Town shall direct future development to those areas with adequate existing or projected infrastructure.

Policy 2.53: The County Town shall enforce develop land development regulations to limit or otherwise restrict strip commercial and residential development along arterial and collector roadways and provide for open space, landscaping and buffering requirements in such developments.

Policy 2.64: The Town shall provide for safe and convenient on-site traffic flow, considering needed motorized and non-motorized vehicle parking.

Policy 2.5: The Town shall require new development to pay its proportionate share of impact to the roadway system and continue to implement concurrency review as set forth in Chapter VIII and the transportation proportionate share requirements of the Town's land development regulations and Chapter 163.3180, Florida Statutes.

**OBJECTIVE 3:** The Town Greenville will maintain adopt land development regulations by April 1992 which protect existing and future rights of way from building encroachment, through the year 2001. Existing and future rights of way from building encroachment through the year 2001.

Policy 3.1: Upon plan adoption, the following setbacks shall be established for roadways identified for multi laning in the Traffic Circulation Element: 1) 75 feet from the centerline of the existing right of way for future four laning; or 2) 25 feet from the existing property line, whichever is greater. Parking and retention facilities are not allowed within the designated setback areas.

Policy 3.12: All new commercial and residential development will be required by the land development code regulations to have adequate and safe parking facilities.

Policy 3.32: Land development regulations shall require any proposed development which is required to provide a site plan or any development requiring platting, include requirements for additional right-of-way for bicycle and pedestrian ways to be provided for all proposed collector and arterial roadways, as integrated or parallel transportation facilities, of 10 acres or more to analyze the need for bicycle and pedestrian pathways.

Policy 3.4: Greenville shall develop procedures as part of its land development regulations for acquiring rights of way needed for potential future road construction projects.

Policy 3.5: Land development regulations shall specify building set back distances from public roads in order to preserve rights-of-way.

Policy 3.6: 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 3.7: 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 3.8: 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 3.9: 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 3.10: Adequate corner clearance shall be maintained at crossroad intersections with arterials.

Policy 3.11: The Town shall encourage cross-access connections easements and joint driveways, where available and economically feasible.

Policy 3.12: The Town shall encourage closure of existing excessive, duplicative, unsafe curb cuts or narrowing of overly wide curb cuts at the development site.

~~**OBJECTIVE 4:** The town will develop intergovernmental mechanisms with DOT as part of its land development code to be adopted by 1992 in order to be aware of transportation activities and improvements which impact the town but are implemented by other government agencies through the year 2001.~~

~~**Policy 4.1:** The town will indicate proposed traffic improvements on the Comprehensive Plan Traffic Circulation Plan Map consistent with the DOT Five Year Transportation Improvements Plan.~~

~~**OBJECTIVE 5:** Beginning in 1992, Greenville The Town shall prioritize the paving of local roads and streets as part of its annual review of the Capital Improvements program.~~

~~**Policy 5.1:** The town will develop criteria for evaluating road paving projects.~~

~~**Policy 5.2:** The town will coordinate review its interlocal agreement with Madison County to analyze the timing and adequacy of county funds provided to the town for paving projects.~~

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





## 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.<sup>1</sup>

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.

<sup>1</sup>Greyhound 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;

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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.

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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.

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