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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

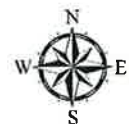
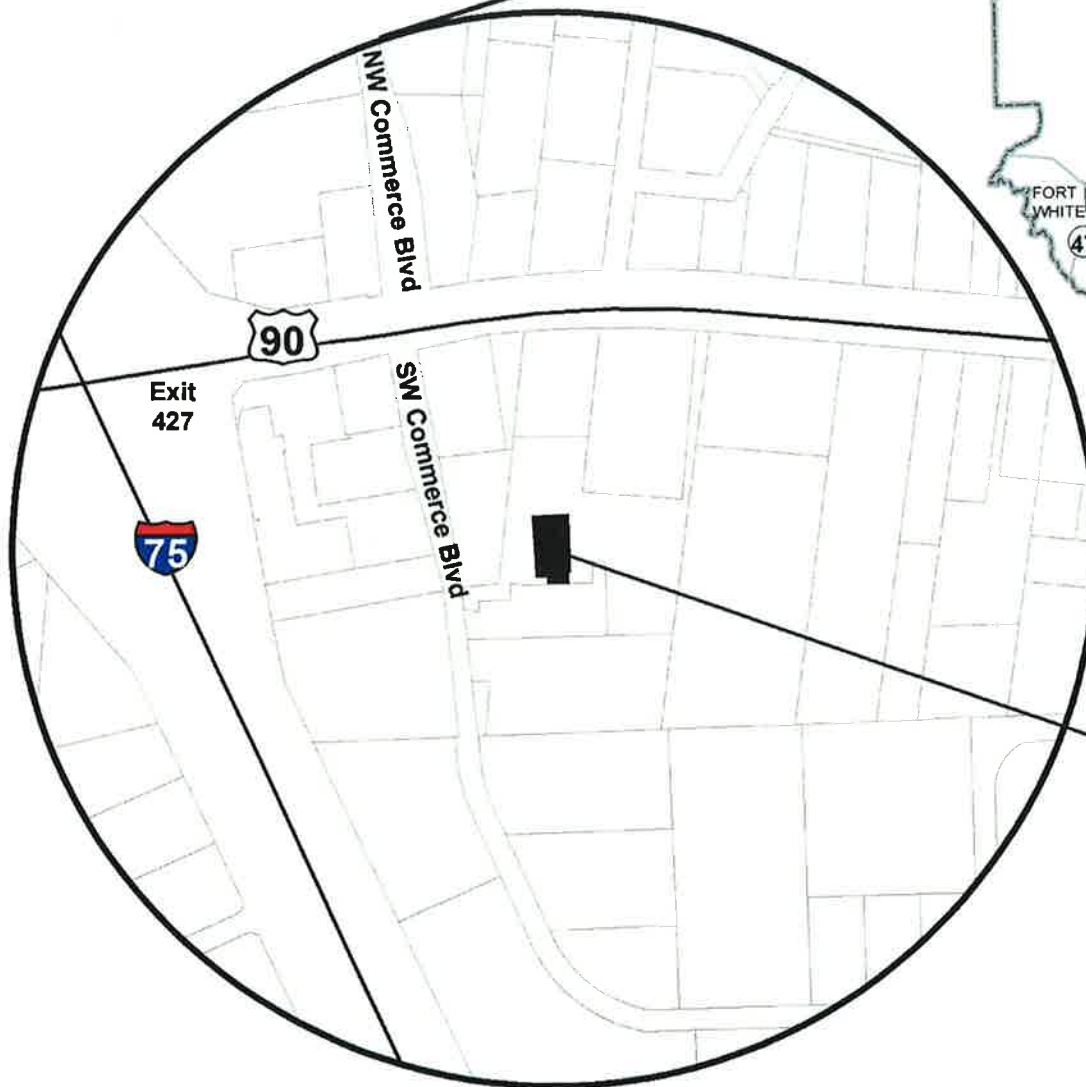
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **December 14, 2017**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(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.



1 inch = 500 feet

Holiday Inn
Hotel & Suites





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AGENDA

CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites
Lake City, Florida

December 14, 2017
6:00 p.m.

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COMMITTEE-LEVEL ITEMS

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
CLEARINGHOUSE COMMITTEE
MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

October 26, 2017
6:00 p.m.

MEMBERS PRESENT

Anthony Adams, Vice-Chair
Charles Chestnut, IV
Thomas Demps
William Hunter
Janice Mortimer
Helen Warren

MEMBERS ABSENT

Beth Burnam
Jim Catron
James Montgomery, Chair

STAFF PRESENT

Steven Dopp

Noting the presence of a quorum, Vice-Chair Adams called the meeting came to order at 6:00 p.m.

I. APPROVAL OF THE SEPTEMBER 28, 2017 MEETING MINUTES

ACTION: It was moved by Commissioner Warren and seconded by Mr. Hunter to approve the September 28, 2017 meeting minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

- #107 - City of Trenton Comprehensive Plan Adopted Amendment (DEO No. 17-1ER)
- #108 - City of Gainesville Comprehensive Plan Adopted Amendment (DEO No. 17-3ESR)
- # 2 - City of Cedar Key Comprehensive Plan Draft Amendment (DEO No. 17-1ER)

The Committee agreed by consensus to group these items for purposes of Clearinghouse Committee review. Mr. Dopp stated that the staff reports find the comprehensive plans, as amended, are not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjoining local governments.

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

The meeting adjourned at 6:10 p.m.

James Montgomery, Chair

12/14/17

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

Regional Planning Council: North Central Fl
Review Date: 12/14/17
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 3
Local Government: Hamilton County
Local Government Item No. CPA 17-02
State Land Planning Agency Item No.: 18-1ESR

Date Mailed to Local Government and State Land Planning Agency: 12/15/17

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

DESCRIPTION OF AMENDMENT

County item CPA 17-02 amends the introduction to the Future Land Use Element, Future Land Use Element Policy I.1.6 and Future Land Use Element Policy I.2.2 to allow solar electrical generating facilities within lands classified as Agriculture by means of special exception or special permit (see attached).

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

Significant adverse impacts to regional resources or facilities are not anticipated as a result of the amendment.

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

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

Request a copy of the adopted version of the amendment?

Yes X No
Not Applicable

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

EXCERPTS FROM COUNTY COMPREHENSIVE PLAN AMENDMENT

Statutes, and Sections 163.3161 to 163.3215, Florida Statutes, as amended, on said application for an amendment, as described below, and at said public hearings, the Board of County Commissioners reviewed and considered all comments received during said public hearings, including the recommendation of the Planning and Zoning Board, serving also as the Local Planning Agency, and the Concurrency Management Assessment, concerning said application for an amendment, as described below; and

WHEREAS, the Board of County Commissioners has reviewed the report submitted to it by the State Land Planning Agency and the written comments submitted to it by state agencies; and

WHEREAS, pursuant to the report and written comments issued by the state agencies, the applicant proposed modifications to the application for amendment to address the concerns of the state agencies; and

WHEREAS, the Board of County Commissioners has determined and found said application for an amendment to be compatible with the Future Land Use Element goals, objectives and policies, and those other affected elements of the Comprehensive Plan; and

WHEREAS, the Board of County Commissioners has determined and found that approval of said application for an amendment, as described below, would promote the public health, safety, morals, order, comfort, convenience, appearance, prosperity or general welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF HAMILTON COUNTY, FLORIDA, AS FOLLOWS:

Section 1. Text Amendment. The Future Land Use Element of the County's Comprehensive Plan is hereby amended as follows (~~strike through~~ and underline format):

Introduction

In addition, any special exception or special permit consisting of a non-agricultural or non-agriculturally related use and intensive agricultural use (as defined in this Comprehensive Plan) granted in agriculturally classified areas within the County shall be required to maintain a buffer between any agricultural land use and the special exception or special permit. The purpose of the buffer is to protect agriculture land uses from the non-agricultural, non-agriculturally related use or intensive agricultural use special exception or special permit. The buffer should function to:

1. Screen the special exception or special permit from the adjacent farming activities, including but not limited to, application of fertilizers, pesticides, noise, glare, odor, dust and smoke; and
2. Provide protection to the agricultural land use from intrusive activities of the special exception or special permit, by limited access to the adjacent agricultural land use.

Further, the negative impacts of the uses upon each other must be minimized by the buffer, such that the long term continuance of either use is not threatened by such impact. The

buffer shall consist of a landscaped buffer and shall be designed, planted and maintained so as to be 80 percent or more opaque between 2 and 6 feet above average ground level when viewed horizontally. A masonry, ~~or~~ wood, or similar ~~or~~ opaque structure may be substituted for the landscaped buffer. No landscaping or structure shall be required for solar electrical generating facilities located at least 50 feet from the property line.

Policy I.1.6

AGRICULTURAL LAND USE

Agriculturally classified lands within the urban development areas are lands which are predominantly used for crop cultivation, livestock (except intensive agriculture as defined below)(the term livestock shall mean all domesticated animals of the equine, bovine, or swine class, including goats, sheep, mules, horses, hogs and cattle), poultry (except intensive agriculture as defined below) (the term poultry shall mean all domesticated birds that serve as a source of eggs or meat, including chickens, turkeys, ducks, ostriches, quail, pheasants and geese), specialty farms, silviculture activities conducted in accordance with silviculture policies contained within the Conservation Element of this Comprehensive Plan, churches and other houses of worship and dwelling units. In addition, exotic animals (the term exotic animals shall mean all animals excepting livestock and poultry as defined above, house cats, feathered vertebrates and domestic dogs), riding or boarding stables, veterinary clinics and animal shelters, small engine repair (not to exceed 2,000 square feet), automotive repair (not to exceed 2,500 square feet) welding shop (not to exceed 2,500 square feet) home occupations, private clubs and lodges, off-site signs, cemeteries and crematories, private airstrips and airports, solar electrical generating facilities and associated and related facilities, and other similar uses compatible with agricultural uses may be approved as special exceptions or special permits shall be limited to an intensity of .25 floor area ratio. Further, intensive agriculture (the term intensive agriculture means those agricultural uses requiring an industrial waste permit from the Department of Environmental Protection) shall be prohibited; ...

Policy I.2.2

AGRICULTURAL LAND USE

Agriculturally classified lands within the rural areas of the County are lands, which are predominantly used for crop cultivation, livestock (excepting intensive agriculture as defined below which may be permitted as a special exception or special permit) (the term livestock shall mean all domesticated animals of the equine, bovine, or swine class, including goats, sheep, mules, horses, hogs and cattle), poultry (except intensive agriculture as defined below which may be permitted as a special exception or special permit) (the term poultry shall mean all domesticated birds that serve as a source of eggs or meat, including chickens, turkeys, ducks, ostriches, quail, pheasants and geese), specialty farms, silviculture activities conducted in accordance with silviculture policies within the Conservation Element of this Comprehensive Plan, churches and other houses of worship and dwelling units. In addition, intensive agriculture as defined below, exotic animals (the term exotic animal shall mean all animals except livestock and poultry as defined above, house cats, feathered vertebrates and domestic dogs), the processing,

storage and sale of agricultural products and commodities which are not raised on the premises, livestock auction arenas, livestock and poultry slaughterhouses, sawmills and planning mills, agricultural equipment and related machinery sales and service, agricultural feed and grain packaging, blending, storage, and sales, agricultural fertilizer storage and sales, agricultural fairs and fairground activities, small engine repair (not to exceed 2,000 square feet), automotive repair (not to exceed 2,500 square feet) welding shop (not to exceed 2,500 square feet) recreational activities such as country clubs, tennis a racquet clubs, archery ranges, rifle, shotgun and pistol ranges, travel trailer parks or campgrounds (including day camps), and hunting or fishing camps, riding or boarding stables, drive-in theaters, commercial kennels, veterinary clinics and animal shelters, cemeteries and crematories, private airstrips and airports, home occupations, off-site signs, flea markets, solar electrical generating facilities and associated and related facilities, and other similar uses compatible with agriculture uses may be approved as special exceptions or special permits and be subject to an intensity of .25 floor area ratio. Further, the term intensive agriculture means those agricultural uses requiring an industrial waste permit from the Department of Environmental Protection; ...

Section 2. Severability. If any provision or portion of this ordinance is declared by any court of competent jurisdiction to be void, unconstitutional or unenforceable, then all remaining provisions and portions of this ordinance shall remain in full force and effect.

Section 3. Conflict. All ordinances or portions of ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

Section 4. Effective Date. Pursuant to Section 125.66, Florida Statutes, as amended, a certified copy of this ordinance shall be filed with the Florida Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment by the Board of County Commissioners. This ordinance shall become effective upon filing of this ordinance with the Florida Department of State and upon satisfaction of the additional criteria stated herein below.

The effective date of this plan amendment shall be the latter of:

(a) Thirty-one (31) days after the Department of Economic Opportunity notifies Hamilton County that the plan amendment is complete; or

(b) If the plan amendment is challenged, the date a final order is issued by the Department of Economic Opportunity or the Administration Commission finding the amendment in compliance in accordance with Section 163.3184(1)(b), Florida Statutes, whichever is applicable.

No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the Florida Department of Economic Opportunity, Division of Community Planning, Plan Processing Team. An adopted amendment whose effective date is delayed by law shall be considered part of the adopted plan until determined to be not in compliance by final order of the Administration

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

Regional Planning Council: North Central FL
Review Date: 12/14/17
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 4
Local Government: City of Newberry
Local Government Item No.: CPA 17-03
State Land Planning Agency Item No.: 18-1ESR

Date Mailed to Local Government and State Land Planning Agency: 12/15/17

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

City item CPA 17-03 amends the text of the Future Land Use Element. The amendment deletes the prohibition on concrete and asphalt batch plants within the Materials-Oriented Industrial and the Industrial land use categories and adds a provision to allow concrete and asphalt batch plants within the Material-Oriented Industrial and the Industrial land use categories by special use permit. The item also amends requirements for special use permits as specified in Future Land Use Element Policy URI 1.1 (see attached).

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

The City is bisected by U.S. Highway 27/41 and State Road 26, both of which are identified and mapped in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network. The City Comprehensive Plan contains objectives and policies which implement one or more practices consistent with Transportation Planning Best Practices contained in the North Central Florida Strategic Regional Policy Plan. Regional Plan Transportation Element Policy 5.1.1 states that within municipalities where local government comprehensive plans contain goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately mitigated and local government plans and plan amendments are not subject to a Regional Planning Council determination of impacts to the Regional Road Network. Therefore, significant adverse transportation impacts to the Regional Road Network are adequately mitigated.

The City is located within an Area of High Recharge Potential to the Floridan Aquifer, a Natural Resource of Regional Significance as identified and mapped in the North Central Florida Strategic Regional Policy Plan. Nevertheless, significant adverse impacts are not anticipated to occur as the City Comprehensive Plan contains adequate policy direction to prevent or mitigate significant adverse impacts to the Natural Resource of Regional Significance (see attached).

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

Significant adverse impacts are not anticipated to occur to local governments as a result of the amendment (see above).

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 CITY COMPREHENSIVE PLAN AMENDMENT

**Ordinance 2017-15,
Exhibit 1
October 23, 2017**

Page 1 of 10

CITY OF NEWBERRY FUTURE LAND USE ELEMENT

FUTURE LAND USE GOAL, OBJECTIVES AND POLICIES

OBJECTIVES AND POLICIES RELATED TO BOTH RURAL AND URBAN SERVICE AREAS

Objective URI.1. The city recognizes that there are uses which may be acceptable to both the rural and urban areas designated by this Comprehensive Plan, if located consistent the various and collective policies of this plan. The following land uses and activities within both the Rural and Urban Areas of the City as defined by this Comprehensive Plan as provided for and conditioned herein.

Policy URI.1.1. The city's land development regulations shall be based on and be consistent with the following urban and rural area classifications and corresponding standards for densities and intensities:

Agriculturally classified lands are lands, which are predominantly used for crop cultivation, specialty farms, dwelling units, silviculture areas, and livestock (except for intensive agricultural uses, described below).

Intensive agricultural uses shall only be permitted within the Intensive Agriculture Future Land Use Classification within this Comprehensive Plan.

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, cottage industries (as 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 or special permits and be subject to an intensity of less than or equal to 0.25 floor area ratio.

Agricultural density shall be limited to a density of less than or equal to 1.0 dwelling units per 5 acres. However, within the Agricultural land use classification,

notwithstanding the density requirement of 1 dwelling unit per 5 acres stated above, lots equal to or greater than 1 acre and less than 5 acres may be created, as follows:

- (a) Individual lots;
- (b) Subdivision lots up to 25 lots; or
- (c) Planned Rural Residential Development lots with clustered lots where no lot shall be less than 1 acre and an overall density of 1 dwelling unit per 5 acres shall be maintained on site.

Any development which contains more than 25 lots equal to or greater than 1 acre and less than or equal to 3 acres shall be developed as a Planned Rural Residential Development with clustered lots where no lot shall be less than 1 acre and an overall density of 1 dwelling unit per 5 acres shall be maintained on site. All lots, whether within a subdivision or Planned Rural Residential Development, shall have a length to width ratio no greater than 3 to 1.

Roads within all such subdivisions and Planned Rural Residential Developments shall comply with the provisions of Policy I.6.3.

The total number of lots created equal to or greater than 1 acre and less than or equal to 3 acres, within the Agricultural land use classification shall not exceed 150 lots during any calendar year.

Any lots created pursuant to Policy I.1.8 shall not count towards the 150 lot capacity.

All Planned Residential Developments shall be developed, as follows:

- (a) permitted lot sizes shall be greater than or equal to 1 acre, but less than or equal to 3 acres in size. The Planned Rural Residential Development shall maintain the following percentages of the development as undeveloped area.

<u>Lot Size</u>	<u>Percentage of Undeveloped Area</u>
3 acres	30 percent

2.5 acres	50 percent
2 acres	60 percent
1.5 acres	70 percent
1 acre	80 percent

In addition, the number of lots shall not exceed 75;

(b) the development shall be compact and contiguous and shall not be scattered throughout the development parcel. Building lots shall be located on the highest elevations on the sites;

(c) development shall provide a minimum of a 25 foot undisturbed buffer from adjacent properties and a minimum 35 foot setback from a lake, pond or wetland. This buffer area may be a portion of the required undeveloped area;

(d) the developed area shall be configured in such a manner as to permit continued non-intensive agriculture (the term intensive agriculture means all areas of concentrated animal density generally associated with milking barns, feed lots, chicken houses and holding pens) or silviculture uses of the undeveloped area;

(e) the developed area of the development shall be located outside of (1) wetlands; (2) floodplains; (3) native upland vegetation; and (4) active agricultural areas, unless the entire development site consists of any or a combination of such areas. If the entire development site consists of any or a combination of such areas, the developed area shall be located in the least sensitive of such areas. Least sensitive areas shall be determined according to the order of priority of the above listing of such areas from most sensitive to least sensitive. In addition, if any developed area is located within any such sensitive areas, the development of such area shall be in accordance with Policies V.2.7 and V.2.8;

(h) the development shall have direct access to a paved road; and

(i) all internal roads shall be so located in order to minimize the number of access points to external roadways.

Undeveloped area means areas within a Planned Rural Residential Development, as required by this Comprehensive Plan designed and intended for agricultural uses (not to include intensive agricultural uses), silviculture uses and conservation uses. It is not

the intent that such undeveloped area be established perpetually. Therefore, at some future time, the Comprehensive Plan may be amended to allow other uses to occur within the undeveloped area.

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.

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 facilities, and educational uses;

Public uses shall be limited to intensity as follows:

less than 5 acres	1.0 floor area ratio
greater than or equal to 5 acres, but less than 10 acres	0.75 floor area ratio
greater than or equal to 10 acres, but less than 20 acres	0.50 floor area ratio
greater than or equal to 20 acres	0.25 floor area ratio

Neighborhood Commercial 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:

(a) 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 with 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.

(b) Neighborhood Commercial activities shall be located on an arterial or collector road;

(c) Floor area for each individual outlet or establishment shall not exceed 5,000 square feet;

(d) Sale, display, preparation and storage shall be conducted completely within an enclosed building and no more than 20 percent of the floor area shall to be devoted to storage; and

(e) Neighborhood commercial use shall be limited to an intensity of less than or equal to 1.0 floor area ratio.

Industrial resource based uses or activities shall require a special use permit, as described below, and shall also be limited to the following future land use classifications:

**Material-Oriented Industrial Development,
Intensive Agricultural Uses, and
Mining Activities.**

The determination for location of any industrial resources based use or activity on the Future Land Use Plan Map shall be based in part on an economic analysis of the particular industrial resource based use or activity.

The economic analysis shall evaluate, without regard to land cost, economies associated with performing the industrial resource based use or activity at or near the site of the resources or material, compared to performing the industrial resource based use or activity in a general industrially classified area. The City Commission shall also consider the following factors in making such determination:

(a) the impact on the environment and public health (baseline monitoring activity to be provided by the applicant, may be placed as a condition for such determination);

- (b) compatibility with surrounding land uses;
- (c) cost in the provision of public services and infrastructure;
- (d) effect on the economy of the area; and
- (e) consistency with other objectives and policies of the comprehensive plan.

Any designation of sites within one of the above stated classifications shall be accompanied by policies addressing standards for the specific type of industrial resource based use or activity, its scale and intensity and other conditions related to matters such as environmental issues, compatibility with surrounding uses, infrastructure and the specific form of subsequent development orders that will be required to proceed with development of the site. These policies may include requirements for any necessary additional special studies to be carried out by or for the City at the expense of the applicant.

Special use permit required prior to activities and uses within industrial resource based use classifications:

All uses or activities to be located within any of the industrial resource based use classifications shall require a special use permit review and approval prior to commencement of the use or activity.

The city commission, when reviewing the special use permit, shall require the applicant to provide substantial and competent evidence to demonstrate that the development will comply with the adopted policies addressing standards for the material-oriented industrial development, intensive agricultural, or mining activities classifications.

To receive a special use permit for mining uses or activities, the applicant shall provide a mining master plan which shall indicate the approximate acreage of the areas that have been filled and reclaimed at the time of each special use permit approval. The mining master plan shall also outline and indicate areas that are planned for excavation, fill or reclamation during the period approved by the special use permit. Wherever possible, fill shall be placed in a contiguous manner. Upon filling of five acres of the site, a soil cap shall be placed and permanent vegetative cover shall be established so that no more than ten acres of the site is being actively filled. For areas that are not planned for filling in the time established by the special use permit, a 1:4 (rise: run) slope shall be created. Under no circumstances shall landfills, as the term is defined in Chapter 62-701.200(64) of the Florida Administrative Code, effective on May 27, 2001, be permitted within the city.

The City of Newberry may consider standards stricter than state and federal standards to minimize the adverse impact of industrial resource based activities on the environment and to protect existing air and water quality. Further, the City of

Newberry shall review any application for industrial resource based activities in relation to the Code of Ordinances. To the extent allowed by state or federal law, all existing and future uses and activities as identified as any of those listed as industrial resource based uses or activities whether or not they are shown on the future land use plan map shall conform to the performance requirements described below:

Reports.

The applicant for a special use permit for industrial based uses or activities shall submit information specifying expected air emissions, surface and groundwater emissions, noise levels, truck traffic volumes (including time-of-day level(s), odor levels, and glare impacts, and the compatibility of these emissions and impact levels with other properties, uses and neighborhoods within 2,000 feet. The report shall indicate that these impacts will not violate local, regional, state, or federal limits. The report shall also indicate that "best available technology" is being used to control impacts from the industrial based use or activity.

Fire and explosion hazards.

All uses shall comply with applicable standards set forth in the rules and regulations of the state fire marshal.

Smoke, dust, dirt, visible emissions, and open burning.

Regulations controlling smoke, dust, dirt, or visible emissions shall be the same as those contained in Chapter 62-296, Florida Administrative Code. Regulations controlling open burning shall be the same as those contained in Chapter 62-256, Florida Administrative Code.

Fumes, vapors, and gases.

Regulations controlling the emissions of any fumes, vapors, or gases of a noxious, toxic, or corrosive nature shall be the same as those contained in Chapter 62-296, Florida Administrative Code.

Activities shall be conducted in a manner which minimize adverse impacts on the temperature, motion or humidity of the atmosphere beyond the lot line.

Noise.

The permitted level of noise or sound emission at the property line shall not at any time exceed the decibel level for commercial uses as prescribed within the City of Newberry Code of Ordinances.

Odor.

Regulations controlling the emission of objectionable odorous gases or other odorous matter, except those associated with normal agricultural practices, shall be the same as those contained in Chapter 62-296, Florida Administrative Code.

Glare.

There shall be no direct glare visible from any residential district caused by

unshielded floodlights or other sources of high intensity lighting.

Hazardous materials and hazardous waste management.

Regulations controlling the storage, handling, record keeping, and discharge reporting for hazardous materials and hazardous wastes shall be the same as those contained in Chapter 62-730, Florida Administrative Code, and Article II, Section 353.20, Alachua County Code in effect at the time of adoption of this amendment.

Material-Oriented Industrial Development.

Material-oriented industrial development shall be defined herein as development, which is dependent on natural resources found in the agriculturally classified areas of the city, or is based on raw agricultural products, materials, or activities at or proximate to the site. The applicant shall ensure that the proximity of the particular industrial resource based use or activity to natural resources or raw materials is so significant a factor that location of the use or conduction of the activity would be inappropriate at a remote location. Further, the applicant shall ensure that the location of the use or conduction of the activity outside of centralized potable water and sanitary sewer service areas is appropriate.

The applicant shall ensure that all uses for activities shall be located or conducted in a manner that minimizes adverse impact on the surface or groundwater quality and quantity of the city and region.

Further, the applicant shall ensure that the location or conduction of such use or activity will be conducted in a manner that minimizes adverse impact on the community due to noise, odors, dust, smoke, dirt, vibration and/or glare.

Material-oriented industrial uses shall be limited to the following listed intensities:

.25 floor area ratio — for the first 20 acres of structural development;

.10 floor area ratio — for structural development on the next 20 acres and all subsequent acreage not to exceed 100 acres.

Sites larger than 100 acres shall be limited to the total floor area ratio as established above for a 100 acre site.

Intensive Agriculture

Intensive agricultural uses shall be defined herein as those agricultural uses or activities which, by the nature of either the customary operation of the use, or the manner in which such uses customarily utilize a site, are more industrial in nature than typically occurring agricultural pursuits. For the purposes of this Comprehensive Plan, intensive agricultural uses shall include, but not be limited to:

1. Agricultural uses or activities meeting the threshold criteria of such uses or activities requiring an industrial waste permit from the Florida Department of Environmental Protection, pursuant to Chapter 62-4 (Permits) of the Florida Administrative Code, as effective on January 1, 2003. Requirement of an industrial waste permit is to be used as a measurement of land use intensity only, for the purposes of this Comprehensive Plan and the Intensive Agriculture Future Land Use Classification, and is not intended to confer authority or jurisdiction to the City to alter any requirements necessary to obtain an Industrial Waste Permit from the Florida Department of Environmental Protection.; and
2. Agricultural uses or activities which, due to their intensity in operation or use, are of an industrial nature or impact.

Intensive agricultural uses (structural development) shall be limited to the following listed intensities:

.25 floor area ratio – for the first 20 acres of structural development;

.10 floor area ratio – for structural development on the next 20 acres and all subsequent acreage not to exceed 100 acres.

Sites larger than 100 acres shall be limited to the total floor area ratio as established above for a 100 acre site.

The applicant shall ensure that all uses or activities shall be located or conducted in a manner that minimizes adverse impact on the surface and groundwater quality and quantity of the City and region. Further, the applicant shall ensure that the location or conduction of such use or activity will be conducted in a manner that minimizes adverse impact on the community due to noise, odors, dust, smoke, dirt, vibration and/or glare.

Mining Activities

Mining activities shall be defined herein as the removal of any materials from the earth, which will be manufactured or processed to another use (i.e. sand or limestone to be used to manufacture cement or concrete, phosphate to be used to manufacture fertilizer, clay to be used to manufacture ceramics, etc.).

Structures constructed within mining activity areas shall be limited to a .01 floor area.

The applicant shall ensure that mining shall be located or conducted in a manner that minimizes adverse impact on the surface and groundwater quality and quantity of the City and the region.

Further, the applicant shall ensure that the location or conduction of such use or will be conducted in a manner that minimizes adverse impact on the community due to noise, odors, dust, smoke, dirt, vibration and/or glare.

Policy URI.13.1. The following uses shall be prohibited if they are located within areas designated as high groundwater aquifer recharge as identified on the map entitled recharge potential of the Floridan Aquifer System, Alachua County, Florida, prepared by the Suwannee River Water Management District, as of December 2004 and included by reference within this Comprehensive Plan:

1. Wrecking yards (including automobile wrecking yard); junk yards; or yards used for scrap, salvage, second-hand building materials, junk automotive vehicles, or second-hand automotive parts.
2. Bulk storage yards including bulk storage of flammable liquids, subject to provisions of local and state fire codes.
3. Chemical and fertilizer manufacture.
4. Paint, oil (including linseed), shellac, turpentine, lacquer or varnish manufacture.
5. Paper and pulp manufacture.
6. Petroleum refining.
7. Rendering plant.
8. Storage, sorting, collecting or baling of rags, iron or junk (except for a recycling use conducted completely within an enclosed building).
9. Hazardous waste disposal sites.
10. Electric or gas generating plants.
11. Asphalt or concrete batch plants, except by Special Use Permit in Materials-Oriented Industrial Land Use and Industrial Land Use areas on the Future Land Use Plan Map, and as outlined in Section 14.7 of the City of Newberry Land Development Regulations.

EXCERPTS FROM THE CITY COMPREHENSIVE PLAN

ARTICLE 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.

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 and require that they are 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.

Facility Type	Level of Service Standard
Individual Septic Tanks	Standards as specified in F.A.C. Ch. 17-22, in effect upon adoption of this Comprehensive Plan
Residential Sanitary Sewer System	85 gallons per capita per day

Nonresidential Sanitary Sewer System	2,000 gallons per acre per day
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(Ord. No. 16-08, § 1, 12-8-2008)

Policy IV.2.2. The city shall prohibit the installation of septic tanks in locations with soils which do not meet installation requirements of F.A.C. ch.10D-6, in effect upon adoption of this Comprehensive Plan.

Policy IV.2.3. The city's land development regulations shall allow existing septic tanks to remain in service until such time as a centralized sanitary sewer system is accessible, conditioned on the following requirements:

- (a) 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 one-quarter 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; and
- (b) 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
- (c) 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.

The siting of new package sewage treatment plants within 200 feet of a community sanitary system collection line shall be prohibited, unless service demand by a possible connector exceeds the capacity of the community sanitary sewer facility. The siting of new septic tanks shall be limited to areas outside the community sanitary sewer system geographic service area, as described in the data and analysis document for the City's Comprehensive Plan. The provision of community sanitary sewer service shall be in accordance with Policy I.5.1 of chapter I of this Comprehensive Plan.

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	0.63 tons per capita per year for 1991 and 1992 for Class I solid waste, 0.61 tons per

Landfill	capita per year for 1993 and thereafter for Class I solid waste.
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POLICIES FOR DRAINAGE

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 F.S. § 403.706, in effect upon adoption of this Comprehensive Plan.

Policy IV.2.6. The city hereby establishes the following water quantity and quality 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 ten-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 F.A.C. ch. 17-25 (rules of the Florida Department of Environmental Regulation), and F.A.C. ch. 40B-4 (rules of the Suwannee River Water Management District), as effective on the date of adoption of this Comprehensive Plan.

Editor's note— F.A.C. ch. 17-25, rules of the Florida Department of Environmental Regulation, is also referenced in policy V.2.8, but cited there as F.A.C. ch. 17-312.

Any development exempt from F.A.C. chapter 17-25 or 40B-4 as cited above, and which is adjacent to, or drains into a surface water, canal, or 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
Private Individual Water Wells	Standards as specified in F.A.C. Ch. 17-22, in effect upon adoption of

ARTICLE VII. - INTERGOVERNMENTAL COORDINATION ELEMENT

INTRODUCTION

The purpose of this plan element is to establish a goal and planning objectives with corresponding policies for the coordination process and procedures with adjacent local governments, regional and state agencies.

The data collected for this plan element identifies the process of intergovernmental coordination. In addition, the corresponding analysis reviews the effectiveness of the intergovernmental coordination instruments which are in force to implement agreements for services between the city and its governmental counterparts. Although the data and corresponding analysis are not part of this plan element, they provide a basis for its formulation.

The following goal, objectives and policies provide a plan which as implemented will provide guidelines for coordination between the city and adjacent local governments and other governmental and service agencies.

INTERGOVERNMENTAL COORDINATION GOAL, OBJECTIVES AND POLICIES

GOAL VII — Establish processes among the various governmental entities to achieve coordination of comprehensive planning, ensure compatible development, provide adequate public services and promote the efficient use of available resources among governmental entities.

Objective VII.1. The city, upon adoption of this Comprehensive Plan, shall coordinate its comprehensive planning with the school board, water management district, adjacent local government comprehensive plans and other units of local government providing services but not having regulatory authority over the use of the land.

Policy VII.1.1. The city shall establish a procedure, as part of the Comprehensive Plan review and amendment process, that all plan amendments proposed within the Comprehensive Plan are coordinated with other units of local government, the school board, and other units of government providing services but not having regulatory authority over the use of land.

Policy VII.1.2. The city shall use the regional planning council's informal mediation process to resolve conflicts with other units of government.

Policy VII.1.3. The city shall establish interlocal agreements for the provision of services across jurisdictional boundaries.

Policy VII.1.4. The city shall use the regional planning council's informal mediation process to resolve annexation issues.

Policy VII.1.5. Annexations shall be governed by the standards and procedures established within the stipulated settlement agreement between the city, Florida of Community Affairs, and Alachua County, dated April 25, 2005.

Objective VII.2. The city shall provide adjacent units of local government, the regional planning council and the Florida Department of Community Affairs the opportunity to comment on Comprehensive Plan amendments.

Policy VII.2.1. The city, as part of the subdivision, multifamily, commercial and industrial review process, shall review the relationship of proposed development to the existing comprehensive plans of adjacent local governments.

Policy VII.2.2. The city, as part of the monitoring and evaluation process of the Comprehensive Plan shall review the relationship of the Comprehensive Plan to the existing comprehensive plans of adjacent local governments.

Policy VII.2.3. The city's administrative officer shall provide preliminary plats and site and development plans for multifamily residential, commercial and industrial development within the city for review and comment to adjacent local governments.

Objective VII.3. The city shall coordinate the establishment and amendment of level of service standards for public facilities with state and local entities having operational and maintenance responsibility for such facilities prior to the adoption or any amendment of such level of service standards.

Policy VII.3.1. The city, as part of the Comprehensive Plan monitoring and evaluation process, shall coordinate amendments of any level of service standards with appropriate state, regional and local agencies, such as the Florida Department of Transportation, Florida Department of Environmental Regulation, Florida Department of Natural Resources, water management district, regional planning council, adjacent local governments and the school board prior to such amendment.

Objective VII.4. The city, upon adoption of this Comprehensive Plan, shall coordinate with the water management district regarding all development proposals with the potential for impacting the water resources of the city.

Policy VII.4.1. The city through the development review process shall coordinate all development proposals with the water management district for all development proposals within the watershed of any designated Surface Water Management and Improvement Act [Surface Water Improvement and Management Act, F.S. § 373.453 et seq.] priority water body.

Objective VII.5. The city, upon adoption of the Comprehensive Plan, shall ensure that the impacts of development proposed in the Comprehensive Plan are coordinated with development in the county, region and state.

Policy VII.5.1. The city, through the development review process, shall coordinate with the county, regional agencies and state agencies to ensure that impacts of development proposed in the Comprehensive Plan are consistent and compatible with adjacent development.

Objective VII.6. The city shall upon adoption of this objective, coordinate the Comprehensive Plan with the school board five-year facilities plan.

Policy VII.6.1. The SBAC of Alachua County shall locate sites for new public schools consistent with the criteria in the future land use element for siting new public school facilities. In order to facilitate coordination between the SBAC and the city:

- (a) The city shall continue to participate at a staff level in the school acquisition committee or other such committees of the Alachua County SBAC to ensure coordination of their comprehensive development plans with the City of Newberry Comprehensive Plan. Determinations of the consistency of new school sites proposed by the SBAC of Alachua County as required by F.S. § 235.193, shall be made in accordance with procedures identified in an inter-local agreement between the SBAC and the city.
- (b) The city shall coordinate with the SBAC of Alachua County to explore the expanded use of public school facilities for recreation and to develop and implement a standard use agreement.
- (c) City staff shall coordinate with the SBAC staff on methodologies for population projections, from which public school enrollment projections are made. City staff shall also coordinate with SBAC staff on the geographic distribution of enrollment projections as part of the SBAC's annual enrollment projections and capacity analysis report.
- (d) The city shall solicit specific comments from the SBAC on public schools that could be attended by children in proposed new residential developments, including the current and

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

Regional Planning Council: North Central FL
Review Date: 12/14/17
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 5
Local Government: Alachua County
Local Government Item No.: CPA 08-17
State Land Planning Agency Item No.: 18-1ESR

Date Mailed to Local Government and State Land Planning Agency: 12/15/17 (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

County item CPA-08-17 reclassifies 244.27 acres on the County Future Land Use Plan Map from Low Density Residential (up to 4 dwelling units per acre), Medium Density Residential (4-8 dwelling units per acre), and Tourist/Entertainment to Mixed Density Residential (4-8 dwelling units per acre) and Tourist/Entertainment. The item also adds Future Land Use Element 1.9 and related policies to define the Celebration Pointe Mixed Use land use designation (see attached).

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

The subject property is located within a Stream-to-Sink Watershed as identified and mapped in the North Central Florida Strategic Regional Policy Plan. Nevertheless, significant adverse impacts are not anticipated as the County Comprehensive Plan contains goals and policies to mitigate impacts to the Natural Resource of Regional Significance (see attached).

The subject property is also located adjacent to Interstate Highway 75 and State Road 24, both of which are identified and mapped as Natural Resources of Regional Significance in the North Central Florida Strategic Regional Policy Plan. Regional Plan Transportation Element Policy 5.1.1 states that within urban service areas and urban development areas where local government comprehensive plans contain goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately mitigated and local government plans and plan amendments are not subject to a Regional Planning Council determination of impacts to the Regional Road Network. The amendment contains policies consistent with Best Transportation Planning Practices contained in the North Central Florida Strategic Regional Policy Plan (see attached). Therefore, the amendment mitigates impacts to the Regional Road Network.

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

The amendment is not anticipated to create significant adverse impacts to adjoining local governments (see analysis of transportation impacts, above).

Request a copy of the adopted version of the amendment?

Yes X

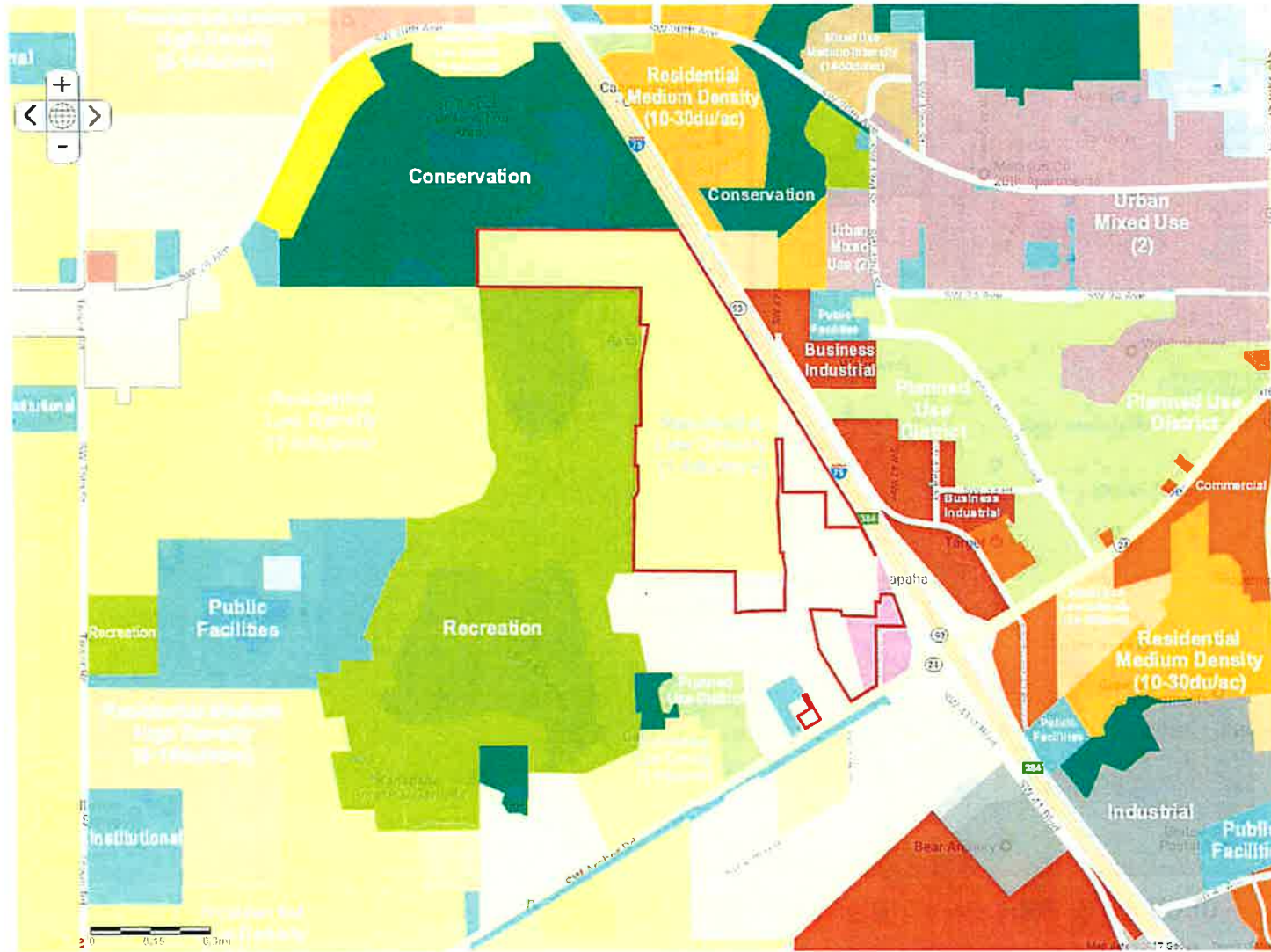
No

Not Applicable

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

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

CURRENT ALACHUA COUNTY COMPREHENSIVE PLAN FUTURE LAND USE MAP 2030



ALACHUA COUNTY COMPREHENSIVE PLAN FUTURE LAND USE MAP 2030



PROPOSED TEXT AMENDMENT

ALACHUA COUNTY COMPREHENSIVE PLAN, 2011-2030 FUTURE LAND USE ELEMENT

Objective 1.9 – CELEBRATION POINTE TRANSIT ORIENTED DEVELOPMENT

To provide for a compact, mixed-use, interconnected development that creates a pedestrian, bicycle and transit friendly environment through site and building design with the densities and intensities of land uses needed to enable a person to live, work, play and shop within a development that provides mobility and accessibility options and that preserves natural areas adjacent to environmentally sensitive lands.

Policy 1.9.1 The area northwest quadrant of I-75 and Archer Road and designated as Mixed-use on the Future Land Use Map shall be known as the Celebration Pointe Transit Oriented Development and shall be developed as Transit Oriented Development consistent with policies under Future Land Use Element Objective 1.7 except as otherwise provided herein under Objective 1.9. Celebration Pointe TOD shall be:

- (a) Allowed 750 square feet of non-residential land uses for every dwelling unit.
- (b) Allowed to incorporate existing non-residential buildings and dwelling units into the development. Existing buildings, dwelling units and parking areas are not required to meet design elements of Objective 1.9 until they are redeveloped or enlarged.
- (c) Allowed to repurpose surface and structured parking areas throughout the development for infill and expansion of existing buildings up to the approved development entitlements.
- (d) Allowed to propose alternative design concepts where the applicant can demonstrate that deviation is necessary and will result in a better development outcome while maintaining consistency with the intent provided in the Comprehensive Plan and subject to ULDC regulations for alternative compliance in TNDs and TODs.
- (e) Allowed to amend the existing approved Preliminary Development Plan to be consistent with Objective 1.9 and be permitted, if desired by the Developer and approved by the County, to establish specific conditions, criteria and standards on a Preliminary Development Plan that are consistent with Objective 1.9.
- (f) Consistent with Unified Land Development Code (ULDC) policies for Transit Oriented Development, except as otherwise provided for under

Objective 1.9 of the Future Land Use Element or through conditions, criteria and standards on an approved Preliminary Development Plan that are consistent with Objective 1.9.

Policy 1.9.2 Celebration Pointe TOD shall provide:

- (a) A compact and centrally located village center (VC) oriented and designed around a main street and / or pedestrian promenade.
- (b) A transit supportive area (TSA) outside the village center. The extents of the VC, TSA and areas outside the TSA shall be shown on the Preliminary and Final Development Plan.
- (c) The highest concentration of residential dwelling units (DU) shall be within the VC and TSA. The following are the minimum and maximum DU required and allowed within the VC, TSA and outside the TSA:
 - 1. A minimum of 500 DU and a maximum of 1,000 DU in the VC,
 - 2. A minimum of 300 DU and a maximum of 600 DU in the TSA,
 - 3. A minimum of 200 DU and a maximum of 400 DU outside the TSA.
- (d) The highest concentration of non-residential land uses shall be within the VC. The following are the minimum and maximum percentages of NRSF required and allowed with the VC, TSA and outside the TSA:
 - 1. A minimum of 50% NRSF and a maximum of 90% NRSF in the VC,
 - 2. A minimum of 10% NRSF and a maximum of 50% NRSF in the TSA,
 - 3. A minimum of 0% NRSF and a maximum of 10% NRS outside the TSA.
- (e) A vertical orientation and mixture of uses by requiring that a minimum of 25% of the allowed non-residential square footage shall be within multistory buildings.
- (f) Densities of residential uses and intensity of non-residential uses that encourages walking, bicycling, low speed electric transport such as bikes, vehicles, golf-carts, Segways, trolleys, autonomous transit and short vehicular trips.
- (g) A network of streets that provides interconnectivity, mobility and accessibility achieved through establishment of the following maximum perimeter block lengths:
 - 1. A maximum of 2,000 linear feet in the VC

2. A maximum of 2,300 linear feet in the TSA,
 3. A maximum of 2,700 linear feet outside the TSA,
 4. The maximum perimeter block length maybe extended an additional 700 linear feet where a multiuse path forms an internal block length consistent with the perimeter block lengths in Policy 1.9.2 (g) 1. 2. 3.
 5. A maximum of 3,000 linear feet for blocks with a parking garage or single-use retail building 25,000 square feet of greater in size,
- (h) A centrally located multimodal center that allows for bike and car share programs, a park and ride, drop-off and loading areas for ride share programs, transit and autonomous transit, charging stations for electric vehicles, bikes and personal e-transport, and structured parking to promote a park-once environment.
- (i) For the continued maintenance, per the Conservation Management Area Management Plan, of 88.23 acres of environmentally sensitive land protected through a conservation easement approved on May 27th, 2014 and recorded on June 16th, 2014.

Policy 1.9.3 Site, Building, Parking, and Street Design

Site, building, parking and street design shall be oriented towards creating a multimodal supportive development that encourages walking, biking, transit, shared mobility and a park once environment.

- (a) The site, building, parking and street design shall create an environment that promotes walking and bicycling as a primary means of mobility. There shall be limited distances between attractors and generators and a mixture of land uses. Visual interest shall be provided through site and building design and orientation.
- (b) Building design and placement shall be at a pedestrian scale with primary entrances located at the front of the building oriented towards a public space such as a street, park, plaza, woonerf, open space or square. Outdoor seating is encouraged and allowed for all land uses. Shade shall be provided for pedestrians through means such as terraces, balconies, awnings, architectural features, buildings and trees.
- (c) Buffers within the development and along external boundaries are only required when adjacent to external single family detached dwellings on individual lots, or as required for outdoor storage.
- (d) To the extent feasible, utilities, except for life safety, shall be located to the rear and side of buildings. Underground utilities are encouraged.

Above ground utility access, transfer and conveyance points such as panels, boxes, meters, and valves shall be screened from the street and sidewalks through architectural features and/or landscaping.

- (e) Innovative solutions to reduce parking requirements, decoupling parking from residential uses, provision of shared parking to serve multiple uses and alternative paving materials are allowed. No off-street surface parking is required for any use. Off-street parking may be shared and pooled between uses throughout the development.
- (f) Parking structures may be located throughout the development, except immediately adjacent to conservation areas and the village center main street/pedestrian promenade. Parking structures shall make provisions for liner buildings, bottom floor uses or landscaping when fronting a street.
- (g) Off-street surface parking areas shall be located to the rear of buildings in the VC and TSA. Parking areas along the external property boundaries of the Celebration Pointe TOD are not required to be screened by buildings at the property boundary. Outside the TSA, off-street surface parking areas are permitted around all sides of buildings and are not required to be screened by liner buildings or pocket parks.
- (h) Liner buildings are encouraged but are not required for off-street parking. If liner buildings are not proposed, landscaping shall be provided to screen the parking consistent with ULDC requirements for landscaping off-street parking in TODs.
- (i) Temporary off-street surface parking areas may be permitted throughout the development to allow for construction of parking structures. The time frame for temporary parking areas shall be included on a Preliminary Development Plan.
- (j) Travel lanes may be ten feet in width on public roads within the development that also include on-street bike lanes. Travel lanes on private roads may be as narrow as nine feet in width or fourteen feet in total width for living streets and alleys. Traffic calming, raised intersections, curb extensions, along with other appropriate techniques are permitted along private roads within the development.
- (k) In order to promote walkability and safe multiple modes of travel, speed limits may be posted as low as permissible under state statute, for public roads, or as low as can be demonstrated safe for private roads.
- (l) The use of golf carts and low-speed electric vehicles are permitted on all designated streets within the development. The use of golf carts and

low-speed electric vehicles on Celebration Pointe Avenue over Interstate 75 and on SW 45th Street, south of the entrance to the Reserve at Kanapaha shall only be allowed if permitted by the County Engineer. The use of golf carts and low-speed electric vehicles on designated off-street facilities may be allowed subject to approval by the County Engineer.

- (m) A circulator system that provides access to the transit transfer station east of Interstate 75 shall be permitted on all roads within the development and may address the development's requirements to provide transit service, if included in a developer agreement approved by Alachua County. The circulator may utilize dedicated transit lanes if approved by the County Engineer.
- (n) To provide the highest level of pedestrian and bicycle accommodation, land uses with drive-thru facilities are prohibited in the VC. In recognition of greater levels of vehicular traffic on SW 45th Street and Celebration Pointe Avenue, land uses with drive-thru facilities in the TSA are allowed so long as the drive-thru facilities are located to the rear of the building and screened from adjacent streets. In recognition of existing commercial and tourist entertainment land uses oriented to serve demand from Interstate 75 and Archer Road, drive-thru facilities outside the TSA are permitted and shall be developed consistent with the general standards of the land development regulations applicable to all districts where said use is permitted. Where drive-thru facilities cross a pedestrian facility, appropriate marking and /or materials shall be provided to provide for safe pedestrian crossing.
- (o) To provide the highest level of pedestrian and bicycle accommodation, land uses for the dispensing of fuel, cleaning or servicing of vehicles are prohibited in the VC and TSA. In recognition of existing commercial and tourist entertainment land uses oriented to serve demand from Interstate 75 and Archer Road, land uses for the dispensing of fuel, cleaning or servicing of vehicles are allowed outside the TSA are permitted and shall be developed consistent with the general standards of the land use development regulations applicable to all districts where said use is permitted.
- (p) Mini-storage land uses are prohibited within the VC. Mini-storage uses are permitted within the TSA and outside the TSA so long as they are located along the periphery.
- (q) Outdoor storage of boats, recreational vehicles, golf carts, jet skis, trailers and all-terrain vehicles may be provided for residents of the development for non-commercial purposes along the periphery of the

TSA and outside the TSA. Outdoor storage shall be enclosed by a 10' tall masonry wall and a medium density landscape buffer.

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN**

GOAL 1

PROTECT NATURAL DRAINAGE FEATURES AND THE QUALITY OF WATERS AND PROTECT NEW AND EXISTING DEVELOPMENTS IN ACCORDANCE WITH ADOPTED LEVELS OF SERVICE FOR FLOODPLAIN MANAGEMENT, WATER QUANTITY AND WATER QUALITY.

OBJECTIVE 1.1

Maintain an inventory and evaluation of new and existing County and privately owned/maintained stormwater management facilities.

- Policy 1.1.1** The current inventory program for County owned/maintained stormwater management facilities shall be expanded to include privately owned/maintained facilities as a part of the National Pollution Discharge Elimination System (NPDES), Phase II permit that must be obtained from the United States Environmental Protection Agency (EPA). The County shall develop a rating system for the evaluation of all stormwater management facilities. The criteria shall include the information needed for the acquisition of the NPDES, Phase II permit. All existing facilities shall be completely inventoried and re-evaluated with the new rating criteria within the five-year planning period. All new facilities shall be immediately incorporated into the inventory program utilizing the new rating system.
- Policy 1.1.2** Improvements to deficient County-maintained facilities as determined by the rating system that are identified in the future will be scheduled in the Capital Improvements Program provided a funding source has been established.
- Policy 1.1.3** The County shall investigate the feasibility of establishing a Stormwater Utility for the purposes of funding improvements to the existing systems and the on-going monitoring and maintenance of all stormwater management systems.

OBJECTIVE 2.1

Deficient stormwater management and drainage facilities will be upgraded in accordance with Chapter 62-25 F.A.C and federal, state, regional, water management districts (WMD) and local regulations in effect on the date of adoption of this Comprehensive Plan to an acceptable level of service to prevent violations of water quality standards.

- Policy 2.1.1** No development order shall be issued for new development which would result in an increase in demand on deficient facilities unless one of the following criteria are met:
- (a) The necessary facilities are under construction at the time a development permit is issued and will be completed when the impacts of development occur; or
 - (b) The necessary facilities are guaranteed in an enforceable development agreement that includes the provisions set forth in Policy 1.3.2(a) of the Capital Improvements Element; or
 - (c) The development is limited to pre-development contributions to the capacity of the existing facility in cases where upgrading of existing facilities would create adverse stormwater impacts to adjacent or downstream properties.

- Policy 2.1.2** Alachua County shall pursue the use of stormwater benefit assessments or other dedicated revenue sources for correcting localized deficiencies in stormwater management facilities and for designing, constructing and operating regional master stormwater management facilities.
- Policy 2.1.3** Priorities for correcting volume and pollution abatement deficiencies in existing County-maintained stormwater management systems shall be scheduled in the Capital Improvements Program in accordance with the criteria established in the Capital Improvements Element of this plan. The Robin Lane, Sunningdale and S.W. 34th Street Industrial Park, North Florida Regional Doctor's Park, Kanapaha Prairie, and Emerald Woods stormwater facilities shall be included in the Capital Improvements Program for improvements within the five-year planning period provided a funding source has been established (e.g. Special Assessment District, Special Tax District, Stormwater Utility, grant or general funding).
- Policy 2.1.4** The County shall pursue funding of stormwater projects through appropriate state or federal grant applications which address identified needs.

OBJECTIVE 3.1

Coordinate improvements to the stormwater management system which serve new or future needs with the Future Land Use Map and level of service standards as adopted in this plan.

- Policy 3.1.1** To ensure water quality and flood protection, new development shall provide facilities designed to control and treat stormwater runoff at the following levels of service:

LEVELS OF SERVICE

Floodplain Management

All new building lots shall include adequate buildable area above the 100-year floodplain and all new habitable structures must be outside the floodplain. Existing lots of record as of May 2, 2005, without buildable area above the floodplain may only develop subject to limitations such as intensity, impervious surface ratio (ISR), clearing, limits on the use of fill material and requirement for appropriate on-site sewage disposal. No development shall adversely impact the functions of the floodplain. Silviculture and agricultural uses shall be required to follow appropriate Best Management Practices.)

<u>Facility</u>	<u>Level of Service</u>
Residential floor elevation	1 foot above the 100 year/ critical- duration storm elevation
Non-residential floor elevation	1 foot above 100 year/ critical-duration storm elevation or flood resistant construction

Water Quantity

Retention basins.....	100 year/ critical-duration storm or applicable Water Management District standards
Detention basins.....	25 year/critical-duration storm with 100 year/critical-duration storm routing analysis
Storm sewer systems.....	3 year/10 minute
Crossdrains.....	10/25 year/24hr. storm for closed system 100 Year/24hr. for open system
Sidedrains.....	10 year/20 minute

Water Quality

All new development, redevelopment, and, when expansion occurs, existing developed areas, must provide adequate stormwater treatment so as not to degrade the water quality of the receiving water body. Infill residential development within improved residential areas or subdivisions existing prior to the adoption of this Comprehensive Plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will degrade the water quality of the watershed. Regardless of the area served, the stormwater treatment provided must provide a level of treatment which meets or exceeds Chapter 62-25 F.A.C. and applicable federal, state, regional, WMD and local requirements in effect on the date of adoption, April 8, 2002 of this Comprehensive Plan.

- Policy 3.1.2** Stormwater management facilities for new development shall be provided concurrent with the impacts of such development as part of the County's Concurrency Management Program.
- Policy 3.1.3** The County shall promote the use of and will assist in the development and implementation of regional master stormwater management plans for Activity Centers.
- Policy 3.1.4** The County shall amend land development regulations to include the standards adopted in this Stormwater Management Element.
- Policy 3.1.5** Upon receipt of new Flood Insurance Rate Maps, the County will review and update the Future Land Use Map and adopted level of service standards. The County will provide assistance to the maximum extent practicable, in application for Letters of Map Revision or Letters of Map Amendments solicited from the Federal Emergency Management Agency.

OBJECTIVE 4.1

The County shall continue to maintain and improve existing stormwater management facilities in order to maximize their capacity and lifespan and to ensure that discharges do not violate State water quality standards.

- Policy 4.1.1** The Public Works Department shall have a preventive maintenance program for stormwater management facilities to maximize the efficiency of existing structures.

- Policy 4.1.2** The County shall amend its development regulations to ensure periodic inspection and routine maintenance of privately owned community stormwater management facilities. The County shall coordinate inspections of privately owned stormwater management facilities with the appropriate water management district to avoid duplication of inspections. The County shall investigate and implement, if determined to be financially-feasible, appropriate design techniques and maintenance strategies to minimize mosquito propagation.

OBJECTIVE 5.1

Alachua County will ensure the protection of natural drainage features, including surface water quality and groundwater aquifer quality and quantity recharge functions, from stormwater runoff.

- Policy 5.1.1** All development outside a regional master plan shall control post-development runoff rates and/or volumes to not exceed pre-development runoff rates and/or volumes.
- Policy 5.1.2** Stormwater runoff from development shall not adversely impact stormwater storage capacity of adjacent lands, identified conservation areas, or downstream surface waters or groundwaters.
- Policy 5.1.3** All stormwater management facilities shall be constructed and operated in accordance with State Water Policy and shall not cause violations of State water quality standards.
- Policy 5.1.4** Stormwater runoff from development activities shall not violate State water quality standards during construction.
- Policy 5.1.5** All new development, redevelopment, and, when expansion occurs, existing developed areas with a stormwater discharge to an active sinkhole shall provide a minimum treatment of the runoff from the first two (2) inches of rainfall from the design storm.
- Policy 5.1.6** All new development, redevelopment, and, when expansion occurs, existing developed areas located within the High Aquifer Recharge Areas shall provide treatment of the stormwater before it enters the Floridan Aquifer. This shall be presumed to have been met by designing and constructing a stormwater management system to control post-development water runoff rate and/or volume and water quality to not exceed pre-development runoff rate and/or volume and water quality.
- Policy 5.1.7** New stormwater management systems which receive stormwater from areas which are a potential source of oil and grease contamination shall include a baffle, skimmer, grease trap, pre-treatment basin or other mechanism suitable for preventing oil and grease from leaving the stormwater management system in concentrations that would cause violations of water quality standards in the groundwater or receiving waters.
- Policy 5.1.8** Conserve and enhance through the use of system upgrades the use of drainageways where appropriate as habitat corridors which allow the passage of wildlife between natural areas and throughout the County, as well as providing wildlife habitat.
- Policy 5.1.9** Conserve and enhance the use of floodplains where appropriate for flood and erosion control.
- Policy 5.1.10** Alachua County shall require stormwater management facilities be designed in accordance with the Stormwater Management and Landscaping Policies of the Metropolitan Transportation Planning Organization (MTPO) as outlined in the MTPO Policies Manual as an integral part of the development, as a physical or visual amenity

that provides usable open space or that resembles native habitat communities by planting native vegetation in and around the facility to the maximum extent feasible.

Policy 5.1.11 Stormwater management facilities shall utilize contours of the site and minimize disturbance to existing natural features to maximum extent feasible. The county shall develop land development regulations that incentivize, encourage, and require where necessary, environmentally sensitive approaches to stormwater management, including Low Impact Development (LID) techniques and the protection of natural areas and features.

Policy 5.1.12 The proportion of the area of stormwater management facilities to the area of the site shall be limited to the maximum extent practicable through LID techniques, the reduction of impervious surfaces via vertical construction and the use of alternative parking surfaces in order to preserve the existing pre-development hydro-period from discharge to wetland systems and adequate existing vegetation on the site.

OBJECTIVE 6.1

Ensure that stormwater discharges to groundwater or surface water resources that are within or affecting more than one governmental jurisdiction are effectively managed to preserve, protect, and enhance those watershed resources through continued active County coordination with adjacent governments and appropriate agencies.

Policy 6.1.1 Drainage improvements in unincorporated Alachua County shall be coordinated with the goals, objectives and policies of the Conservation and Open Space Element of this plan.



BIORETENTION AREAS (PICTURED ABOVE) ARE ONE EXAMPLE OF A LOW IMPACT DEVELOPMENT (LID) TECHNIQUE

Policy 6.1.2 County land development regulations shall continue to ensure that standards for the treatment and discharge of stormwater runoff from developments within the watershed of surface waters that flow into adjacent governmental jurisdictions are consistent with the standards established by those jurisdictions.

Policy 6.1.3 All appropriate state, water management district, and/or federal permits required by a development shall be obtained and submitted to the County prior to the issuance of construction permits. The County shall pursue opportunities for one-stop permitting with all appropriate agencies. The most restrictive criteria of the County or other agencies shall be utilized.

Policy 6.1.4 The County shall solicit input and review of proposed development which has the potential of discharging stormwater runoff into surface waters of other jurisdictions in accordance with procedures established in the Intergovernmental Coordination Element of this plan.

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



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

e. Transportation Planning Best Practices

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

Enhance Road Network Connectivity by

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

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

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

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

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

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

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

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



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

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

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

Promote Access Management Strategies by

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

Develop Multimodal Transportation Systems by

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

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

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

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

Establishing a local public mass transit system.



C. Regional Goals and Policies

1. Regional Road Network

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

Regional Indicators

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

a. Local Government Comprehensive Plans

Table 5.17 below summarizes Regional Policies 5.1.1 through 5.1.4.



TABLE 5.17

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

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

Source: North Central Florida Regional Planning Council, 2011.

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

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

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

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

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



b. Developments of Regional Impact

Table 5.18 below summarizes Regional Policies 5.1.5 and 5.1.6.

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

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

Source: North Central Florida Regional Planning Council, 2011.

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

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

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

2. Coordination and Assistance

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

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