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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **January 28, 2021**. Due to the COVID-19 Public Health Emergency, the meeting will be held virtually via communications media technology at **6:00 p.m.**

DIAL IN NUMBER: Toll Free 1.888.585.9008

CONFERENCE CODE: 381 777 570



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AGENDA CLEARINGHOUSE COMMITTEE

Virtual Public Meeting
Via Communications Media Technology
Gainesville, Florida

January 28, 2021
6:00 p.m.

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V. CITIZEN COMMENTS

This agenda item provides an opportunity for citizens to address the Committee on any matter not included on the agenda. The comment period is limited to three minutes for each individual.

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
CLEARINGHOUSE COMMITTEE
MINUTES

Virtual Public Meeting
Via Communications Media Technology

December 10, 2020
6:00 p.m.

MEMBERS PRESENT

Patricia Bouie Hutchinson
Robert Brown
Fletcher Hope, Chair
Daniel Riddick
James Tallman

MEMBERS ABSENT

Jim Catron
Tim Murphy
Reina Saco

STAFF PRESENT

Lauren Yeatter

Noting the presence of a quorum, the meeting was called to order by Chair Fletcher Hope at 6:14 p.m.

I. APPROVAL OF THE AGENDA

Chair Hope requested approval of the agenda, as presented.

ACTION: It was moved by Commissioner Bouie Hutchinson and seconded by Commissioner Brown to approve the December 10, 2020 Clearinghouse Committee Agenda as presented. The motion carried unanimously.

II. APPROVAL OF THE OCTOBER 22, 2020 MEETING MINUTES

ACTION: It was moved by Commissioner Riddick and seconded by Commissioner Bouie Hutchinson to approve the October 22, 2020 meeting minutes as circulated. The motion carried unanimously.

III. COMMITTEE-LEVEL REVIEW ITEMS

- #6 - Northeast Florida Strategic Regional Policy Plan Draft Amendment
- #7 - Madison County Comprehensive Plan Adopted Amendment (DEO No. 20-1ESR)
- #8 - Alachua County Comprehensive Plan Adopted Amendment (DEO No. 20-4ESR)
- #15 - City of Gainesville Comprehensive Plan Draft Amendment (DEO No. 20-3ESR)
- #16 - City of Lake City Comprehensive Plan Adopted Amendment (DEO No. 20-2ESR)
- #17 - Columbia County Comprehensive Plan Adopted Amendment (DEO No. 20-2ER)
- #18 - Columbia County Comprehensive Plan Adopted Amendment (DEO No. 20-3ESR)
- #19 - City of Lake City Comprehensive Plan Draft Amendment (DEO No. 20-3ESR)
- #20 - Bradford County Comprehensive Plan Draft Amendment (DEO No. 20-2ESR)

ACTION: It was moved by Commissioner Brown and seconded by Commissioner Tallman to group Committee-Level Review Items #6 through #8 and Items #15 through #20 for purpose of review. The motion carried unanimously.

Lauren Yeatter, Senior Planner, 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 Bouie Hutchinson and seconded by Commissioner Brown to recommend that the Council approve the staff reports as circulated. The motion carried unanimously.**

The meeting adjourned at 6:35 p.m.

Fletcher Hope, Chair

1/28/21
Date

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

Regional Planning Council: North Central Fl
Review Date: 1/28/21
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 21
Local Government: Taylor County
Local Government Item No: CPA 19-01
State Land Planning Agency Item No: 19-1ER

Date Mailed to Local Government and State Land Planning Agency: 1/29/21

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

DESCRIPTION OF AMENDMENT

The County is amending its comprehensive plan based on an evaluation completed by the County to reflect changes in state requirements pursuant to Section 163.3191, Florida Statutes. More specifically, the item amends the Future Land Use Map as well as the text of the Future Land Use Element; the Transportation Element; the Housing Element; the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element; the Conservation Element; the Recreation and Open Space Element; the Intergovernmental Coordination Element; the Capital Improvements Element; the Coastal Management Element; the Public School Facilities Element; and the Economic Development Element (see attached excerpts).

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

The amendment does not result in a change in allowable uses or intensity of use. Therefore, no significant adverse impacts are anticipated to occur to regional facilities or Natural Resources of Regional Significance.

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.

Request a copy of the adopted version of the amendment?

Yes _____	No _____
Not Applicable	_____ X _____

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

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

ORDINANCE NO. 2020-06

AN ORDINANCE OF TAYLOR COUNTY, FLORIDA, AMENDING THE TAYLOR COUNTY COMPREHENSIVE PLAN; RELATING TO AN AMENDMENT TO THE TEXT AND FUTURE LAND USE PLAN MAP SERIES OF THE TAYLOR COUNTY COMPREHENSIVE PLAN, PURSUANT TO AN APPLICATION, CPA 19-01, BY THE BOARD OF COUNTY COMMISSIONERS, AND THE OBJECTIONS, RECOMMENDATIONS AND COMMENTS REPORT ISSUED BY THE FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY ON DECEMBER 3, 2019, UNDER THE AMENDMENT PROCEDURES ESTABLISHED IN SECTIONS 163.3161 THROUGH 163.3248, FLORIDA STATUTES, AS AMENDED; PROVIDING FOR AMENDING THE TEXT AND FUTURE LAND USE PLAN MAP SERIES OF THE COMPREHENSIVE PLAN, BASED UPON AN EVALUATION COMPLETED BY THE COUNTY, TO REFLECT CHANGES IN STATE REQUIREMENTS PURSUANT TO SECTION 163.3191, FLORIDA STATUTES, AS AMENDED; PROVIDING SEVERABILITY; REPEALING ALL ORDINANCES IN CONFLICT; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, Section 125.01, Florida Statutes, empowers the Board of County Commissioners of Taylor County, Florida, hereinafter referred to as the Board of County Commissioners, to prepare, adopt and implement a Comprehensive Plan;

WHEREAS, Sections 163.3161 through 163.3248, Florida Statutes, the Community Planning Act, empowers and requires the Board of County Commissioners to prepare, adopt and implement a comprehensive plan;

WHEREAS, an application for an amendment, as described below, has been filed with the County;

WHEREAS, the Planning Board of Taylor County, Florida, hereinafter referred to as the as the Planning Board, has been designated as the Local Planning Agency of Taylor County, Florida, hereinafter referred to as the Local Planning Agency;

WHEREAS, pursuant to Section 163.3174, Florida Statutes, as amended, and Land Development Code, the Planning Board, serving also as the Local Planning Agency, held the required public hearing, with public notice having been provided, on said application for an amendment, as described below, the Planning Board, serving also as the Local Planning Agency, reviewed and considered all comments received during said public hearing concerning said application for an amendment, as described below, and recommended to the Board of County Commissioners approval of said application for an amendment, as described below;

WHEREAS, the Board of County Commissioners held the required public hearings, with public notice having been provided, under the procedures established in Sections 163.3161 to 163.3248, Florida Statutes, 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 Board, serving also as the Local Planning Agency, concerning said application for an amendment, as described below; 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 TAYLOR COUNTY, FLORIDA, AS FOLLOWS:

Section 1. Pursuant to an application, CPA 19-01, by the Board of County Commissioners, to amend the text and the Future Land Use Plan Map Series of the Comprehensive Plan based upon an evaluation completed by the County and the Objections, Recommendations and Comments Report issued by the Florida Department of Economic Opportunity on December 3, 2019, to reflect changes in state requirements pursuant to Section 163.3191, Florida Statutes, as amended, amendments to the text of the Future Land Use Element, Traffic Circulation Element, Housing Element, Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element, Conservation Element, Recreation and Open Space Element, Intergovernmental Coordination Element, Capital Improvements Element, Coastal Management Element, Public School Facilities Element, Economic Element and the Future Land Use Plan Map Series of the Comprehensive Plan entitled Comprehensive Plan Evaluation Amendments, dated September 5, 2019 and revised on December 7, 2020, and the Future Land Use Plan Map 2035 incorporated by reference are hereby adopted.

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, 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 the ordinance with the Florida Department of State.

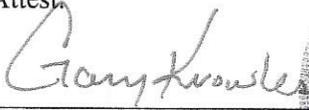
The effective date of this plan amendment, if the amendment is not timely challenged, shall be the date the Florida Department of Economic Opportunity posts a notice of intent determining that this amendment is in compliance. If timely challenged, or if the state land planning agency issues a notice of intent determining that this amendment is not in compliance, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance. 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 made 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.

Section 5. Authority. This ordinance is adopted pursuant to the authority granted by Section 125.01, Florida Statutes, as amended, and Sections 163.3161 through 163.3248, Florida Statutes, as amended.

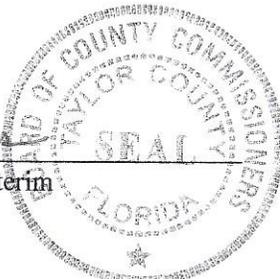
PASSED UPON FIRST READING on this 17th day of September 2019.

PASSED AND DULY ADOPTED, in regular session, with a quorum present and voting,
by the Board of County Commissioners this 7th day of December 2020.

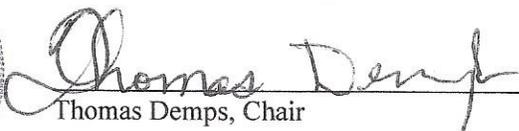
Attest:



Gary Knowles, Clerk ad Interim



BOARD OF COUNTY COMMISSIONERS OF
TAYLOR COUNTY, FLORIDA



Thomas Demps, Chair

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II

TRAFFIC CIRCULATION TRANSPORTATION ELEMENT

INTRODUCTION

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

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

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

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

- **TRAFFIC CIRCULATION TRANSPORTATION** GOALS, OBJECTIVES AND POLICIES

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

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

Policy II.1.1 Establish the Service Standards as noted below at peak hour for the following roadway segments within the County as defined within the **most recent version of the** Florida Department of Transportation ~~2009~~ Quality/Level of Service Handbook.

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
FDOT 17 <u>893</u>	U.S. 19/98 / S.R. 30/55 <u>19/27 A/98</u> from U.S. 221/S.R. 55 <u>south Perry</u> <u>city limits</u> to Old Foley Road	4D	Florida Intrastate Highway System <u>Emerging</u> <u>Strategic</u> <u>Intermodal</u> <u>System</u>	<u>Arterial</u> Transition	C
FDOT 16 <u>895</u>	U.S. 19/98 / S.R. 30/55 <u>19/27 A/98</u> from Old Foley Road to C.R. 361 (Beach Road)	4D	Florida Intrastate Highway System <u>Emerging</u> <u>Strategic</u> <u>Intermodal</u> <u>System</u>	<u>Highway</u> Rural	B
FDOT 15 <u>896</u>	U.S. 19/98 / S.R. 30/55 <u>19/27 A/98</u> from C.R. 361 (Beach Road) to Steinhatchee River (Dixie County)	4D	Florida Intrastate Highway System <u>Emerging</u> <u>Strategic</u> <u>Intermodal</u> <u>System</u>	<u>Highway</u> Rural	B
FDOT 1 <u>897</u>	U.S. 19/27 / S.R. 20/30 from Madison County Line to C.R. 361 <u>Reddick Road north</u> <u>Perry city limits</u>	4D	Florida Intrastate Highway System <u>Emerging</u> <u>Strategic</u> <u>Intermodal</u> <u>System</u>	<u>Highway</u> Rural	B
FDOT 8 <u>884</u>	U.S. 98 / S.R. 30 from Jefferson County Line to C.R. 588 (Begin Painted Median) <u>Kinsey Road</u>	2U	Principal Arterial	<u>Highway</u> Rural	D
FDOT 9 <u>1038</u>	U.S. 98 / S.R. 30 From C.R. 588 <u>Kinsey Road</u> To Sandra St. (Perry W City Limits)	4U	Principal Arterial	Transition	D
FDOT 14 <u>892</u>	S.R. 51 from U.S. 19/27A/98 / S.R. 55 to Dixie County line	2U	Minor Arterial	<u>Highway</u> Rural	D
FDOT 5	U.S. 27 / S.R. 20 from J. Tom Moore (B of 4 lanes) to Buckeye Nursery Road	4U	Principal Arterial	Transition	C
FDOT 6 <u>886</u>	U.S. 27 / S.R. 20 from Buckeye Nursery Rd. <u>east Perry city limits</u> to Connell Road (C.R. 275)	4U	Principal Arterial	Rural <u>Highway</u> <u>Transition</u>	D
FDOT 7 <u>887</u>	U.S. 27 / S.R. 20 from Connell Road (C.R. 275) to Lafayette County Line	2U	Principal Arterial	<u>Highway</u> Rural	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
FDOT 20 <u>888</u>	U.S. 221 / S.R. 55 from C.R. 202 (Will Clark Road) <u>north Perry city limits</u> to C.R. 361	2U	Principal Arterial	<u>Highway</u> Rural	D
FDOT 21 <u>889</u>	U.S. 221 / S.R. 55 from C.R. 361 to C.R. 14 (Aman Road)	2U	Principal Arterial	<u>Highway</u> Rural	D
FDOT 22 <u>890</u>	U.S. 221 / S.R. 55 from C.R. 14 (Aman Road) to Madison County Line	2U	Principal Arterial	<u>Highway</u> Rural	D
FDOT 12 <u>4891</u>	S.R. 51 from C.R. 361 (Beach Road) to Oak Street	2U	Minor Arterial	Community	C
FDOT 13 <u>891</u>	S.R. 51 from Oak Street to U.S. 19/27A/98 / S.R. 55	2U	Minor Arterial	<u>Highway</u> Rural	D
133	C.R. 14 from U.S. 19/27 / S.R. 20 to U.S. 221 / S.R. 55	2U	Major Collector	Rural	D
133A	C.R. 14 from U.S. 221 / S.R. 55 to Madison County Line	2U	Major Collector	Rural	D
132	C.R. 14 from U.S. 98 / S.R. 30 to Econfina Landing	2U	Major Collector	Rural	D
125	C.R. 361 (Johnson Stripling Road) from U.S. 221 / S.R. 55 to Perry North City limits	2U	Major Collector	Rural	D
123	C.R. 361 Pisgah Road from U.S. 19/27 / S.R. 20 to U.S. 221 / S.R. 55	2U	Major Collector	Rural	D
119	C.R. 361 Harrison Blue Road from Slaughter Road to 361B at Planning Area 14	2U	Major Collector	Rural	D
120	C.R. 361 Harrison Blue Road from U.S. 19/27 / S.R. 20 to Slaughter Road	2U	Major Collector	Rural	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
118	C.R. 361B Woods Creek Road From C.R. 361 at Planning Area 14 to C.R. 359 Paul Poppell Rd	2U	Major Collector	Rural	D
116	C.R. 356 Woods Creek Road from intersection with C.R. 359 to Perry West City limits	2U	Major Collector	Rural	D
127	C.R. 356 San Pedro Road from Perry East City Limits to Planning Area 11	2U	Minor Collector	Rural	D
128	C.R. 356 San Pedro Road from Planning Area 11 North to U.S. 27 / S.R. 20	2U	Major Collector	Rural	D
104	C.R. 359 Golf Course Road from US 98 / S.R. 30 to Houck Road	2U	Major Collector	Rural	D
103	C.R. 359 Golf Course Road from Houck Road to C.R. 30 A. Holt Rd at PA 16	2U	Major Collector	Rural	D
102	C.R. 359 Golf Course Road from Holt Road at PA 16 to C.R. 361A Puckett Road	2U	Major Collector	Rural	D
105	C.R. Houck Road from C.R. 359 to C.R. 361A Puckett Road	2U	Major Collector	Rural	D
106	C.R. Houck Road from C.R. 361A Puckett Road to U.S. 19/27A /98/ S.R. 55	2U	Major Collector	Rural	D
107	C.R. 30A Holt Road from C.R. 359 to C.R. 361A Puckett Road	2U	Major Collector	Rural	D
108	C.R. 30A Carlton Cemetery Road from C.R. 361A Puckett Road to US 19/27A/98/S.R.55	2U	Major Collector	Rural	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
97	C.R. 356 Hampton Springs Road from U.S. 98/S.R. 30 to Planning Area 19	2U	Major Collector	Rural	D
96	C.R. 356 Hampton Springs Road from PA 19 North to Courtney Grade Road	2U	Major Collector	Rural	D
95	C.R. 356 Hampton Springs Road from Courtney Grade Road to PA 19 South	2U	Major Collector	Rural	D
92-94	C.R. 356 Hampton Springs Road From Planning Area 19 South to end of C.R. 356	2U	Major Collector	Rural	D
137	C.R. 361A Puckett Road from Perry South City limits to Houck Road	2U	Major Collector	Rural	D
136	C.R. 361A Puckett Road from Houck Road to Holt Road	2U	Major Collector	Rural	D
135	C.R. 361A Puckett Road from Holt Road to Potts Still Road	2U	Major Collector	Rural	D
91	C.R. 361A Puckett Road from Potts Still Road to PA 16	2U	Major Collector	Rural	D
87-90	C.R. 361A Puckett Road from PA 16 to Courtney Grade Road	2U	Major Collector	Rural	D
86	C.R. 361A Spring WarriorRd from Courtney Grade Road to PA 18	2U	Major Collector	Rural	D
83	C.R. 361A Spring Warrior Road from Puckett Road to reconnect with Puckett Road	2U	Major Collector	Rural	D
61	C.R. 361 from U.S. 19/27A/98 / S.R. 55 to Potts Still Road	2U	Major Collector	Rural	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
60	C.R. 361 Beach Road from Potts Still Road to New North South Coastal Road	2U	Major Collector	Rural	D
57-59	C.R. 361 Beach Road from New N/S Coastal Road to Keaton Beach Road	2U	Major Collector	Rural	D
55-56	C.R. 361 Beach Road from Keaton Beach Road to Fish Creek Road	2U	Major Collector	Rural	D
53-54	C.R. 361 Beach Road from Fish Creek Road to Salem Tower Road at PA 2, 3	2U	Major Collector	Rural	D
50-52	C.R. 361 Beach Road from Salem Tower Road (PA 2,3) to Planning Area 1	2U	Major Collector	Rural	D
48-49	C.R. 361 Beach Road from Planning Area 1 to S.R. 51	2U	Major Collector	Rural	D
72	New North South Coastal Road from C.R. 361 Beach Road to Planning Area 8	2U	Major Collector	Rural	D
71	New North South Coastal Road from Planning Area 8 to Planning Area 7	2U	Major Collector	Rural	D
70	New North South Coastal Road From B of Planning Area 7 to south end of Planning Area 7	2U	Major Collector	Rural	D
69	New North South Coastal Road from Planning Area 7 to Planning Area 4, 5, 6	2U	Major Collector	Rural	D
68	New North South Coastal Road from Planning Area 4, 5, 6 to south end of PA 4, 5, 6	2U	Major Collector	Rural	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
67	New North South Coastal Road from Planning Area 4, 5, 6 to Planning Area 2, 3	2U	Major Collector	Rural	D
66	New North South Coastal Road from B of Planning Area 2, 3 to south end of Planning Area 2, 3	2U	Major Collector	Rural	D
62, 64, 65	New North South Coastal Road from Planning Area 2, 3 to S.R. 51	2U	Major Collector	Rural	D
63	New N/S Coastal Road Connector from N/S Coastal Road to C.R. 361	2U	Major Collector	Rural	D
43A	Salt Road from U.S. 19/27 / S.R. 20 to C.R. 14 Acucilla River Road	2U	Minor Collector	Rural	D
132A	C.R. 14 from Madison county line to S.R. 30 U.S. 98	2U	Minor Collector	Rural	D
121	C.R. 359 Slaughter /Paul Poppell Rd from Hampton Blue Road to C.R. 361B Woods Creek Road	2U	Minor Collector	Rural	D
115	C.R. 359B Osteen Road from 361B Woods Creek Road To Planning Area 15	2U	Minor Collector	Rural	D
114	C.R. 359B Osteen Road from Planning Area 15 to U.S. 98/ S.R. 30	2U	Minor Collector	Rural	D
124	Wright Road from U.S. 19/27 / S.R. 20 to U.S. 221 / S.R. 55	2U	Minor Collector	Rural	D
122	Slaughter Road from C.R. 359 Paul Poppell Road to U.S. 27 S.R. 20	2U	Minor Collector	Rural	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
98-101	Courtney Grade from C.R. 356 Hampton Springs Rd to C.R. 361A Puckett Road	2U	Minor Collector	Rural	D
84-85	Puckett Road from C.R. 361A Spring Warrior Road to reconnect to C.R. 361A	2U	Minor Collector	Rural	D
134	Potts Still Road from C.R. 361A Puckett Road to C.R. 361 Keaton Beach Road	2U	Minor Collector	Rural	D
77	Fish Creek Road from U.S. 19/27A/98/S.R. 55 to Salem Tower Road	2U	Minor Collector	Rural	D
80-81	Fish Creek Road from Salem Tower Road to New N/S Coastal Road at PA 7	2U	Minor Collector	Rural	D
78-79	Fish Creek Road from New North/South Coastal Rd to C.R. 361 Beach Road	2U	Minor Collector	Rural	D
75-76	Salem Tower Road from Fish Creek Road to New N/S to Coastal Road at PA 2, 3	2U	Minor Collector	Rural	D
73-74	Salem Tower Road from New N/S Coastal Road to C.R. 361 Beach Road	2U	Minor Collector	Rural	D
109-110	C.R. 30 Old Foley Road from U.S. 19/27A/98 / S.R. 55 to U.S. 27 / S.R. 20	2U	Minor Collector	Rural	D
111	C.R. 356A Red Padgett Road from U.S. 19/27A/98 / S.R. 55 to C.R. 356	2U	Minor Collector	Rural	D
113	C.R. 356 from C.R. 356A Red Padgett Road to U.S. 19/27A/98 / S.R. 55	2U	Minor Collector	Rural	D

D - Divided Highway
 U - Undivided Highway

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- Policy II.1.2 The County shall update the long term list of capital improvements of the Capital Improvements Element to add the roadway improvements identified in ~~Traffic Circulation Element~~ **the Future Transportation Map Series 2035** Map 15: Potential Roadway Improvements.
- Policy II.1.3 The County shall continue to control the number and frequency of connections and access points of ~~Development of Regional Impact~~ **coordinated review comprehensive plan amendment development** ways and roads to arterial and collector roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, **as amended**, and applicable Florida Department of Transportation access management requirements. The Florida Department of Transportation shall control access to the State Highway System to maintain the functions and operations of the State Transportation System, in coordination with the County.
- Policy II.1.4 The County shall require the provision of safe and convenient on-site traffic flow, which includes the provision for adequate vehicle parking as specified in the Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways.
- Policy II.1.5 The County shall, for any development which is required to provide a site plan or any development requiring platting, include requirements for bicycle and pedestrian ways to be provided for all proposed collector and arterial roadways within designated urban development areas or where appropriate, as integrated or parallel transportation facilities.
- Policy II.1.6.** **In accordance with Section 163.3180(5)(h)1.c. and 163.3180(5)(h)2. Florida Statutes, as amended, the County shall provide a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. However, the landowner shall not be held responsible for the additional cost of reducing or eliminating deficient transportation facilities.**
- OBJECTIVE II.2 The County shall continue to require that all traffic circulation system improvements be consistent with the land uses shown on the future land use plan map by limiting higher density and higher intensity land use locations to be adjacent to collector and arterial roads.
- Policy II.2.1 The County shall, as part of the capital improvement scheduling of roadway improvements, review all proposed roadway improvements to determine if such improvement is consistent with the direction of the Future Land Use Plan Element. Where the roadway is operated and maintained by another jurisdictional authority, the County shall notify such jurisdiction, in writing, if any identified roadway improvement plan or schedule is not consistent with the provisions of the Future Land Use Plan Element.
- OBJECTIVE II.3 The County shall continue to coordinate its traffic circulation planning efforts with the Florida Department of Transportation for consistency with the Department's Five-Year Transportation Plan.
- Policy II.3.1 The County shall, during the annual capital improvements budgeting and planning process, review all proposed roadway improvements for consistency with the Florida Department of Transportation Five-Year Transportation Plan.

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- OBJECTIVE II.4 The County shall continue to provide for the protection of future rights-of-way from building encroachment by establishing right-of-way setback requirements as provided in the rights-of-way setback policy contained within the ~~Traffic Circulation~~ **Transportation** Element of this Comprehensive Plan for all structures along new or realigned collector and arterial roadways to be provided either by the developer or purchased as additional rights-of-way.
- Policy II.4.1 The County shall continue to require all new structures along new or realigned collector or arterial roadways to provide an additional setback of 75 feet as measured from the centerline of the right-of-way for the future need of additional right-of-way. Such additional right-of-way shall be provided by the developer of the land as part of the development review process or shall be purchased by the agency improving the roadway.
- Policy II.4.2** **Properties under the same ownership or those consolidated for development shall be treated as one property for the purposes of access management and shall not receive the maximum potential number of access points for that frontage indicated under minimum access spacing standards.**
- Policy II.4.3** **Large commercial developments shall be required to provide and/or extend nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on arterial streets.**
- Policy II.4.4** **Shopping centers shall be required to provide a unified access and circulation plan and require any out parcels to obtain access from the unified access and circulation system.**
- Policy II.4.5** **Existing lots unable to meet the access spacing standards for arterials shall obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements.**
- Policy II.4.6** **Adequate corner clearance shall be maintained at crossroad intersections with arterials.**
- Policy II.4.7** **The County shall encourage cross-access connections easements and joint driveways, where available and economically feasible.**

TRANSPORTATION GOALS, OBJECTIVES AND POLICIES FOR VISION 2060

GOAL II-A - RESERVE AND CONNECT TRANSPORTATION CORRIDORS AS AN ALTERNATIVE TO WIDENING ROADWAYS

- OBJECTIVE II.5 The County hereby establishes the Future Transportation Corridors and Connections Map as an alternative to achieve a connected transportation system that offers mobility options to the users through the provision of an adequate network of collector roadways. Transportation corridors identified on the map represent a conceptual travel-desire path, not a specific location.
- Policy II.5.1 Future collector roadway corridors and connections, as identified on the Future Transportation Corridors & Connections Map, shall be identified for use as an alternative approach to mitigate traffic impacts to the existing roadway network resulting from development of the Urban and Rural Planning Areas designated on the Future Land Use Map.

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1. Future Traffic Circulation Corridors indicate desired travel corridors and do not imply location of future road alignments. The corridors shown on this map are to guide decisions regarding right of way preservation.
2. The lines on the map are conceptual and do not define the type, width, or design components of the facility. More detailed analysis shall be conducted prior to any right of way acquisition.
3. The County will encourage the alignment of new roads to implement the generalized corridors to minimize habitat and wetland impacts and utilize existing County or private roads to the extent practical.
4. Roads in Cities that are not maintained by the County are shown for information purposes only.

Policy II.5.2 If the alternative corridor approach is selected, the County shall require an environmental assessment to analyze site suitability of alternative transportation corridors shown on the Future Transportation Corridors map as part of a **Development of Regional Impact coordinated review comprehensive plan amendment** application.

Policy II.5.3 Internal networks in proposed Vision 2060 Plan overlay areas shall be compact (walkable distances) and connect origins and destinations.

Policy II.5.4 The County shall consider standards for connectivity in the Land Development Code for new development, consistent with the hierarchy of place defined in the Vision 2060 Plan Overlay areas.

Policy II.5.5 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a **Development of Regional Impact coordinated review comprehensive plan amendment** development order, the applicant shall conduct a traffic analysis that addresses:

1. Roadway layout, hierarchy and context relative to the community type where it is located
2. Connectivity, Corridors and Spacing – roadways, freight ways, pedestrian ways, bikeways, equestrian ways and blueways (if applicable)
3. Connections to the external road network, including detailed corridor studies for any corridors shown on the Future Traffic Circulation Corridors map that traverse the development.

Policy II.5.6 A conceptual corridor analysis of the new coastal road that connects the coastal Planning Areas shall be conducted at the time of **Master Development of Regional Impact coordinated review comprehensive plan amendment** review. The corridor analysis shall identify the design cross section, right-of-way width required, and the corridor within which the future right-of-way shall be dedicated. The **~~Master Development of Regional Impact coordinated review comprehensive plan amendment~~** shall establish responsibilities for the acquisition, method(s) of financing, and construction of the roadway necessary to connect the coastal Planning Areas with the existing roadway system.

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- Policy II.5.7 The Comprehensive Plan identifies potential future transportation corridors in ~~Traffic Circulation~~ **Transportation** Element Policy II.5.1 and the Future Transportation Corridors & Connections Map (Map 12A) to support the development contemplated in the Vision 2060 Planning Areas. If a ~~Master Development of Regional Impact Development of Regional Impact or Incremental Development of Regional Impact~~ **coordinated review comprehensive plan amendment** proposes a proposed future corridor to support development of a Planning Area, then a traffic analysis of each proposed transportation corridor must be conducted, consistent with the intent of Section 337.273, Florida Statutes, as amended.
- OBJECTIVE II.6 The County shall consider the establishment of County Road 361 from Steinhatchee to Fish Creek Road as a scenic corridor.
- Policy II.6.1 The County may prepare, as funds are available, a plan to provide a distinctive identity for the corridor and encourage a unique experience for users including buffer requirements and developing a wayfinding system.
- Policy II.6.2 The County may pursue grant funding to make improvements such as constructing scenic pullouts and protecting view corridors in order to retain the natural appearance of the coastal landscape and provide the ability to enjoy scenic views from the corridor.
- OBJECTIVE II.7 Conceptual Environmental Systems Corridors shall be shown on the Future Transportation Corridors Map as a means of protecting identifying important wildlife habitats, recreation areas, and other environmentally sensitive lands from encroachment of unplanned development and infrastructure.
- Policy II.7.1 Roadways and other mobility systems shall respect environmental corridors and minimize impacts through the designation of wildlife crossings on the corridor map.
- Policy II.7.2 The natural resource value of these systems shall be enhanced through context-sensitive improvements to make these resources more accessible to residents and visitors.
- OBJECTIVE II.8 Freight Movement Corridors (Roadways and railways) as shown on the Future Transportation Corridors map, shall be preserved to protect state, regional and local economic vitality.
- Policy II.8.1 The through-traffic function of freight corridors shall be protected through access control, reduction of conflicts through minimization of crossings, special design considerations for heavy vehicles, and separation/buffering of incompatible land uses.
- Policy II.8.2 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a Planned Unit Development site plan, the applicant shall conduct an assessment of freight movement through the planned development area to determine internal freight circulation routes, delivery and distribution locations, to ensure compatibility with surrounding uses. In Regional Employment Centers, the location of off-street loading docks for commercial, industrial and institutional buildings will be identified. In certain instances, facilities may be consolidated and centralized to serve multiple businesses/uses.

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- Policy II.8.3 The County shall encourage the designation of U.S. **Highway** 19 as a component of the Statewide Strategic Intermodal System as a reliever truck route to I-75. The County shall utilize the designation of U.S. **Highway** 19 as a freight movement corridor to help diversify **the** County’s economy.
- OBJECTIVE II.9 Greenway Corridors (bike ways, walk ways, and equestrian ways) shall be shown on the Future Transportation Corridors Map to preserve recreational, ecotourism and mobility opportunities for residents and visitors of **the** County.
- Policy II.9.1 The Greenways Corridors shown on the Future Transportation Corridors Map shall consider coastal access, access to schools from residential areas, access to parks and recreational connections to regional routes and connection of open spaces through a series of multi-modal trails and paths.
- Policy II.9.2 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a Planned Unit Development site plan, the applicant shall conduct an analysis of greenways needs that addresses:
1. Provision of bicycle and pedestrian facilities that connect origins and destinations within the community. Where appropriate, equestrian facilities shall also be considered.
 2. Provision of origins and destinations within short, walkable distances of one another.
 3. Provision of connections to the external bicycle network, including bicycle trip generators such as schools, parks, recreation and natural areas.
- OBJECTIVE II.10 Blueways Corridors - The County shall capitalize on the Nature Coast resources by preserving and enhancing facilities identified as Blueways Facilities on the Future Transportation Corridors Map.
- Policy II.10.1 The County shall support appropriate agencies in the development of a wayfinding system as may be desired to better connect blueways trails to bike paths, roadways, parks and other natural areas.
- Policy II.10.2 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a Planned Unit Development site plan, the applicant shall consider connections and access to blueways identified on the Transportation Corridors map.
- OBJECTIVE II.11 Transit Corridors – As the Vision 2060 Plan is implemented over time, the opportunity to provide transit services and corridors within and between development areas shall be considered.
- Policy II.11.1 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a ~~Development of Regional Impact~~ **coordinated review comprehensive plan amendment** development order, the applicant may consider transit as a mitigation strategy; the required traffic analysis will address the demand for and financial feasibility of providing transit services.

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GOAL II-B - IMPLEMENT LAND USE STRATEGIES THAT PROVIDE TRANSPORTATION BENEFITS

OBJECTIVE II.12 Integrate Transportation & Land Use - The County shall implement proactive land use strategies outlined in the Future Land Use Element, and in the policies below that result in a level of transportation benefit.

Policy II.12.1 Land Use Strategy: Diversity (Complementary Mix of Land Uses within any Given Area) - The County shall encourage a complementary mix of uses, because projects that provide a complementary mix of uses with a high degree of interaction have demonstrated the following transportation benefits:

1. Benefit: Shorter Trips
2. Benefit: Increased Mode Split
3. Benefit: Reduced Greenhouse Gas Emissions
4. Benefit: Reduced Consumption of Fossil Fuels

These benefits are applicable to new self-sustained communities that provide this complementary mix of uses, as well as to existing communities that might need to provide a “missing” use.

Policy II.12.2 Land Use Strategy: Density – (Households or jobs per acre) Housing located in proximity to employment centers should be “income compatible” so residents have ample employment opportunities in the community. Employment centers should attract a reasonable amount of the workforce from within the community.

1. Benefit: Reduced Dependence on Public Transit
2. Benefit: Shorter Trips
3. Benefit: Increased Mode Split
4. Benefit: Reduced Greenhouse Gas Emissions
5. Benefit: Reduced Consumption of Fossil Fuels

Policy II.12.3 Land Use Strategy: Design (Compact and Walkable). The County will encourage compact development that includes elements of walkable design, because it provides a variety of transportation choices and has demonstrated the following transportation benefits:

1. Benefit: Fewer Vehicle Trips
2. Benefit: Less Parking
3. Benefit: Safer Travel
4. Benefit: Less Energy Consumption

Policy II.12.4 The County may require that context sensitive, smart transportation performance standards be incorporated into the Conceptual Master Plans required for the Planned Unit Development site plan approval process to guide the form and appearance of new development including network connectivity (internal roadways, external connectivity and pedestrian connectivity) and design guidelines and typical sections for roadways, pedestrian ways, bikeways, greenways and freight ways and transit ways.

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- Policy II.12.5 The ~~Master Development of Regional Impact~~ **coordinated review comprehensive plan amendment** traffic analysis shall use the specific development program assigned to each Planning Area by Technical Memorandum #2 of the Traffic Circulation Data and Analysis. Maximum development for any Planning Area shall not exceed the development program described in Future Land Use Element Table I-2.
- Policy II.12.6 Internal Capture Rates for each Planning Area shall be determined during the ~~Incremental Development of Regional Impact~~ **coordinated review comprehensive plan amendment** review process transportation methodology meetings. The internal capture rate used for the Comprehensive Plan data and analysis does not preclude the use of a different rate during the ~~Development of Regional Impact~~ **coordinated review comprehensive plan amendment** review process.
- GOAL II-C – PURSUE COST-EFFECTIVE SOLUTIONS AND MAXIMIZE USE OF EXISTING INFRASTRUCTURE
- OBJECTIVE II.13 Cost-effective Solutions – The County will leverage funding to the greatest extent practicable.
- Policy II.13.1 The County will partner with public agencies and private entities to leverage state, federal and other funding sources for public and infrastructure improvements.
- Policy II.13.2 The County will consider sponsoring grant applications for funding of projects that are supported and/or matched by a variety of funding sources.
- OBJECTIVE II.14 Consideration of Alternatives - Prior to implementation of the transportation corridors identified on the Future Transportation Corridors Map, the County shall require a corridor study that considers alternatives to widening, as well as the context of the facility’s hierarchy and function in the network.
- Policy II.14.1 Internal Roads - A well-connected hierarchy of roadways, along with a conceptual layout, shall be required as part of the Planned Unit Development site plan approval process to support the mobility function of external roadways that primarily provide through traffic movement.
- Policy II.14.2 External Roads - In an effort to sustain the rural character of ~~Taylor the~~ **the** County, prior to any consideration of a new 4 lane facility or the expansion of an existing facility beyond 2 lanes, applicants for a Planned Unit Development will be required to conduct a corridor study that evaluates viable alternatives for providing the needed capacity improvements, including parallel corridors, connections to parallel corridors and land use strategies that will reduce traffic impacts.
- OBJECTIVE II.15 Efficiency – The County will maximize the use of existing infrastructure by prioritizing capital expenditures on improvements to existing facilities.
- Policy II.15.1 The County shall require applicants for Planned Unit Development site plans to maximize the efficiency of existing infrastructure through access management and short-range transportation systems management improvements.
- Policy II.15.2 The County shall encourage the provision of an interconnected local and collector street network that provides priority for walk and bicycle trips for shorter trips.

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- Policy II.15.3 The County shall enforce the current **LDC Land Development Code** requirements that maximize the efficiency of existing infrastructure by:
1. Limiting direct access to major roadways
 2. Minimizing conflict points and ensuring safe distances between conflict points
 3. Providing joint-access and cross-access.
 4. Promoting internal access to out-parcels
 5. Separating turning lane traffic from through lane traffic
- Policy II.15.4 The County shall consider Transportation Systems Management strategies as alternatives to widening. Transportation Systems Management strategies are low-cost, short-range, highly effectively operational transportation improvements, such as:
1. Intersection and Signal Improvements
 2. Signal Timing
 3. Turning Lanes
 4. Pavement Striping
 5. Lane Assignment Changes
 6. Providing Passing Lanes
- OBJECTIVE II.16 Freight Efficiency – The County will facilitate freight movement through efficient location of rail-freight service and commercial vehicle access, circulation, loading and unloading.
- Policy II.16.1 Freight terminals will be located convenient to major transportation routes, generally outside of mixed use planning areas.
- Policy II.16.2 Industrial parks and distribution centers will be located near main rail lines and proposed spurs and extensions for access to these lines. Switching yards should be strategically located to efficiently serve major industrial parks and distribution centers to avoid moving cars long distances between sites.
- Policy II.16.3 The County will consider the use of previously abandoned rail lines for viable connections or extensions of existing rail networks to provide freight access to proposed industrial parks, greenway connections (pedestrian ways, bike ways and walk ways) and exclusive use corridors (such as truck routes or transit ways).
- Policy II.16.4 The County will designate priority truck routes on the Transportation Corridors Map where high-volume truck traffic exists to protect the mobility and economic development function these corridors provide. Truck access to major freight terminals will be considered.

GOAL II-D – PROVIDE A VARIETY OF TRANSPORTATION CHOICES

- OBJECTIVE II.17 Provide Choices - The County shall encourage applicants for Conceptual Master Plan approval associated with Planned Unit Development site plans to incorporate a transportation system that provides a variety of transportation choices.

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- Policy II.17.1 Mode Choice – The County shall encourage a range of transportation choices to meet the mobility needs between origins (residential) and destinations (shopping, work, etc.), including pedestrian and bike routes, roadways and transit, where feasible.
- Policy II.17.2 Route Choice – The County shall encourage the creation of a connected network of multiple routes for each mode, providing many choices to satisfy origins and destinations.
- OBJECTIVE II.18 Transportation Disadvantaged - For citizens that have limited choices, the County shall encourage service providers to maximize service, while attempting to reduce demand, to bridge the current gap between service and unmet demand.
- Policy II.18.1 The County shall continue to pursue State and Federal funding to provide and/or expand transportation disadvantaged services in the County to meet the current demand.
- Policy II.18.2 In order to reduce the transportation disadvantaged demand by enabling residents to become transportation independent, the County shall partner with the Taylor County Development Authority to implement the Economic Development Plan to facilitate growth, diversification, and stability of the economy; create a variety of employment opportunities; and expand the economy to provide a sustainable future for residents.
- Policy II.18.3 In order to reduce the transportation disadvantaged demand by enabling residents to become transportation independent, the County shall encourage a diversity of housing in proximity to employment.
- OBJECTIVE II.19 The County shall encourage increased access to coastal areas and resources.
- Policy II.19.1 The County shall encourage State and Federal agencies to increase access to public coastal resources.
- Policy II.19.2 The County shall encourage the provision of and improvement to existing trailways and roadways to provide better public coastal access.
- Policy II.19.3 The County shall encourage access to and connectivity among the coastal resources and new coastal development.
- OBJECTIVE II.20 The County shall encourage implementation of the land use and transportation strategies contained in the future traffic circulation and future land use elements, which can significantly reduce vehicle miles of travel causing a reduction in greenhouse gas emissions.
- Policy II.20.1 The County shall encourage the following strategies
1. Provide a hierarchy of interconnected roads to support the future development pattern that is designed to reduce automotive trips and trip lengths.
 2. Provide a connected network of pedestrian and bicycle facilities to promote biking and walking mode-split within each new development area.
 3. Focus transportation planning to support appropriately located compact, high density mixed-use development within the Urban Planning Areas.

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4. Coordinate with the Florida Department of Transportation to improve traffic management on State roads to reduce the aggregate time spent at traffic signals.
5. Provide density bonuses and expedited development review to encourage reduction in vehicle miles of travel.

Policy II.20.2

The County has designated Regional Employment Centers on the Future Land Use Map to reduce the vehicle miles of travel by providing opportunities to decrease the distance between homes and places of employment.

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V

CONSERVATION ELEMENT

INTRODUCTION

The following goal, objectives and policies constitute the Conservation Element providing for the promotion of the conservation, use and protection of the County's natural resources. The data collected for this plan element and analysis of this data, contained in the County's Data and Analysis document, are not part of this plan element, but serve to provide a foundation and basis for the formulation of this portion of the Comprehensive Plan.

Conservation uses are defined as activities within land areas designated for the purpose of conserving or protecting natural resources, environmental quality, or agriculture and silviculture through conservation easements or related tools and within this plan includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, or protection of vegetative communities or wildlife habitats.

The Future Land Use Plan map addresses conservation future land use as defined above. The conservation future land use category shown on the Future Land Use Plan map identifies future conservation areas which consist of land within the County which is anticipated to have planned management of a natural resource to prevent exploitation, destruction or neglect of that natural resources. The majority of the areas shown are wildlife management areas and Water Management District lands.

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

CONSERVATION GOAL, OBJECTIVES AND POLICIES

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

OBJECTIVE V.1 The County shall continue to enforce provisions within the site plan review process to protect air quality by requiring the appropriate siting of development and associated public facilities.

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

OBJECTIVE V.2 The County shall provide for the conservation, appropriate use and protection of the quality and quantity of current and projected water sources, and shall require a 300 foot wellfield protection area around community potable water system wells. In addition, the County, in order to protect high groundwater aquifer recharge areas as designated by the Water Management District and depicted in Appendix A of this Comprehensive Plan, shall continue to limit development in those areas as specified in the high groundwater aquifer recharge protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan.

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- Policy V.2.1 The County as part of the development review process shall require the coordination of development plans with the Florida Department of Environmental Protection and the Water Management District to assist in the monitoring uses which may impact the current and projected water sources of the County.
- Policy V.2.2 The County shall protect the designated use classification, as established in Rule 62-302.400, Florida Administrative Code, of waters of the state by discouraging land uses that may impact waters of the state and cause violations of applicable state water quality standards or otherwise adversely impact waters of the state except where impacts are authorized pursuant to Part IV of Chapter 373, Florida Statutes.
- Policy V.2.3 The County shall identify and make recommendations to appropriate state agencies, for the purchase of environmentally sensitive lands as part of the Florida Forever Program, as listed by the Acquisition and Restoration Council for the Board of Trustees of the Internal Improvement Trust Fund, Water Management District, or U.S. Government, under programs administered by the U.S. Department of the Interior, Florida Department of Environmental Protection or the land acquisition programs of the Water Management District.
- Policy V.2.4 The County shall require that, unless impacts are mitigated pursuant to Florida Department of Environmental Protection or other appropriate state agency requirements, a 25-foot natural buffer shall be maintained around all wetlands and prohibit the location of agricultural, residential, commercial and industrial land uses within the buffer areas. Mitigation measures must be acceptable to the **Florida** Department of Environmental Protection or other governmental agency having mitigation permit jurisdiction but allow silviculture and resource based recreation activities within the buffer areas in accordance with the silviculture policies of the Conservation element of this Comprehensive Plan. Normal agricultural and pine silvicultural activities shall be allowed, subject to Best Management Practices 2000 as adopted by the Florida Department of Agriculture or Florida Division of Forestry, as appropriate, and also subject to the current regulatory requirements of Chapters 373 and 403, Florida Statutes, and the rules, regulations and permitting requirements of the Suwannee River Water Management District and other State or Federal governmental agencies having jurisdiction. Unless further restricted by the County's Land Development Regulations, normal hardwood silvicultural activities shall be allowed subject to Best Management Practices and other regulatory requirements as cited for pine silviculture above.
- Policy V.2.5 The County shall, through the development review process, require that post-development runoff rates and pollutant loads do not exceed pre-development conditions.
- Policy V.2.6 The County shall require all new development to maintain the natural functions of environmentally sensitive areas, including but not limited to wetlands and 100-year floodplains so that the long term environmental integrity and economic and recreational value of these areas is maintained. This will be accomplished through compliance with applicable statutes, rules and regulations of State and Federal Agencies having jurisdiction.

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- Policy V.2.7 The County shall require that, unless impacts are mitigated, the conservation of wetlands shall be provided for through prohibiting any development or dredging and filling which would significantly alter their natural functions. Mitigation measures must be acceptable to the **Florida** Department of Environmental Protection or other governmental agency having mitigation permit jurisdiction. Resource based recreation activities (such as hunting and fishing) shall be allowed. Normal agricultural and pine silvicultural activities shall be allowed, subject to Best Management Practices as adopted by the Florida Department of Agriculture and Consumer Services, Division of Forestry, as appropriate, and also subject to the current regulatory requirements of Chapters 373 and 403, Florida Statutes, and the rules, regulations and permitting requirements of the Suwannee River Water Management District and other Federal or State governmental agencies having jurisdiction. Unless further restricted, normal hardwood silvicultural activities shall be allowed subject to Best Management Practices and other regulatory requirements as cited for pine silviculture above.
- Policy V.2.8 The County shall provide for the conservation of wetlands through prohibiting any development or dredging and filling, which would significantly alter their natural functions without mitigation. Agricultural, and silvicultural activities consistent with Best Management Practices manual developed by the Florida Department of Agriculture and Consumer Services, shall be allowed.
- Policy V.2.9 The County shall support water conservation programs conducted by the Water Management District within the scope of their delegated authority.
- Policy V.2.10 The County shall cooperate with the plans of the Water Management District for the emergency conservation of water sources.
- Policy V.2.11 The County shall, as part of the developmental review process, limit development to low density and non- intensive uses in high groundwater aquifer recharge areas designated by the Water Management District within the scope of their delegated authority.
- Policy V.2.12 The County as part of the development review process shall require the maintenance of the quantity and quality of surface water runoff within freshwater stream to sink watersheds by requiring the installation of structures or other devices designed to prevent the degradation of the quality and quantity of surfacewater runoff within the County.
- Policy V.2.13 The County shall require that all hazardous waste generators properly manage their own wastes in compliance with current statutes or other governmental regulations, and shall, as part of the development review process, require that new hazardous waste generators comply with all applicable federal and state permitting requirements before approving any development plans.
- Policy V.2.14 The County shall require a 75-foot regulated natural buffer adjacent to all perennial rivers, streams and creeks and their estuaries located within the significant natural areas identified in the Conservation element of this Comprehensive Plan, and prohibit the location of residential, commercial and industrial (including mining) land uses within the buffer areas. Resource based recreation activities (such as hunting and fishing) shall be allowed. Also beyond seventy-five (75) feet, normal agricultural and silvicultural activities will be allowed, subject to Best Management Practices and all other existing regulations.

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Normal agricultural and pine silvicultural activities shall be allowed outside the 75-foot regulated natural buffer, subject to Best Management Practices as adopted by the Florida Department of Agriculture and Consumer Services, Division of Forestry, as appropriate, and also subject to all other existing regulations. The County has reserved the right to further regulate hardwood silvicultural activities. Agricultural and silvicultural activities are also subject to the current regulatory requirements of Chapters 373 and 403, Florida Statutes, as well as the rules, regulations and permitting requirements of the Suwannee River Water Management District and other Federal or State governmental agencies having jurisdiction. Unless further restricted by the County, normal hardwood silvicultural activities shall be allowed outside the 75-foot regulated natural buffer subject to Best Management Practices and other regulatory requirements as cited for pine silviculture above.

The County shall govern the land management practices and activities which are allowed within the 75-foot regulated natural buffer.

The significant natural areas to which this policy applies are identified and described in the Conservation element of this Comprehensive Plan.

Policy V.2.15

The County shall require a 35-foot regulated natural buffer adjacent to all perennial rivers, streams and creeks and their estuaries, or those which are intermittent in nature and their estuaries, but which have a distinct, identifiable stream bed or creek run, and prohibit the location of residential, commercial and industrial land uses within the buffer areas. Resource based recreation activities (such as hunting and fishing) shall be allowed. Normal agricultural and pine silvicultural activities shall be allowed within the buffer areas subject to Best Management Practices as adopted by the Florida Department of Agriculture and Consumer Services, Division of Forestry, as appropriate, which are applicable to the management of these buffer areas, and also subject to the current regulatory requirements of Chapters 373 and 403, Florida Statutes, as well as the rules, regulations and permitting requirements of the Suwannee River Water Management District and other Federal or State governmental agencies having jurisdiction. Unless further restricted by the County's land development regulations, normal hardwood silvicultural activities shall be allowed subject to Best Management Practices and other regulatory requirements as cited for pine silviculture above.

Policy V.2.16

The County shall partner with the Suwannee River Water Management District to use and promote Best Management Practices to maintain the quantity of freshwater flow into the coastal systems.

OBJECTIVE V.3

The County shall continue to provide for the conservation, appropriate use and protection of soils.

Policy V.3.1

The County shall require that any mining permit be coordinated with the Florida Department of Environmental Protection or other agencies having jurisdiction so that areas disturbed by mining activities are reclaimed to productive and beneficial use in compliance with current statutes or other governmental regulations.

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- Policy V.3.2 The County shall consider topographic, hydrologic and vegetative cover factors during the development review process in order to assess the impact of the proposed development and adopt measures to protect and conserve the natural functions of soils.
- Policy V.3.3 The County shall require landowners, during the development review process, to consider the appropriate multiple use of forest resources to provide for timber production, recreation, wildlife habitat, watershed protection, erosion control and maintenance of water quality.
- Policy V.3.4 The County shall cooperate with adjacent local governments, other governmental entities, research and interest groups and private landowners to conserve and protect unique vegetative communities located within the County and adjacent local government jurisdictions.
- Policy V.3.5 The County shall allow normal agricultural and silvicultural activities, subject to Best Management Practices as adopted by the Florida Department of Agriculture and Consumer Services, Division of Forestry, as appropriate, and current regulatory requirements of sections 373 and 403, Florida Statutes. Effective October 1, 1990.
- OBJECTIVE V.4 The County shall conserve and protect soils, native vegetative communities, wildlife, and wildlife habitats from adverse effects, with an emphasis on rare and endangered species. Mineral resources shall be appropriately used, conserved and protected.
- These objectives shall be effective throughout the planning period and shall be accomplished using the following policies.
- Policy V.4.1 The County shall require an assessment of the potential adverse effects on rare and endangered species for the following:
1. All development within the 25-foot regulated natural buffer adjacent to all perennial rivers, streams and creeks, and those which are intermittent in nature, but which have a distinct, identifiable stream bed or creek run.
 2. All development with the 75-foot regulated natural buffer adjacent to all perennial Rivers, streams and creeks located within the significant natural areas identified in the Comprehensive Plan.
 3. All development within 25 feet of a wetland or water body other than as described in 1. and 2. above.
 4. Plan amendments which increase density or intensity of development in the Agricultural-1, Agricultural-2, Agricultural/Rural Residential, and Mixed Use: Rural Residential districts.
- Policy V.4.2 The County shall require that when one or more of a rare or endangered species, are found on a development site, development activities which may cause harm to the species shall not be allowed until a management plan has been prepared which avoids the adverse effect of the project on the species.

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The County shall require the use of best management practices for the conservation, appropriate use and protection of fisheries, wildlife and wildlife habitats, identify and protect native wildlife and their habitats, including state and federally protected plant and animal species (endangered, threatened and species of special concern), within proposed development sites and protection of these natural resources from the impacts of development by the use of the Florida Fish and Wildlife Conservation Commission Strategic Habitat Conservation Areas maps, Florida Natural Areas Inventory, and North Central Florida Strategic Regional Policy Plan Regionally Significant Natural Resources map series to identify habitats which potentially contain endangered, threatened or species of special concern, and rare or unique vegetative communities prior to granting development approval.

Where adverse impacts cannot be avoided through site design or other means, the applicant shall be required to develop a mitigation plan which will allow no net loss of individuals of designated species, in coordination and compliance with the Florida Fish and Wildlife Conservation Commission.

Policy V.4.3

The County shall protect native vegetation and provides for the extensive use of native vegetation, thereby promoting the regeneration of natural habitats.

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

If protected species are found on the development site or would be affected by the development, a management plan shall be required from the developer, including necessary modifications to the proposed development, to ensure the preservation of the protected species and their habitat. Both the survey and the management plan shall be done in consultation with the Florida Fish and Wildlife Conservation Commission, but the final approval of the management plan shall be by the County.

Policy V.4.4

Through the site planning review process, proposed mining activities shall comply with the Florida Department of Environmental Protection rules and the North Central Florida Strategic Regional Policy Plan.

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- Policy V.4.5 The County shall use innovative techniques for preservation, such as: designation and regulations of conservation areas; site plan review; on-site density transfers to allow clustering of allowable units to protect environmentally sensitive portions of a site; and, overlay zoning whereby density calculations and developable land expectations are based on net developable acreage after excluding the environmentally sensitive portions.
- Policy V.4.6 The County shall promote the protection of publicly-owned natural reservations designated within the County, through cooperation with the federal government regarding areas such as, but not limited to, the St. Mark's National Wildlife Refuge and the state regarding the Aucilla Wildlife Management Area, the State's Conservation and Recreation Lands program, and the Water Management District's Save Our Rivers and Surface Waters Improvement and Management Program, and designation of such areas on the Future Land Use Map as conservation.
- Policy V.4.7 Prior to approving a plan amendment, in those areas designated Agricultural/Rural Residential, Mixed Use Rural Residential, Mixed Use - Urban Development, Mixed Use: Urban Development Medium High Density, Rural Settlement, Rural Village, Conservation Community, Ecological Village, Coastal Village, Coastal Village Center, Coastal Settlement, Regional Employment Center, Suburban Village, Compact Mixed Use Village, and Urban Village on the Future Land Use Map, the County shall require the applicant to provide an inventory of all wetlands and other environmentally sensitive lands, as well as documentation that the proposed user will not negatively impact environmentally sensitive lands.
- Policy V.4.8 Through intergovernmental coordination with federal personnel at the St. Mark's Refuge, the County shall cooperate to ensure fisheries and marine habitat are protected. Further, the County shall regulate development within the 150 foot corridor of Spring Warrior Creek, the Econfina, Steinhatchee and Aucilla Rivers to ensure there will be no negative impacts to fisheries and marine habitat downstream to the gulf.
- Policy V.4.9 Since erosion has direct impacts on surface water quality and quantity of the area, the County shall consider the need to pursue funding assistance for erosion projects from the Suwannee River Water Management District, under the Surface Water Management Improvement Program and other programs.
- Policy V.4.10 The County shall cooperate with the Florida Department of Environmental Protection in the monitoring of aquaculture activities within the County.
- Policy V.4.11 The County shall, during any development review process involving significant natural areas and their estuaries, address mitigation of development activities to ensure that the possible adverse impacts of the proposed development activity on the natural functions of these significant natural areas will be minimized, and that the natural functions will not be significantly altered. Mitigation measures must be acceptable to the **Florida** Department of Environmental Protection or other governmental agency having mitigation permit jurisdiction. The significant natural areas and their estuaries to which this policy applies are:
1. Aucilla River Corridor (includes Aucilla Sinks)
 2. Econfina River Corridor
 3. Spring Warrior Creek Corridor

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4. Steinhatchee River Corridor
5. St. Marks National Wildlife Refuge
6. Coastal Marsh and Tidal Swamp Conservation Areas
7. Aucilla Suwannee River Water Management District Conservation Area

The generalized location of these significant natural areas is as shown on the Future Land Use Map series. A separate map identifying the corridors of these significant natural areas shall be provided. Their boundaries are further described below:

In the case of the river corridors, the corridors shall include the river itself and extend to an outer boundary established at a nominal distance of 150 feet from the natural bank of the river. The Aucilla River corridor shall extend from the Gulf of Mexico to the municipality line. The Econfina River corridor shall extend from the Gulf of Mexico to the east boundary “rural community” established at Shady Grove. The Steinhatchee River corridor shall extend from the Gulf of Mexico to the municipality line.

In the case of the Spring Warrior Creek corridor, the corridor shall include the creek itself and extend to an outer boundary established at a nominal distance of 150 feet from the natural bank of the creek. The corridor shall extend from the Gulf of Mexico to County Road 361 (Beach Road).

In the case of the St. Marks National Wildlife Refuge, the Coastal Marsh and Tidal Swamp Conservation Area and the Aucilla Suwannee River Water Management District Conservation Area, the boundary shall be the boundary of the lands owned by the governmental entity.

Resource based, low intensity recreation activities and facilities shall be allowed along rivers, with any new facility being located at least five miles from an existing facility.

Residential, commercial and industrial uses shall be allowed, subject to a setback of at least seventy-five (75) feet from the natural bank along the rivers and Spring Warrior Creek, subject to all other permitting requirements. Residential density shall be shown on the Future Land Use Map. Beyond seventy-five (75) feet, residential, commercial and industrial use is allowed, subject to all other permitting requirements.

The densities and intensities of use, as well as the permitted uses allowed on the St. Marks National Wildlife Refuge, the Coastal Marsh and Tidal Swamp Conservation Area and the Aucilla Suwannee River Water Management District Conservation Area shall be consistent with the management plans for these areas in fulfillment of their conservation purpose. Residential densities shall not be greater than one unit per 40 acres, as shown on the Future Land Use Map.

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Policy V.4.12 Planning Areas within bear range shall be evaluated during the **incremental development of regional impact coordinated review comprehensive plan amendment** review process to assess the need to incorporate applicable principles from the “Be Bear Aware” program, or similar program of the Florida Fish and Wildlife Conservation Commission, into the **development of regional impact coordinated review comprehensive plan amendment** Development Order. The **development of regional impact coordinated review comprehensive plan amendment** review process shall determine if a specific habitat management plan is required.

OBJECTIVE V.5 The County, in order to protect significant natural resources in a manner which is in conformance with and furthers the North Central Florida Strategic Regional Policy Plan, as amended **February 27, 2003 August 23, 2018**, hereby adopts the following maps as they apply to the unincorporated areas of the County as part of the Future Land Use Map Series of this Comprehensive Plan; (1) Regionally Significant Natural Resources - Ground Water Resources, dated **July 17, 2001 August 23, 2018**; (2) Regionally Significant Natural Resources - Natural Systems, dated **July 17, 2001 August 23, 2018**; (3) Regionally Significant Natural Resources - Planning and Resource Management Areas, dated **July 17, 2001 August 23, 2018**; (4) Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated **July 17, 2001 August 23, 2018**; and (5) Regionally Significant Natural Areas - Surface Water Resources, dated **July 17, 2001 August 23, 2018**. The following policies provide direction for the use of these maps in applying the referenced policies of this Comprehensive Plan.

Policy V.5.1 The map entitled Regionally Significant Natural Resources - Ground Water Resources, **July 17, 2001 August 23, 2018**, included within the Future Land Use Map Series, identifies groundwater resources for the application of the provisions of the high groundwater aquifer protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan.

Policy V.5.2 The map entitled Regionally Significant Natural Resources - Natural Systems, dated **July 17, 2001 August 23, 2018**, included within the Future Land Use Map Series, identifies listed species for the application of the provisions the critical wildlife habitat policy of this element.

Policy V.5.3 The maps entitled Regionally Significant Natural Resources - Planning and Resource Management Areas, dated **July 17, 2001 August 23, 2018**, included within the Future Land Use Map Series, identifies state owned regionally significant lands for application of the provisions of the conservation land use policy of the Future Land Use Element of this Comprehensive Plan.

Policy V.5.4 The maps entitled Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated **July 17, 2001 August 23, 2018**, included within the Future Land Use Map Series, identifies surface water management improvement water bodies for the application of the provisions of the surface water runoff policy of this element.

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- Policy V.5.5 The map entitled Regionally Significant Natural Areas - Surface Water Resources, dated ~~July 17, 2001~~ **August 23, 2018**, included within the Future Land Use Map Series, identifies surface water resources for the application of the provisions of the surface water and riverbank protection policies of this element.
- OBJECTIVE V.6 The County shall protect the most sensitive resources within springsheds, including the principal areas of ground water contribution and recharge, sinkholes, depressions and stream to sink features, the area immediately adjacent to the spring and spring run.
- Policy V.6.1 The County shall use acquisition funding programs such as the Florida Forever Program, Florida Community Trust, Rural and Family Land Protection Program and others to acquire fee simple or less than fee ownership through conservation easements on land within the delineated springshed that has been identified as critical or sensitive resources.
- Policy V.6.2 The County shall use other innovative approaches to protect sensitive resources, such as the transfer of development rights, performance zoning, open space zoning, on site density transfer and other techniques to maximize the establishment of open space areas.
- Policy V.6.3 The County shall encourage the use of setbacks recommended in “Protecting Florida’s Springs: An Implementation Guidebook” (2008), published by the ~~Florida~~ Department of ~~Community Affairs~~ **Economic Opportunity**, to protect springs and groundwater quality.
- OBJECTIVE V.7 The County shall define and delineate environmental overlay protection zones to protect the springshed and spring system resources and designate appropriate land uses in these zones.
- Policy V.7.1 The County shall designate low density and intensity land uses, including conservation lands and recreation areas, on the Future Land Use Plan Map of the Comprehensive Plan in and around critical springshed resources and sensitive springshed areas. Following the preparation and issuance of springshed maps for magnitude one springs by the Florida Geological Society of the Florida Department of Environmental Protection, the County shall adopt a springshed overlay protection zone map that designates critical springshed resources and sensitive springshed areas for magnitude one springs.
- OBJECTIVE V.8 The County shall promote water and energy conservation strategies to support the protection of the County’s natural resources.
- Policy V.8.1 The County shall require the use of Florida Friendly Landscaping techniques and native or adapted plants in order to reduce potable water consumption for irrigation for new public buildings and private development of 25 units or more.
- Policy V.8.2 The County shall promote the use of low impact development techniques approved by the Suwannee River Water Management District in order to protect the water resources of the County.
- Policy V.8.3 The County shall promote the use of Energy Star or equivalent high-efficiency appliances and fixtures to reduce energy use in public and private buildings.

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- Policy V.8.4 The County shall require compact development within Urban Planning Areas on the Future Land Use Map, consistent with the Vision 2060 Plan. Urban Planning Areas shall include a mixture of residential and non-residential uses, promote pedestrian and bicycle trips, and contain appropriate density and intensity to support future public transit service, in order to conserve energy and reduce greenhouse gas emissions.
- Policy V.8.5 The County shall continue to promote those land uses that sequester carbon emissions, such as agriculture and timber production, therefore improving the air quality of the County.

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

Regional Planning Council: North Central Fl
Review Date: 1/28/21
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 23
Local Government: City of High Springs
Local Government Item No.: CPA 20-01
State Land Planning Agency Item No.: 20-3ESR

Date Mailed to Local Government and State Land Planning Agency: 1/29/21 (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

City item CPA 20-01 reclassifies 65.87 acres of recently annexed land from County Rural/Agriculture (up to 1 dwelling unit per 5 acres) to City Residential Rural (1 dwelling unit per 5 gross acres to 1 dwelling unit per gross acre) (see attached).

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

The subject property is not located within one-half mile of the Regional Road Network as identified in the North Central Florida Strategic Regional Policy Plan. Therefore, significant adverse impacts are not anticipated to the Regional Road Network.

The City is located within an Area of High Recharge Potential to the Floridan Aquifer, a Natural Resource of Regional Significance as identified and mapped in the regional plan. The City Comprehensive Plan includes an objective and associated policies which protect Natural Resources of Regional Significance in a manner consistent with the goals and policies of the regional plan.

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

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

Request a copy of the adopted version of the amendment?

Yes _____	No _____
Not Applicable	<u> X </u>

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

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN AMENDMENT**

City of High Springs

Future Land Use Plan Map 2025

R17E

R18E

AMENDMENT NO. CPA 20-01
 From: Rural/Agriculture (≤ 1 d.u. per 5 acres) - Alachua County
 To: City Residential Rural (1 d.u. per 5 gross acres to 1 d.u. per gross acre)

T7S

31

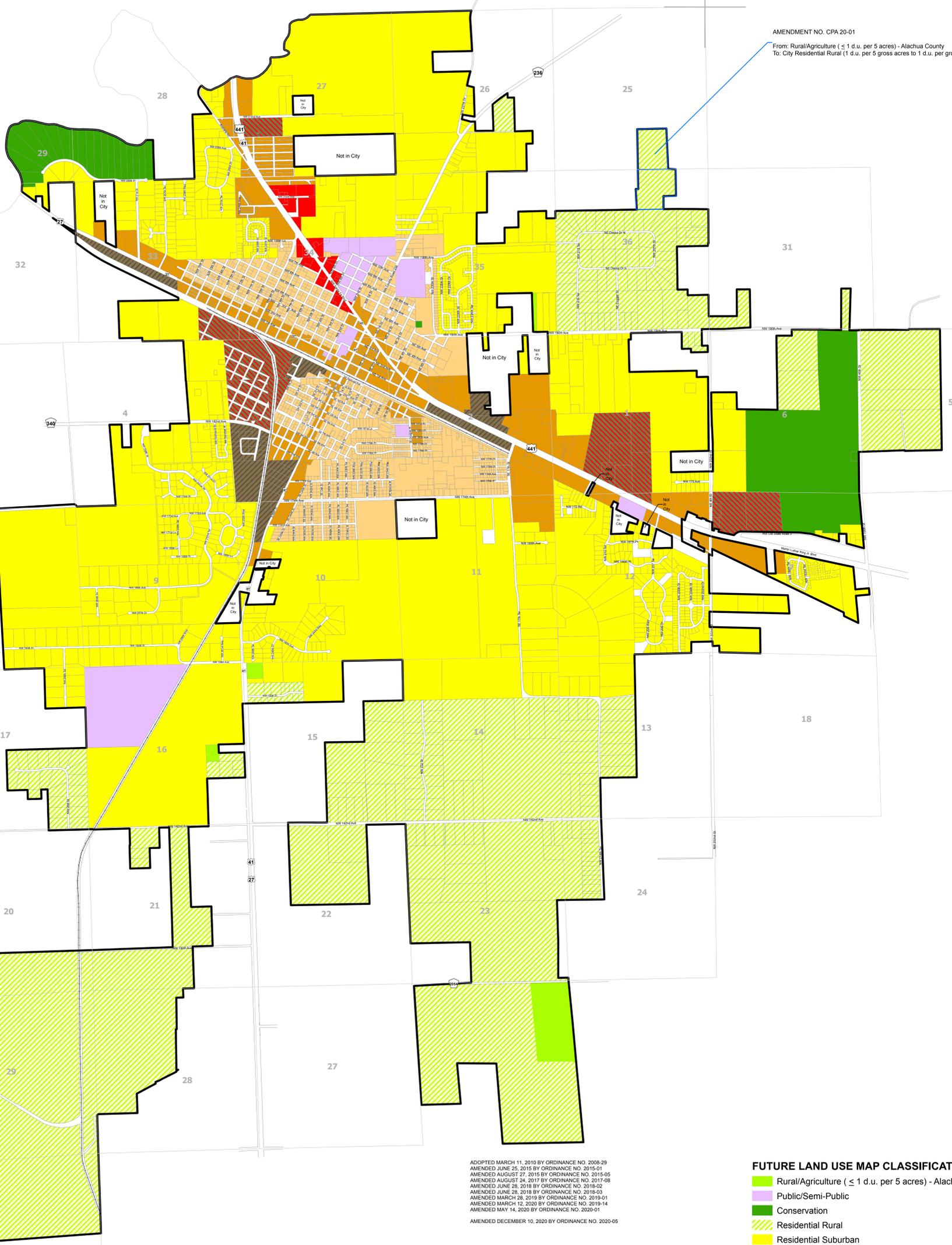
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18

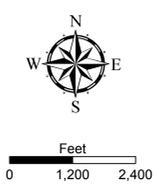
T8S

30

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ADOPTED MARCH 11, 2010 BY ORDINANCE NO. 2008-29
 AMENDED JUNE 25, 2015 BY ORDINANCE NO. 2015-01
 AMENDED AUGUST 27, 2015 BY ORDINANCE NO. 2015-05
 AMENDED AUGUST 24, 2017 BY ORDINANCE NO. 2017-08
 AMENDED JUNE 28, 2018 BY ORDINANCE NO. 2018-02
 AMENDED JUNE 28, 2018 BY ORDINANCE NO. 2018-03
 AMENDED MARCH 28, 2019 BY ORDINANCE NO. 2019-01
 AMENDED MARCH 12, 2020 BY ORDINANCE NO. 2019-14
 AMENDED MAY 14, 2020 BY ORDINANCE NO. 2020-01
 AMENDED DECEMBER 10, 2020 BY ORDINANCE NO. 2020-05



- FUTURE LAND USE MAP CLASSIFICATIONS**
- Rural/Agriculture (≤ 1 d.u. per 5 acres) - Alachua County
 - Public/Semi-Public
 - Conservation
 - Residential Rural
 - Residential Suburban
 - Residential Mixed
 - Mixed Use
 - Commercial
 - Business/Commerce
 - Business/Industrial
- OTHER MAP FEATURES**
- City limits
 - Railroad
 - U.S. Highway
 - County Road



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

Regional Planning Council: North Central Fl Regional Planning Council Item No.: 24
Review Date: 1/28/21 Local Government: City of Lake City
Amendment Type: Draft Amendment Local Government Item No.: CPA 20-10
State Land Planning Agency Item No.: 20-4 ESR

Date Mailed to Local Government and State Land Planning Agency: 1/29/21 (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

City item CPA 20-10 amends Policy I.1.2 of the future land use element by adding a new Mixed Use land use classification (see attached).

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

The City item is not anticipated to result in significant adverse impacts to the Regional Road Network or Natural Resources of Regional Significance, as identified and mapped in the North Central Florida Strategic Regional Policy Plan, as the amendment does not result in any change in intensity of use. The City comprehensive plan includes an objective and associated policies to protect Natural Resources of Regional Significance in a manner consistent with the goals and policies of the regional plan. It is recommended that the City amend its Comprehensive Plan to update the maps of Natural Resources of Natural Significance to include maps in the 2018 regional plan.

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

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

Request a copy of the adopted version of the amendment?

Yes No
Not Applicable

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

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN AMENDMENT**

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I

FUTURE LAND USE ELEMENT

INTRODUCTION

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

The following goal, objectives and policies provide for distribution of future land use, as well as, guidance for such future land use. The focal point around which this Future Land Use Element is centered is the City as a designated urban development area and the uses and density of such uses within this designated area.

GOAL, OBJECTIVES AND POLICIES

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

OBJECTIVE I.1 The City Concurrency Management System shall make available or schedule for availability the public facilities for future growth and urban development as development occurs in order to provide for urban densities and intensities within the City.

Policy I.1.1 The location of higher density residential, high intensity commercial and heavy industrial uses shall be directed to areas adjacent to arterial or collector roads, identified on the Future Traffic Circulation Map, where public facilities are available to support such higher density or intensity.

Policy I.1.2 The land development regulations of the City shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities and shall establish the following floor area ratio(s) to be applied to each classification of land use:

AGRICULTURAL

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

Agricultural density shall be limited to less than or equal to 1 dwelling unit per 10 acres.

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CONSERVATION

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

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

PUBLIC

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

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

RECREATION

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

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

RESIDENTIAL

Residential use classifications provide locations for dwelling units at low, moderate medium, and high density within the City as defined within this Comprehensive Plan. Public, charter, and private elementary and middle schools are permitted within low and moderate density residential land use classifications. Public, charter, and private elementary, middle schools and high schools are permitted in medium and high density residential land use classifications. In addition, churches and other houses of worship, golf courses, country clubs, racquet and tennis clubs, cemeteries and mausoleums, private clubs and lodges, home occupations, child care centers, group homes, commercial greenhouses and plant nurseries, and other similar uses compatible with residential uses may be approved as special exceptions and be subject to an intensity of less than or equal to 0.50 floor area ratio.

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

Residential low density shall be limited to a density of less than or equal to 2.0 dwelling units per acre.

Residential moderate density shall be limited to a density of less than or equal to 4.0 dwelling units per acre.

Residential medium density shall be limited to a density of less than or equal to 8.0 dwelling units per acre.

The medium density residential use classification can also provide location for professional and business activities along arterial and collector streets in transitional areas buffering residential neighborhoods from intensive non-residential areas and such activities shall be limited to an intensity of 1.0 floor area ratio.

Residential high density shall be limited to a density of less than or equal to 20.0 dwelling units per acre.

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COMMERCIAL

Lands classified as commercial use consist of areas used for the sale, rental, and distribution of products or performance of services, as well as public, charter and private elementary, middle and high schools.

In addition, off-site signs, churches and other houses of worship, private clubs and lodges, residential dwelling units, which existed within this category on the date of adoption of this objective, and other similar uses compatible with commercial uses may be approved as special exceptions and be subject to an intensity of less than or equal to 0.25 floor area ratio except within the (CG) Commercial, General, (CI) Commercial, Intensive, (C-CBD) Commercial, Central Business District, and (CHI) Commercial - Highway Interchange districts being subject to an intensity of less than or equal to 1.0 floor area ratio.

(CN) Commercial, Neighborhood uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio. (CG) Commercial, General, (CI) Commercial, Intensive, (C-CBD) Commercial, Central Business District and (CHI) Commercial, Highway shall be limited to an intensity of less than or equal to 1.0 floor area ratio.

INDUSTRIAL

Lands classified as industrial consist of areas used for the manufacturing, assembly, processing, or storage of products, as well as public, charter and private schools teaching industrial arts curriculum. In addition, off site signs, truck stops and automobile service stations, and other similar uses compatible with industrial uses may be approved as special exceptions and be subject to an intensity of less than or equal to 0.50 floor area ratio, except when proof of amenities for items such as (i.e., stormwater retention and parking) are provided offsite. In such a case, the Board of Adjustment may approve an intensity of less than or equal to 0.75 floor area ratio.

Industrial uses shall be limited to an intensity of less than or equal to 0.50 floor area ratio, except when proof of amenities for items such as (i.e., stormwater retention and parking) are provided offsite. In such a case, the Board of Adjustment may approve an intensity of less than or equal to 0.75 floor area ratio.

MIXED USE

The mixed use land use classification is appropriate in locations where central water and wastewater facilities are available or planned to be available and shall be along arterial or collector roads where adequate capacity is available to meet the impacts of the proposed development as defined in the Concurrency Management System.

The purpose of the mixed use land use classification is to allow for development of an integrated mix of uses and to provide for the expansion of the City's economic base, while providing for affordable workforce housing opportunities in close proximity to places of employment.

A mixed use land use classification shall be comprised of non-residential, residential and open space/conservation uses as follows:

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<u>USES</u>	<u>MINIMUM %</u>	<u>MAXIMUM %</u>
<u>Non-Residential</u>	<u>50</u>	<u>85</u>
<u>Residential</u>	<u>5</u>	<u>40</u>
<u>Open Space</u>	<u>10</u>	

The minimum and maximum percentages identified above shall be based on gross acreage of any proposed mixed use land use classification.

Non-Residential

Non-residential uses within the mixed use land use classifications may include the following; Light or Heavy Industrial, General Commercial, Office, Public Facilities or Infrastructure. Within the non-residential component of the Mixed Use land use classification, a minimum of fifty percent shall be industrial. Non-residential uses shall be limited to an intensity of no more than 1.0 floor area ratio.

Residential

Housing options may include single family detached and attached units to multi-family units. Residential density shall not exceed ten dwelling units per acre based on gross acreage of the overall residential portion of the proposed mixed use land use classification. The clustering of residential units and housing types is permitted and desired in order to maximize open space and to make efficient use of infrastructure as long as the overall gross density of ten dwelling units per acre is not exceeded.

Open Space

Open space may include wetlands, upland buffers, passive recreational or landscape areas or linear open space, which may include such features as walkways, bike paths, plazas or other similar amenities. At least ten percent of the required open space shall be uplands. One-half of the required upland open space shall be useable for residents and employees of said development.

Development Standards

Central potable water and wastewater utilities can be provided by a public or private entity. Should central potable water and wastewater utilities not be available to the site at the time of a development permit being issued, then the development shall be limited to densities that prevent degradation of groundwater quality, as follows;

1. Non-residential uses are limited to those as specifically listed as principal uses and structures within the Commercial General and Industrial, Light and Warehousing zoning districts as defined within the Land Development Regulations;
2. Residential density does not exceed an overall gross density of two dwelling units per acre; and
3. The disposal of industrial, hazardous or toxic waste into septic tanks is prohibited in accordance with Chapter 381, Florida Statutes, as amended.

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Where the installation, use and proper maintenance of technologically advanced wastewater treatment or septic systems are shown to be effective in maintaining groundwater quality, higher intensities and densities may be permitted.

The mixed use land use classification shall not be allowed in areas identified as environmentally sensitive area.

All development shall have access to paved roads. All internal roads shall be paved to City standards. Primary ingress/egress from the development area to external roadways shall be required to be improved in accordance to City standards, and centralized in order to minimize the number of access points to external roadways.

Residential and non-residential portions of the development shall be linked internal to the development by streets, sidewalks, and in some cases by separate systems of pedestrian, bike and/or golf cart paths.

All development shall comply with all other applicable requirements of this Comprehensive Plan and the Land Development Regulations.

Policy I.1.3

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

Policy I.1.4

The City shall continue to limit the designation of residential, commercial and industrial lands depicted on the Future Land Use Plan map to acreage which can be reasonably expected to develop by the year 2025.

Policy I.1.5

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

1. Neighborhood commercial activities are intended to be oriented to and compatible with the area to be served. Such activities shall include retail commercial outlets for the sale of food, hardware or drugs, and service establishments such as barber or beauty shops, shoe repair shops, and self-service laundries or dry cleaners. In addition, automotive service stations, child care centers and financial institutions and similar uses compatible neighborhood commercial uses may be allowed as special exceptions and be subject to an intensity of less than or equal to 0.25 floor area ratio;
2. Neighborhood commercial activities shall be located on an arterial or collector road;
3. Floor area for each individual outlet or establishment shall not exceed 5,000 square feet; and
4. Sale, display, preparation and storage shall be conducted completely within an enclosed building and no more than 20 percent of the floor area shall be devoted to storage.

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

Policy I.1.6

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

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

Policy I.1.7

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

1. Middle and high schools shall be located on collector or arterial roadways, as functionally classified within the Comprehensive Plan, which have sufficient capacity to carry traffic to be generated by the school and are suitable for high volume traffic during evening and special events as determined by generally acceptable traffic engineering standards;
2. The location, arrangement and lighting of play fields and playgrounds shall be located and buffered as may be necessary to minimize impacts to adjacent residential property; and
3. All structural setbacks, building heights, and access requirements shall be governed by the City's land development regulations.

OBJECTIVE I.2

The City shall adopt performance standards which regulate the location of land development consistent with topography and soil conditions and the availability of facilities and services.

Policy I.2.1

The City shall restrict development within unsuitable areas due to flooding, improper drainage, steep slopes, rock formations and adverse earth formations by the following design standards for arrangement of development:

1. Streets shall be related appropriately to the topography. All streets shall be arranged so as to obtain as many as possible building sites at or above the grades of the streets. Grades of streets shall conform as closely as possible to the original topography. A combination of steep grades and curves shall be avoided.

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2. Local streets shall be laid out to discourage use by through traffic, to permit efficient drainage and utility systems and to require the minimum number of streets necessary to provide convenient and safe access to property.
3. The rigid rectangular gridiron street pattern need not necessarily be adhered to, and the use of curvilinear streets, cul-de-sacs, or U-shaped streets shall be encouraged where such use will result in a more desirable layout.
4. Proposed streets shall be extended to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions, or unless, in the opinion of the City Council, such extension is not necessary or desirable for the coordination of the layout or the most advantageous future development of adjacent tracts.

OBJECTIVE I.3 The City shall require that all proposed development be approved only where the public facilities meet or exceed the adopted level of service standard.

Policy I.3.1 The City shall limit the issuance of development orders and permits to areas where the adopted level of service standards for the provision of public facilities found within the Comprehensive Plan are maintained. This provision also includes areas where development orders were issued prior to the adoption of the Comprehensive Plan.

OBJECTIVE I.4 The City shall continue to include provisions for Planned Residential Development regulations. A Planned Residential Development (PRD) is:

1. A concept which requires land to be under unified control, planned and developed as a whole in a single development or in an approved, programmed series of developments for dwelling units and related uses and facilities;
2. A plan which, when adopted, becomes the land development regulations for the land to which it is applied;
3. Inclusive of principal and accessory structures substantially related to the character of the development itself and the surrounding area of which it is a part; and
4. A concept which, when implemented, allows for development according to comprehensive and detailed plans that include streets, utilities, building sites and the like and site plans and elevations for all buildings as intended to be located, constructed, used, and related to each other.

It also includes detailed plans for other uses and the improvements on the land as related to the buildings.

Policy I.4.1 The City's land development regulations shall continue to contain specific and detailed provisions to manage future growth and development to implement the Comprehensive Plan which shall contain at a minimum the following provisions to:

1. Regulate the subdivision of land;
2. Regulate the use of land and water consistent with this Element to maintain the compatibility of adjacent land uses and provide for open space;
3. Protect environmentally sensitive lands identified within the Conservation Element;

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4. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
5. Protect potable water wellfields and aquifer recharge areas;
6. Regulate signage;
7. Provide safe and convenient onsite traffic flow and vehicle parking needs; and
8. Provide that development orders and permits shall not be issued which result in a reduction of the level of service standards adopted in this Comprehensive Plan.

OBJECTIVE I.5 The City shall continue to limit the extension of public facility geographic service areas to the adjacent urban development area, except that water line extensions may be made outside such designated urban development area to address public health and safety concerns associated with groundwater contamination and water and sewer line extensions may be made to public land uses located outside such designated urban development area. The boundary of this designated urban development area is depicted within the Future Land Use Map Series of this Comprehensive Plan.

Policy I.5.1 The City shall adopt as part of its utility policies and programs a provision whereby any extension of public facility geographic service areas into surrounding unincorporated areas shall be limited to the adjacent designated urban development areas as identified within the Future Land Use Map Series of this Comprehensive Plan except that water line extensions may be made outside such boundary to address public health and safety concerns associated with groundwater contamination and water and sewer line extensions may be made to public land uses located outside of such designated urban development area. The City shall condition the extension of public facilities for residential uses to the adjacent unincorporated urban development area on first providing these facilities and services for the majority of the residents within the City which are not currently being served.

Policy I.5.2 The City shall allow electrical substations as a permitted use by right within all land use classifications, except Conservation future land use category and any Historic Preservation Overlay district as depicted on the Future Land Use Plan Map. New distribution electric substations should be constructed to the maximum extent practicable, to achieve compatibility with adjacent and surrounding land uses. The following standards intended to balance the need for electricity with land use compatibility shall apply to new distribution electric substations.

1. In nonresidential areas, the distribution electric substation shall comply with the setback and landscaped buffer area criteria applicable to other similar uses in that district.
2. In residential areas, a setback of up to 100 feet between the distribution electric substation property boundary and permanent equipment structures shall be maintained, as follows:
 - a. For setbacks between 100 feet and 50 feet, an open green space shall be formed by installing native landscaping, including trees and shrub material. Substation equipment shall be protected by a security fence.
 - b. For setback of less than 50 feet, a buffer wall 8 feet high or a fence 8 feet high with native landscaping shall be installed around the substation.

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OBJECTIVE I.6 The City shall continue to include within the portion regarding the report and recommendation of the Planning and Zoning Board on amendments to such regulations, that such report shall address whether the proposed amendment will be a deterrent to the improvement or development of adjacent land uses and it shall be concluded by the local governing body, based upon such report and prior to approval of the amendment, that the granting of the amendment will not adversely impact adjacent land uses.

Policy I.6.1 The City shall continue to permit mining activity as a special exception within areas designated on the Future Land Use Plan map as industrial.

Policy I.6.2 The City shall continue to include provisions for drainage, stormwater management, open space and safe and convenient on site traffic flow including the provisions of needed vehicle parking for all development.

Policy I.6.3 The City shall continue to limit the intensity of development by requiring that the length of lots does not exceed three times the width of lots for the location of dwelling units.

Policy I.6.4 The City shall participate in the National Flood Insurance Program and regulate development and the installation of utilities in flood hazard areas in conformance with the programs requirements.

Policy I.6.5 The City shall continue to require that where a commercial or industrial use is erected or expanded on land abutting a residential district, then the proposed use shall provide a landscaped buffer. A masonry or wood opaque structure may be substituted for the planted buffer.

OBJECTIVE I.7 The City shall identify and designate blighted areas which are feasible for redevelopment or renewal, through the updating of the housing condition survey based upon information as available from the University of Florida, Shimberg Center for Affordable Housing.

Policy I.7.1 The City shall request federal and state funds to redevelop and renew any identified blighted areas, where the City finds there is a competitive feasibility to receive such funding.

OBJECTIVE I.8 The City shall reduce inconsistencies in land uses with the provisions of this Comprehensive Plan through the establishment of such inconsistencies as non-conforming land uses.

Policy I.8.1 The land development regulations of the City shall include the following provisions for nonconforming lots, structures and uses of land or structures:

1. Nonconforming lots of record shall be recognized within any zoning district in which single family dwellings are permitted. A single family dwelling may be erected, expanded, or altered on any single lot of record. Such lots must be in separate ownership and not of continuous frontage with other lots in the same ownership.
2. Nonconforming uses of land shall be recognized where the lawful use of land exists which is not permitted by the land development regulations, such use may be continued, so long as it remains otherwise lawful, subject to limitation concerning enlargement, movement, discontinuance, and structural addition.

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3. Nonconforming structures shall be recognized where a structure exists lawfully that would not be permitted to be built under the land development regulations by reason of restrictions on requirements other than use concerning the structure, such structure may be continued so long as it remains otherwise lawful, subject to limitations concerning provisions addressing enlargement or alteration, destruction, and movement.

OBJECTIVE I.9 The City shall continue to use a Historic Preservation Agency appointed by the City Council to assist the City Council with the designation of historic landmarks and landmark sites or historic districts within the City based upon criteria utilized for the National Register of Historic Places and the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. The Historic Preservation Agency shall review applications for historic designation and after conducting a duly noticed public hearing shall make a recommendation to the City Council based upon the criteria stated in the maintenance and reuses of historical structures policy contained within the Future Land Use Element of the Comprehensive Plan.

Policy I.9.1 The City shall continue to establish criteria for designating historic structures and sites and further, establish guidelines for the maintenance and adaptive reuse of historic structures and sites.

Policy I.9.2 The City shall maintain a listing of all known prehistoric and historic sites within the City. This list shall be provided within the Land Development Regulations and shall be updated by the Planning and Zoning Board, as provided within said regulations.

OBJECTIVE I.10 The City shall protect natural resources and environmentally sensitive lands (including but not limited to wetlands and floodplains). For the purposes of this Comprehensive Plan "wetlands" means those areas that are inundated or saturated by surface water or groundwater at a frequency and a duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto.

Policy I.10.1 The City shall protect public potable water supply wells by prohibiting:

1. Land uses which require or involve storage, use of manufacture of regulated materials as defined by Chapter 38F-41, Florida Administrative Code, in effect upon adoption of this Objective; Code of Federal Regulations, Title 40, Part 302 and 355 and Title 49, Part 172, in effect upon adoption of this Comprehensive Plan;
2. Landfills;

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3. Facilities of bulk storage, agricultural chemicals;
4. Petroleum products;
5. Hazardous toxic and medical waste;
6. Feedlots or other animal facilities;
7. Wastewater treatment plants and percolation ponds; and
8. Mines, and excavation of waterways or drainage facilities which intersect the water table, within a 300-foot radius around the water well designated by this Comprehensive Plan as a wellfield protection area.

In addition, no transportation of such regulated materials shall be allowed in the wellfield protection area, except through traffic.

Policy I.10.2 The City shall prohibit the location of any structure within a wetland, other than permitted docks, piers, or walkways, except as permitted within the wetland policy contained within the Conservation Element of this Comprehensive Plan.

OBJECTIVE I.11 The City shall establish a process for coordination with agencies responsible for the implementation of any regional resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, as amended.

Policy I.11.1 The City shall continue to require that all proposed development which is subject to the provisions of any regional resource planning and management plan shall be consistent with such plan and that proposed development be reviewed for such consistency during the development review process.

OBJECTIVE I.12 The City shall coordinate review of all proposed subdivision plats with the Water Management District for subdivisions proposed within the drainage basin of any designated priority water body to provide the Water Management District an opportunity to review such subdivision to determine if the plat is consistent with any approved management plans within that basin.

Policy I.12.1 The City shall continue to require the developer to submit development plans for all proposed subdivision plats within the drainage basin of any designated priority water body shall be submitted to the Water Management District for review and comment as to the consistency of the proposed development with any approved management plans within such basin prior to development review by the City.

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**REGIONAL CLEARINGHOUSE
INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 1/28/21

PROJECT DESCRIPTION

#22 - Town of Inglis - Fiscal Year 2019 Community Development Block Grant -
Neighborhood Revitalization- Application

TO: Florida State Clearinghouse

XC: Small Cities CDBG
Florida Department of Economic Opportunity
107 E. Madison Street, MSC-400
Tallahassee, FL 32399-6508

Darlene Slattery, Town Clerk
Town of Inglis
P.O. Drawer 429
Inglis, FL 34449

 COMMENTS ATTACHED

 X **NO COMMENTS REGARDING THIS PROJECT**

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
LAUREN YEATTER, SENIOR PLANNER AT THE NORTH CENTRAL FLORIDA REGIONAL
PLANNING COUNCIL AT 352.955.2200, EXT 113

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Project Narrative — G-2

Describe the proposed project using the guidelines in the instructions. Specific directions for Commercial Revitalization and Economic Development application narratives can be found in the instructions. Use additional pages as needed.

The Town of Inglis is applying for a \$650,000 CDBG Neighborhood Revitalization grant to fund community improvements in seven (7) Service Areas located in the incorporated area of the Town. These Service Areas include the Town as a whole and six (6) other separate Service Areas. The grant will provide for reroofing of three municipal buildings and repaving of existing streets. The three buildings where roof replacement will occur are all adjacent to each other and include the Town Hall located at 135 Highway 40 West, Inglis, FL 34449, the Town's Community Center located at 137 Hwy 40 West, Inglis, FL 34449, and the Town Fire Station located at 141 Hwy 40 W, Inglis, FL 34449. All three buildings require roof replacement along with some replacement of roof decking. The Town is claiming area wide need with a low-to-moderate income (LMI) percentage for the Town of 55.51%.

In addition, the Town is proposing to provide for repaving of existing streets in six (6) separate Service Areas located within the incorporated area of the Town. Specifically, the Town is proposing to provide for repair and overlay of existing asphalt roads including prep, patch and leveling of old asphalt before the overlay. The Town is proposing to repave approximately 19,500 LF of existing streets on Gladys Avenue, Sapp Street, Shearer Street, Linda Street, Lori Street, and Daisy Street. These areas were selected due to the deteriorated condition of the existing streets, preponderance of need and the projected eligibility of the residents in the project areas.

The Town has allocated \$598,000 to CDBG-budgeted construction costs. The Town is utilizing contractor cost quotes for the work in order to estimate the costs. Total estimated construction costs for the three building reroofs are \$70,000. The estimated cost for the street repaving is \$528,000. Funding for the projects includes only CDBG funding and does not include any matching funds or other sources of funding. The CDBG budget for the project also includes \$52,000 for administration.

It is anticipated that construction will begin within six months of receipt of the award of this CDBG grant and should be completed within one year.

Service Area 1 (Addressed Need)

Service Area 1 includes the entire incorporated area of the Town due to the fact that proposed construction will be on municipal buildings used by Town residents. The proposed CDBG project calls for the reroofing of three municipal buildings including the Town Hall located at 135 Highway 40 West, Inglis, FL 34449, the Town's Community Center located at 137 Hwy 40 West, Inglis, FL 34449, and the Town Fire Station located at 141 Hwy 40 W, Inglis, FL 34449. All three buildings require roof replacement along with some replacement of roof decking. It is estimated that the total cost for all three reroofing projects will be \$70,000.

Service Area 1 includes the incorporated area of the Town. The Town has a community-wide LMI percentage of 55.51% according to the most recent figures available from HUD. For purposes of establishing LMI benefit including a breakdown of Very Low (VLI), Low (LI), and

Service Area 3 (Addressed Need)

The proposed CDBG project calls for the repair and overlay of existing asphalt roads including prep, patch and leveling of old asphalt before the overlay on Sapp Street. CDBG Service Area 3 includes houses located on Sapp Street. Repaving on Sapp Street will include approximately 2,600 LF of repaving. Estimated construction cost for the work proposed in Service Area 3 is \$86,600.

Only those homes that are adjacent to, and will be serviced by, the proposed CDBG improvements have been counted as CDBG beneficiaries. Please see the Project Service Area 3 Map included as Grant Application Appendix A.

After identifying what households would benefit from the project, the City's survey methodology involved conducting a Small Service Area Household Income Survey to identify beneficiaries in Service Area 3 with an attempt to get a 100% response rate. Unsurveyed homes were counted as over-income. Income levels for Service Area 3 were established using household income surveying to determine that the area meets the required national objective of benefiting low and moderate income persons. A 100% household survey of the service area identified 14 residential houses that will benefit from the proposed project, of which 13 are occupied. Out of the 13 occupied households, 9 (or 69.23%) were determined to be low to moderate income. The household survey determined that 31 beneficiaries are within the service area; 25 (or 80.25%) are low to moderate income and 5 (or 16.05%) are very low income. Therefore, Service Area 3 meets the national objective of benefiting low to moderate income persons.

Some areas of Service Area 3 are located in a flood-prone area. The Town will establish best management practices to mitigate against flood damage, but because the proposed project is on an existing street, alternative locations cannot be considered. All CDBG funded activities proposed in Service Area 3 will occur within the incorporated area of the Town of Inglis. No acquisition activities will be required since all work will occur in existing city right-of-way.

Service Area 4 (Addressed Need)

The proposed CDBG project calls for the repair and overlay of existing asphalt roads including prep, patch and leveling of old asphalt before the overlay on Shearer Street. CDBG Service Area 4 includes houses located on Shearer Street. Repaving on Shearer Street will include approximately 2,600 LF of repaving. Estimated construction cost for the work proposed in Service Area 4 is \$86,600.

Only those homes that are adjacent to, and will be serviced by, the proposed CDBG improvements have been counted as CDBG beneficiaries. Please see the Project Service Area 4 Map included as Grant Application Appendix A.

After identifying what households would benefit from the project, the City's survey methodology involved conducting a Small Service Area Household Income Survey to identify beneficiaries in Service Area 4 with an attempt to get a 100% response rate. Unsurveyed homes were counted as over-income. Income levels for Service Area 4 were established using household income surveying to determine that the area meets the required national objective of benefiting low and moderate income persons. A 100% household survey of the service area identified 14 residential houses that will benefit from the proposed project, of which 13 are occupied. Out of the 13 occupied households,

10 (or 76.92%) were determined to be low to moderate income. The household survey determined that 18 beneficiaries are within the service area; 15 (or 82.35%) are low to moderate income and 11 (or 60.39%) are very low income. Therefore, Service Area 4 meets the national objective of benefiting low to moderate income persons.

Some areas of Service Area 4 are located in a flood-prone area. The Town will establish best management practices to mitigate against flood damage, but because the proposed project is on an existing street, alternative locations cannot be considered. All CDBG funded activities proposed in Service Area 4 will occur within the incorporated area of the Town of Inglis. No acquisition activities will be required since all work will occur in existing city right-of-way.

Service Area 5 (Addressed Need)

The proposed CDBG project calls for the repair and overlay of existing asphalt roads including prep, patch and leveling of old asphalt before the overlay on Linda Street. CDBG Service Area 4 includes houses located on Linda Street. Repaving on Linda Street will include approximately 2,600 LF of repaving. Estimated construction cost for the work proposed in Service Area 5 is \$86,600.

Only those homes that are adjacent to, and will be serviced by, the proposed CDBG improvements have been counted as CDBG beneficiaries. Please see the Project Service Area 5 Map included as Grant Application Appendix A.

After identifying what households would benefit from the project, the City's survey methodology involved conducting a Small Service Area Household Income Survey to identify beneficiaries in Service Area 5 with an attempt to get a 100% response rate. Unsurveyed homes were counted as over-income. Income levels for Service Area 5 were established using household income surveying to determine that the area meets the required national objective of benefiting low and moderate income persons. A 100% household survey of the service area identified 18 residential houses that will benefit from the proposed project, of which 18 are occupied. Out of the 18 occupied households, 17 (or 94.44%) were determined to be low to moderate income. The household survey determined that 39 beneficiaries are within the service area; 35 (or 90.00%) are low to moderate income and 26 (or 66.86%) are very low income. Therefore, Service Area 5 meets the national objective of benefiting low to moderate income persons.

Some areas of Service Area 5 are located in a flood-prone area. The Town will establish best management practices to mitigate against flood damage, but because the proposed project is on an existing street, alternative locations cannot be considered. All CDBG funded activities proposed in Service Area 5 will occur within the incorporated area of the Town of Inglis. No acquisition activities will be required since all work will occur in existing city right-of-way.

Service Area 6 (Addressed Need)

The proposed CDBG project calls for the repair and overlay of existing asphalt roads including prep, patch and leveling of old asphalt before the overlay on Lori Street. CDBG Service Area 6 includes houses located on Lori Street. Repaving on Lori Street will include approximately

2,600 LF of repaving. Estimated construction cost for the work proposed in Service Area 6 is \$86,600.

Only those homes that are adjacent to, and will be serviced by, the proposed CDBG improvements have been counted as CDBG beneficiaries. Please see the Project Service Area 6 Map included as Grant Application Appendix A.

After identifying what households would benefit from the project, the City's survey methodology involved conducting a Small Service Area Household Income Survey to identify beneficiaries in Service Area 6 with an attempt to get a 100% response rate. Unsurveyed homes were counted as over-income. Income levels for Service Area 6 were established using household income surveying to determine that the area meets the required national objective of benefiting low and moderate income persons. A 100% household survey of the service area identified 16 residential houses that will benefit from the proposed project, of which 14 are occupied. Out of the 14 occupied households, 8 (or 57.14%) were determined to be low to moderate income. The household survey determined that 26 beneficiaries are within the service area; 16 (or 60.50%) are low to moderate income and 3 (or 11.34%) are very low income. Therefore, Service Area 6 meets the national objective of benefiting low to moderate income persons.

Some areas of Service Area 6 are located in a flood-prone area. The Town will establish best management practices to mitigate against flood damage, but because the proposed project is on an existing street, alternative locations cannot be considered. All CDBG funded activities proposed in Service Area 6 will occur within the incorporated area of the Town of Ingls. No acquisition activities will be required since all work will occur in existing city right-of-way.

Service Area 7 (Addressed Need)

The proposed CDBG project calls for the repair and overlay of existing asphalt roads including prep, patch and leveling of old asphalt before the overlay on Lori Street. CDBG Service Area 7 includes houses located on Lori Street. Repaving on Lori Street will include approximately 2,600 LF of repaving. Estimated construction cost for the work proposed in Service Area 6 is \$86,600.

Only those homes that are adjacent to, and will be serviced by, the proposed CDBG improvements have been counted as CDBG beneficiaries. Please see the Project Service Area 7 Map included as Grant Application Appendix A.

After identifying what households would benefit from the project, the City's survey methodology involved conducting a Small Service Area Household Income Survey to identify beneficiaries in Service Area 7 with an attempt to get a 100% response rate. Unsurveyed homes were counted as over-income. Income levels for Service Area 7 were established using household income surveying to determine that the area meets the required national objective of benefiting low and moderate income persons. A 100% household survey of the service area identified 12 residential houses that will benefit from the proposed project, of which 12 are occupied. Out of the 12 occupied households, 8 (or 66.67%) were determined to be low to moderate income. The household survey determined that 26 beneficiaries are within the service area; 17 (or 66.23%) are low to moderate income and 1 (or 3.90%) are very low income. Therefore, Service Area 6 meets the national objective of benefiting low to moderate income persons.

Some areas of Service Area 7 are located in a flood-prone area. The Town will establish best management practices to mitigate against flood damage, but because the proposed project is on an existing street, alternative locations cannot be considered. All CDBG funded activities proposed in Service Area 7 will occur within the incorporated area of the Town of Inglis. No acquisition activities will be required since all work will occur in existing city right-of-way.

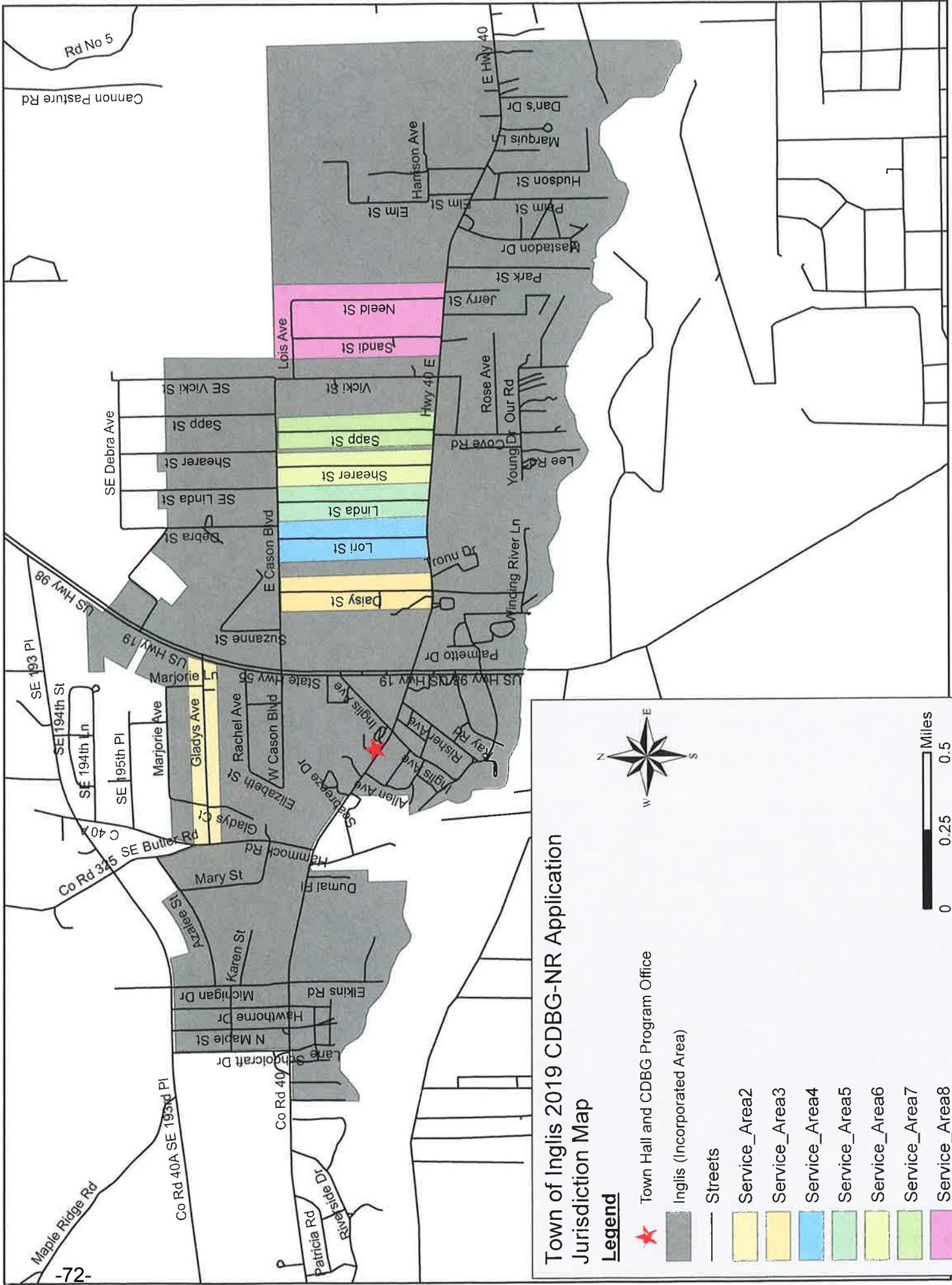
Service Area 8 (Unaddressed Need)

Should funds remain following completion of all addressed need, the Town is proposing additional repaving in a sperate Service Area located in the east central area of the Town. This Service Area, Service Area 8, proposes repair and overlay of existing asphalt roads including prep, patch and leveling of old asphalt before the overlay on Neeld Street, Lois Street, and Sandy Street. The CDBG Service Area 8 includes all houses located on these streets (have driveways that connect top the street) and represents a single contiguous Service Area. Repaving on in Service Area 8 will include approximately 6,100 LF of repaving. Estimated construction cost for the work proposed in Service Area 6 is \$150,000.

Only those homes that are adjacent to, and will be serviced by, the proposed CDBG improvements have been counted as CDBG beneficiaries. Please see the Project Service Area 8 Map included as Grant Application Appendix A.

After identifying what households would benefit from the project, the City's survey methodology involved conducting a Small Service Area Household Income Survey to identify beneficiaries in Service Area 8 with an attempt to get a 100% response rate. Unsurveyed homes were counted as over-income. Income levels for Service Area 8 were established using household income surveying to determine that the area meets the required national objective of benefiting low and moderate income persons. A 100% household survey of the service area identified 44 residential houses that will benefit from the proposed project, of which 41 are occupied. Out of the 41 occupied households, 30 (or 73.17%) were determined to be low to moderate income. The household survey determined that 87 beneficiaries are within the service area; 77 (or 88.46%) are low to moderate income and 29 (or 33.31%) are very low income. Therefore, Service Area 6 meets the national objective of benefiting low to moderate income persons.

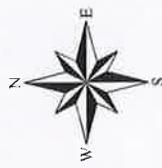
Some areas of Service Area 8 are located in a flood-prone area. The Town will establish best management practices to mitigate against flood damage, but because the proposed project is on an existing street, alternative locations cannot be considered. All CDBG funded activities proposed in Service Area 8 will occur within the incorporated area of the Town of Inglis. No acquisition activities will be required since all work will occur in existing city right-of-way.



Town of Inglis 2019 CDBG-NR Application Jurisdiction Map

Legend

-  Town Hall and CDBG Program Office
-  Inglis (Incorporated Area)
-  Streets
-  Service_Area2
-  Service_Area3
-  Service_Area4
-  Service_Area5
-  Service_Area6
-  Service_Area7
-  Service_Area8



Rd No 5

Cannon Pasture Rd