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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 **February 27, 2025**. The meeting will be a hybrid meeting in-person at the **Holiday Inn Hotel and Suites, Suwannee Room, 213 Southwest Commerce Boulevard, Lake City, Florida**, and via Communications Media Technology at **6:00 p.m.**

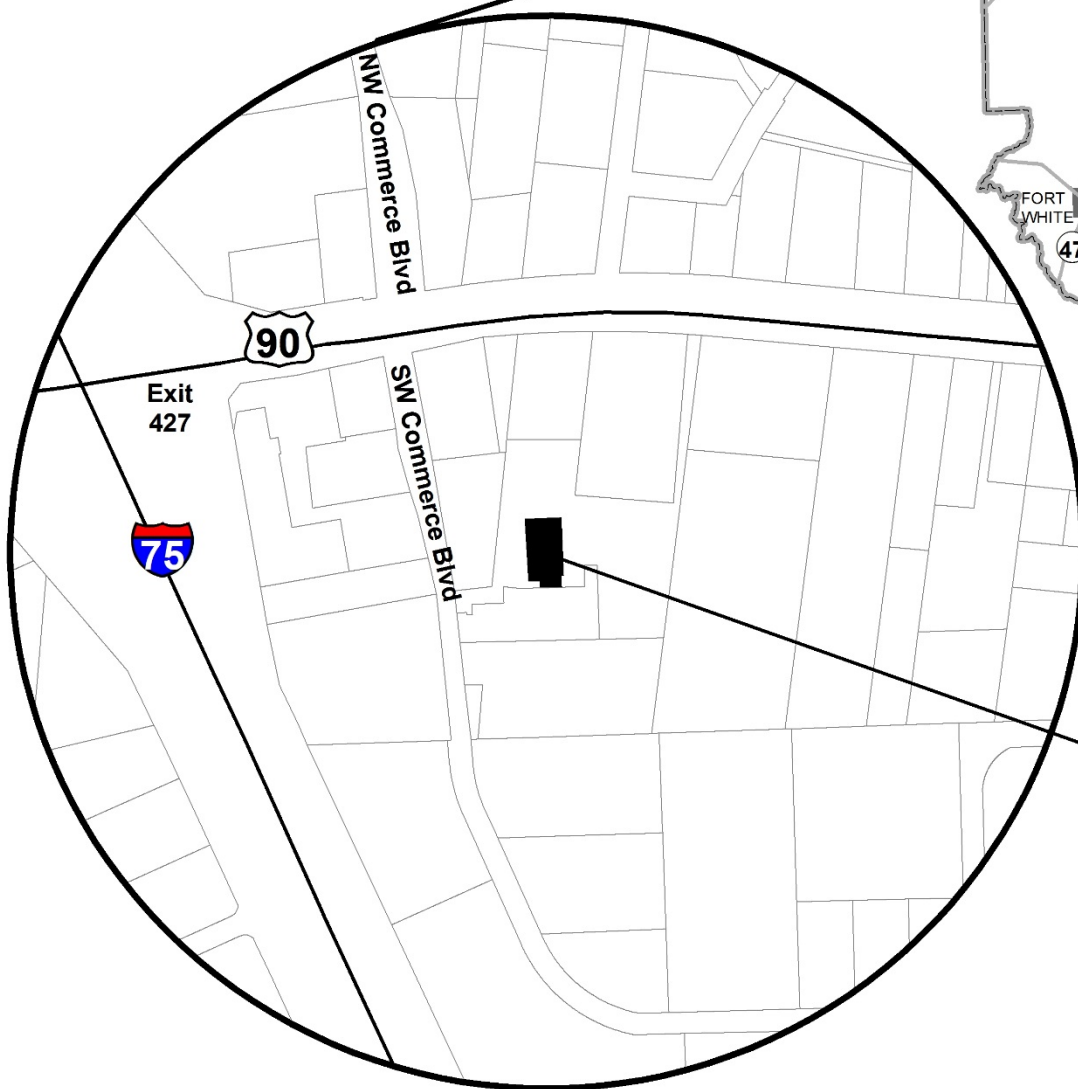
DIAL IN NUMBER: Toll Free 1.888.585.9008

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Holiday Inn Hotel & Suites

213 SW Commerce Blvd
Lake City, Florida 32025

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



1 inch = 500 feet

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AGENDA CLEARINGHOUSE COMMITTEE

Hybrid Public Meeting
Holiday Inn & Suites
213 Southwest Commerce Boulevard
Lake City, Florida and
Via Communications Media Technology

February 27, 2025
6:00 p.m.

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| III. | COMMITTEE-LEVEL REVIEW ITEMS | |

Comprehensive Plan Amendments

- | | |
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| #59–Alachua County Comprehensive Plan Adopted Amendment (FC No. 24-1ESR) | 7 |
| #60–Alachua County Comprehensive Plan Draft Amendment (FC No. 25-1ESR) | 17 |
| #61–Northeast Florida Strategic Regional Policy Plan Evaluation and Appraisal | 49 |
| #62–Town of White Springs Comprehensive Plan Draft Amendment (FC No. 25-1ER) | 63 |

- IV. STAFF-LEVEL REVIEW ITEMS - None

- V. PUBLIC COMMENTS

The Committee welcomes you to this meeting. This time is set aside for our citizens and general public to address the Committee. If you would like to address the Committee, please complete a form, come forward when you are called, and state your name for the record. Please also limit your comments to not more than three minutes. Your participation is welcomed.

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
CLEARINGHOUSE COMMITTEE
MINUTES

Hybrid Meeting
Holiday Inn Hotel and Suites
213 Southwest Commerce Boulevard
Lake City, Florida and
Via Communications Media Technology

January 23, 2025
6:00 p.m.

MEMBERS PRESENT IN PERSON

Jhelecia Hawkins
Maurice Perkins
Jody Stephenson

MEMBERS ABSENT

Daniel Riddick

MEMBERS PRESENT VIA
COMMUNICATIONS
MEDIA TECHNOLOGY
FOR QUORUM

STAFF PRESENT

Lauren Yeatter - In-Person

Patricia Bouie Hutchinson, Chair

COMMUNICATIONS
MEDIA TECHNOLOGY
(NOT FOR QUORUM)

None

Chair Bouie Hutchinson asked that an Acting Chair be selected to preside at the meeting. By consensus, the Committee agreed to select Commissioner Jody Stephenson as Acting Chair for the meeting. Noting the presence of a quorum, the meeting was called to order by Acting Chair Stephenson at 6:15 p.m.

I. APPROVAL OF THE AGENDA

Acting Chair Stephenson requested approval of the agenda as presented.

ACTION: It was moved by Councilwoman Hawkins and seconded by Commissioner Bouie Hutchinson to approve the January 23, 2025 Clearinghouse Committee Agenda as presented. The motion carried unanimously.

II. APPROVAL OF THE DECEMBER 12, 2024 MEETING MINUTES

ACTION: It was moved by Councilwoman Hawkins and seconded by Commissioner Perkins to approve the December 12, 2024 Clearinghouse Committee meeting minutes as circulated. The motion carried unanimously.

III. COMMITTEE-LEVEL REVIEW ITEMS

#56–City of Alachua Comprehensive Plan Adopted Amendment (FC No. 24-1ESR)
#58–Taylor County Comprehensive Plan Draft Amendment (FC No. 25-1ESR)

ACTION: It was moved by Councilwoman Hawkins and seconded by Commissioner Perkins to group Committee-Level Review Items #56 and #58 for purpose of review. The motion carried unanimously.

Lauren Yeatter, Senior Planner, stated that the staff reports for Items #56 and #58 finds 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 Perkins and seconded by Councilwoman Hawkins to recommend that the Council approve the staff reports for Items #56 and #58 as circulated. The motion carried unanimously.

IV. PUBLIC COMMENTS - None

The meeting adjourned at 6:29 p.m.

Patricia B. Hutchinson, Chair

2/27/25
Date

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

Regional Planning Council: North Central FL

Review Date: 2/27/25

Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 59

Local Government: Alachua County

Local Government Item No.: Z24-000004 &
Z24-000005

State Land Planning Agency Item No.: 24-1ESR

Date Mailed to Local Government and State Land Planning Agency: 2/28/25 (estimated)

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

DESCRIPTION OF AMENDMENT

County items Z24-000004 and Z24-000005 amend the Alachua County Comprehensive Plan Potable Water and Sanitary Sewer Element and Capital Improvements Element (see attached).

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

The amendment does not result in an increase in intensity or density of uses. Therefore, significant adverse impacts are not anticipated to occur to the Regional Road Network or Natural Resources of Regional Significance, as identified and mapped in the North Central Florida Strategic Regional Policy Plan.

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

The County 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?

It is recommended that these findings be forwarded to the County and the FloridaCommerce.

Yes _____ No _____

Not Applicable _____ X _____

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

ALACHUA COUNTY
BOARD OF COUNTY COMMISSIONERS

ORDINANCE 2025- 02

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY, FLORIDA, AMENDING THE ALACHUA COUNTY COMPREHENSIVE PLAN 2019-2040 BY REVISING THE POTABLE WATER AND SANITARY SEWER ELEMENT TO ADD A POLICY REQUIRING THE COUNTY TO CONSIDER THE FEASIBILITY OF PROVIDING SANITARY SEWER SERVICES FOR CERTAIN DEVELOPMENTS OF MORE THAN 50 RESIDENTIAL LOTS, AND REVISING THE CAPITAL IMPROVEMENTS ELEMENT TO ADD A POLICY TO INCLUDE PROJECTS THAT ARE NECESSARY TO MEET THE TOTAL MAXIMUM DAILY LOADS (TMDL) ESTABLISHED IN APPLICABLE BASIN MANAGEMENT ACTION PLANS; PROVIDING FOR THE ORDINANCE TO BE LIBERALLY CONSTRUED; PROVIDING FOR MODIFICATION; PROVIDING A REPEALING CLAUSE; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, The Community Planning Act (Section 163.3161, et. seq., Florida Statutes) requires that each local government prepare and adopt a comprehensive plan; and

WHEREAS, Section 163.3184(11)(a), Florida Statutes, requires that any amendment to the Comprehensive Plan or any element or portion thereof be made by ordinance; and,

WHEREAS, the Board of County Commissioners of Alachua County, Florida (“the County”), wishes to make a text amendment (Application No. Z24-000004) to the Alachua County Comprehensive Plan, 2019-2040 as provided herein; and,

WHEREAS, House Bill 1379 was passed by the Florida Legislature, effective on July 1, 2023, which, among other things, amended Section 163.3177, Florida Statutes, to require local comprehensive plans to include elements related to onsite sewage treatment and disposal (OSTDS) systems within the County's jurisdiction and Basin Management Action Plan (BMAP) projects; and

WHEREAS, Section 163.3177(6)(c), Florida Statutes, as amended by House Bill 1379, requires that local comprehensive plans consider the feasibility of providing sanitary sewer service in a 10-year planning horizon to developments within the County's jurisdiction of more than fifty (50) residential lots with more than one OSTDS per one (1) acre; and

WHEREAS, Section 163.3177(3)(a), Florida Statutes, as amended by House Bill 1379, requires that the local comprehensive plan capital improvements element include projects necessary to achieve the pollutant load reductions attributable to the County, as established in a basin management action plan pursuant to Section 403.067(7), Florida Statutes; and

WHEREAS, a duly advertised public hearing on the proposed comprehensive plan amendment was conducted on August 21, 2024 after 5:00 p.m. by the Alachua County Planning Commission, acting as the Local Planning Agency (LPA), and the LPA provided its recommendation to the Board of County Commissioners; and,

WHEREAS, the Board of County Commissioners considered the recommendations of the LPA at a duly advertised public hearing held on October 22, 2024, and approved the proposed comprehensive plan amendment for transmittal for expedited state review pursuant Section 163.3184(3), Florida Statutes; and,

WHEREAS, pursuant to Section 163.3184(3)(b)1, the proposed comprehensive plan amendment was transmitted by the County to the State Land Planning Agency (Florida Department of Commerce) and other required agencies for expedited state review and comment on October 28, 2024 ; and,

WHEREAS, the Florida Department of Commerce, Florida Department of Transportation, Florida Fish and Wildlife Conservation Commission, and St. Johns River Water Management District provided letters to the County indicating that those agencies had no comment on the proposed amendment; and,

WHEREAS, the Florida Department of Environmental Protection provided technical comments to the County on the proposed amendment, and revisions were subsequently made to the amendment based on those comments; and,

WHEREAS, pursuant to Section 163.3184(3)(b)(c), the County is required to hold a public hearing within 180 days after receipt of agency comments to consider whether to adopt a proposed comprehensive plan amendment; and,

WHEREAS, the Board of County Commissioners finds comprehensive plan amendment Z24-000004 to be in compliance with Chapter 163, Part II of the Florida Statutes; and,

WHEREAS, the Board of County Commissioners held a duly advertised public hearing on January 14, 2025, provided for and received public participation, and voted to adopt the comprehensive plan amendment, as embodied in Section 1 below.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY:

SECTION 1. That the Alachua County Comprehensive Plan: 2019-2040 is hereby amended as shown in Exhibit “A” and incorporated herein as a part thereof.

SECTION 2. Ordinance to be Liberally Construed. This ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed to be in the best interest of the public health, safety and welfare of the citizens and residents of Alachua County, Florida.

SECTION 3. Repealing Clause. All ordinances or parts of ordinances in conflict herewith are, to the extent of the conflict, hereby repealed.


SECTION 4. Severability. It is the declared intent of the Board of County Commissioners that, if any section, sentence, clause, phrase or provision of this ordinance is held invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not be so construed as to render invalid or unconstitutional the remaining provisions of this ordinance and the remainder of this ordinance after the exclusion of such part or parts shall be deemed to be valid.

SECTION 5. Effective Date. This plan amendment shall become effective 31 days after the state land planning agency notifies the County that the plan amendment package is complete pursuant to Section 163.3184(3)(c)4, Florida Statutes. If the amendment is timely challenged pursuant to Section 163.3184(5), Florida Statutes, then it will become effective upon the state land planning agency or the Administration Commission entering a final order determining the adopted amendment to be in compliance.

SECTION 6. Modification. It is the intent of the Board of County Commissioners that the provisions of this ordinance may be modified as a result of considerations that may arise during public hearings. Such modifications shall be incorporated into the final version of the ordinance adopted by the Board and filed by the Clerk to the Board.

Duly adopted in regular session, this 14th day of January, 2025.

BOARD OF COUNTY COMMISSIONERS
OF ALACHUA COUNTY, FLORIDA

By: 
Charles S. Chestnut, IV, Chair
Board of County Commissioners

ATTEST:



Jesse K. Irby, II, Clerk

(SEAL)

DEPARTMENT APPROVAL
AS TO CORRECTNESS:


[Jeni Wags \(Jan 15, 2025 16:10 EST\)](#)
Director of Growth Management
or Designee

APPROVED AS TO FORM:


[Corbin Hanson \(Jan 15, 2025 16:11 EST\)](#)
Alachua County Attorney

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

Regional Planning Council: North Central FL
Review Date: 2/27/25
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 60
Local Government: Alachua County
Local Government Item No.: Z24-000010 &
Z24-000011
State Land Planning Agency Item No.: 25-1ESR

Date Mailed to Local Government and State Land Planning Agency: 2/28/25 (estimated)

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

DESCRIPTION OF AMENDMENT

County items Z24-0000010 and Z24-0000011 amend the Alachua County Comprehensive Plan Future Land Use Element and Housing Element to establish affordable housing requirements and Capital Improvements Element to update the schedule of multimodal transportation, recreation and public schools facilities projects (see attached).

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

The amendment does not result in an increase in intensity or density of uses. Therefore, significant adverse impacts are not anticipated to occur to the Regional Road Network or Natural Resources of Regional Significance, as identified and mapped in the North Central Florida Strategic Regional Policy Plan.

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

The County 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?

It is recommended that these findings be forwarded to the County and the FloridaCommerce.

Yes X No
Not Applicable

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

Exhibit 1 – Proposed Text Amendment to Alachua County Comprehensive Plan

Underlined text is proposed to be added

~~Struck through~~ text is proposed for deletion

Regular text is adopted language

CAPITAL IMPROVEMENTS ELEMENT

Table 1a. Multi-modal Transportation Capital Improvements for Fiscal Year 2019-2020 to Fiscal Year 2039-2040 – Roadways and Dedicated Transit Lanes

Project Name- Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
Ft. Clarke Blvd from Newberry Road to NW 23rd Ave	2-Dedicated Transit Lanes	0.5	NW	(2)	\$660,940		
NW 23rd Avenue from NW 59th Terrace to NW 83 rd	Widen to 3 lane complete street	1.4	NW	(1)	\$6,984,641		
NW 23rd Avenue from NW 83rd to Ft. Clarke	Widen to 4 lanes, including bridge over I-75 + Transit Pre-emption Provisions	0.5	NW	(1)		\$17,000,000	
NW 23rd Avenue from Ft. Clarke to NW 98th St	Widen to 4 lanes	0.4	NW	(1)		\$2,260,433	
NW 23rd Avenue Extension from NW 98th St to NW 122nd St Extension	New Construction, 2 lanes	1.3	NW	(1)			\$3,292,126
NW 23rd Avenue Extension from NW 122nd St to CR 241 (NW 143rd St)	New Construction, 2 lanes	1.5	NW	(1)			\$3,798,607
NW 83rd Street from NW 39th Ave to NW 23rd St	2-Dedicated Transit Lanes	1	NW	(2)	\$2,532,400		
NW 83rd Street from NW 39th Ave to NW 46th Avenue	New roadway + 2 Dedicated Transit Lanes	0.4	NW	(2)	\$3,426,330		

Project Name- Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
NW 83rd Street Ext from Millhopper Road to Santa Fe Northern Boundary	New 2 lane roadway	0.75	NW	(2)		\$1,899,300	
NW 46th Avenue from NW 83rd St Ext to NW 91st Ext	New roadway + 2 Dedicated Transit Lanes	0.4	NW	(2)		\$3,426,330	
NW 46th Avenue from NW 91st St Ext to NW 98th St Ext	New 4 lane roadway + 2 Dedicated Transit Lanes & Bridge over I 75	0.9	NW	(2)		\$15,000,000	
NW 46th Avenue from NW 98th Ext to NW 115th Ext	New Construction, 2 lanes + Dedicated Transit Lane	0.6	NW	(1)		\$3,245,584	
NW 91st St Extension from Terminus to NW 46th Ext	New Construction, 4 lanes	0.25	NW	(2)		\$2,141,460	
NW 98th Street Extension from NW 39th to NW 46th Avenue	New Construction, 4 lanes	0.25	NW	(2)		\$2,141,460	
Newberry Road (SR 26) from I 75 to NW 109th Drive	Dedicated Transit Lane in median + signal upgrade	2.4	NW	(1), (3)		\$5,410,454	
Newberry Road (SR 26) from NW 109th Drive to CR 241 (NW 143rd)	Dedicated Transit Lane in median + resurface & signal upgrade	1.9	NW	(1), (3)		\$4,366,610	
NW 115th St from NW 39th Ave to NW 46th Ave	New Construction, 2 lanes + Dedicated Transit Lane	0.25	NW	(1)		\$1,500,000	
NW 122nd St / 115th St from Newberry Road to NW 39th Ave	New Construction, 2 lanes + Dedicated Transit Lane	2.3	NW	(1)			\$12,000,000
SW 122nd St from Newberry Road to SW 8th Ave	Dedicated Transit Lane	1	NW	(1)		\$2,000,000	
Total Projected Cost - NW District					\$9,517,041	\$60,391,631	\$19,090,733

Project Name- Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
SW 20th Ave I-75 Bridge from SW 62nd Ave to SW 52nd Ave	Widen, 4 lanes with bridge over I-75	0.5	SW	(1), (3)	\$14,000,000		
SW 91st Street / SW 73rd Ave Extension from Archer Road to SW 88th St	New Construction, 2-lane road	0.3	SW	(2)	\$759,720		
Archer Road from SW 75th St to SW 45th St	Dedicated Transit Lane + signal upgrade	2	SW	(1), (3)		\$4,175,380	
Archer Road from SW 75th Terr to SW 91st St	Widen, 4 lanes + Dedicated Transit Lane	1.25	SW	(1), (3)		\$6,723,960	
New Road South and Parallel to Archer Road SW 63rd to Archer Road	New Construction, 2-lanes	1.5	SW	(1), (2)		\$4,611,930	
SW 57th Road from SW 75th to SW 63rd	New Construction, 2-lanes	1.4	SW	(1), (2)			\$4,304,470
SW 63rd / SW 67th Ave from SW 24th Ave to Archer Road	New Construction, 2-lanes	1.9	SW	(1), (2)			\$10,885,230
SW 91st St from SW 46th to Archer Road	Dedicated Transit Lane	1	SW	(1)			\$2,087,690
SW 122nd St from SW 8th Ave to SW 37th Ave	Dedicated Transit Lane	1.75	SW	(1)		\$3,250,000	
Total Projected Cost - SW District					\$14,000,000	\$18,761,270	\$17,277,390
Hawthorne Road from SE 27th to SE 43rd	Dedicated Transit Lanes (Reconfigure existing roadway, add multi-use path)	1.1	E	(1), (3)		\$1,454,066	
Total Projected Cost - E District						\$1,454,066	

Dollar figures are estimates of project costs. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-Local Sources

Table 1a. Multi-modal Transportation Capital Improvements for Fiscal Year 2023 to Fiscal Year 2040 – Roadways and Dedicated Transit Lanes

<u>Project Name-Location</u>	<u>Project Description</u>	<u>Project Length</u>	<u>Funding Source</u>	<u>FY 2023-2030</u>	<u>FY2031-2040</u>	<u>Total</u>
NW District						
Ft. Clarke Blvd from Newberry Road to NW 23rd Ave	2 Dedicated Transit Lanes	0.5	(2)	\$688,629		\$688,629
NW 23rd Avenue from NW 59th Terrace to NW 83rd	Widen to 3 lane complete street	1.4	(1)	\$6,984,641		\$6,984,641
NW 23rd Avenue from NW 83rd to Ft. Clarke	Widen to 4 lanes, including bridge over I-75 + Transit Pre-emption Provisions	0.5	(1)	\$35,000,000		\$35,000,000
NW 23rd Avenue from Ft. Clarke to NW 98th St	Widen to 4 lanes	0.4	(1)	\$3,904,116		\$3,904,116
NW 23rd Avenue Extension from NW 98th St to NW 122nd St Extension	New Construction, 2 lanes	1.3	(1)		\$5,367,388	\$5,367,388
NW 23rd Avenue Extension from NW 122nd St to CR 241 (NW 143rd St)	New Construction, 2 lanes	1.5	(1)		\$6,193,140	\$6,193,140
NW 83rd Street from NW 39th Ave to NW 23rd St	2 Dedicated Transit Lanes	1.0	(2)	\$1,377,258		\$1,377,258
NW 83rd Street from NW 39th Ave to NW 46th Avenue	New roadway + 2 Dedicated Transit Lanes	0.4	(2)	\$2,140,510		\$2,140,510
NW 83rd Street Ext from Millhopper Road to Santa Fe Northern Boundary	New 2 lane roadway	0.75	(2)	\$1,616,793		\$1,616,793
NW 46th Avenue from NW 83rd St Ext to NW 91st Ext	New roadway + 2 Dedicated Transit Lanes	0.4	(2)	\$2,140,510		\$2,140,510
NW 46th Avenue from NW 91st St Ext to NW 98th St Ext	New 4 lane roadway + 2 Dedicated Transit Lanes & Bridge over I-75	0.9	(2)	\$25,000,000		\$25,000,000
NW 46th Avenue from NW 98th Ext to NW 115th Ext	New Construction, 2 lanes + Dedicated Transit Lane	0.6	(1)	\$3,177,557		\$3,177,557
NW 91st St Extension from Terminus to NW 46th Ext	New Construction, 4 lanes	0.25	(2)	\$1,581,001		\$1,581,001
NW 98th Street Extension from NW 39th to NW 46th Avenue	New Construction, 4 lanes	0.25	(2)	\$1,581,001		\$1,581,001
Newberry Road (SR 26) from I-75 to NW 109th Drive	Dedicated Transit Lane in median + signal upgrade	2.4	(1), (3)	\$6,898,565		\$6,898,565

Newberry Road (SR 26) from NW 109th Drive to CR 241 (NW 143rd)	Dedicated Transit Lane in median + resurface & signal upgrade	1.9	(1), (3)	\$5,461,364		\$5,461,364
NW 115th St from NW 39th Ave to NW 46th Ave	New Construction, 2 lanes + Dedicated Transit Lane	0.25	(1)	\$2,194,606		\$2,194,606
NW 122nd St / 115th St from Newberry Road to NW 39th Ave	New Construction, 2 lanes + Dedicated Transit Lane	2.3	(1)		\$12,180,634	\$12,180,634
Total Projected Cost – Northwest District		17.00		\$99,746,550	\$23,741,162	\$123,487,713
SW District						
SW 20th Ave I-75 Bridge from SW 62nd Ave to SW 52nd Ave	Widen, 4 lanes with bridge over I-75	0.5	(1), (3)	\$35,000,000		\$35,000,000
SW 91st Street / SW 73rd Ave Extension from Archer Road to SW 88th St	New Construction, 2 lane road	0.3	(2)	\$646,717		\$646,717
Archer Road (SR 24) from SW 75th St to SW 45th St	Dedicated Transit Lane + signal upgrade	2.0	(1), (3)	\$5,748,804		\$5,748,804
Archer Road (SR 24) from SW 75th Terr to SW 91st St	Widen, 4 lanes + Dedicated Transit Lane	1.31	(1), (3)	\$18,411,666		\$18,411,666
Archer Road (SR 24) from SW 91st St to SW 122nd Street	Widen, 4 lanes	2.56	(1), (3)		\$35,980,050	\$35,980,050
New Road South and Parallel to Archer Road SW 63rd to Archer Road	New Construction, 2 lanes	1.5	(1), (2)		\$5,430,830	\$5,430,830
SW 57th Road from SW 75th to SW 63rd	New Construction, 2 lanes	1.4	(1), (2)		\$5,068,774	\$5,068,774
SW 63rd/ SW 67th Ave from SW 24th Ave to Archer Road	New Construction, 2 lanes	1.9	(1), (2)		\$6,879,051	\$6,879,051
SW 91st St from SW 46th to Archer Road	Dedicated Transit Lane	1.0	(1)		\$1,167,168	\$1,167,168
SW 122nd St from Newberry Road to SW 8th Ave	Dedicated Transit Lane	1.0	(1)	\$1,167,168		\$1,167,168
SW 122nd St from SW 8th Ave to SW 37th Ave	Dedicated Transit Lane	1.75	(1)	\$2,042,544		\$2,042,544
Williston Road (SR 121) from SW 41st Blvd to SW 62nd Blvd	Widen, 4 lanes + traffic signal at SW 41st Blvd	0.59	(1), (3)	\$8,792,277		\$8,792,277
Total Projected Cost – Southwest District		15.81		\$71,809,177	\$54,525,872	\$126,335,049
E District						
Hawthorne Road from SE 24th to SE 43rd	Dedicated Transit Lanes	1.50	(1), (3)	\$4,311,603		\$4,311,603

Total Projected Cost – East District	1.50		\$4,311,603		\$4,311,603
SOURCE: Planning Level Cost Estimates obtained from FDOT District Two and Alachua County. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources). Dollar figures are Planning Level Cost Estimates					

Table 1b. Multi-modal Transportation Capital Improvements for Fiscal Year 2019-2020 to Fiscal Year 2039-2040 – Bicycle and Pedestrian Facilities

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
W. University Ave from SW 75th St to East Terminus	Sidewalk facility	0.5	NW	(1), (2), (3)	\$230,000		
NW 143rd St (CR 241) from Newberry Road to NW 39th Ave	Multiuse off-road facility	1.5	NW	(1), (2), (3)	\$600,000		
NW 76th Dr from Tower Road to Tower Road	6 ft. Sidewalk	0.4	NW	(2)	\$225,000		
NW 75th Dr from NW 76 th Dr to W University Ave	6 ft. Sidewalk	0.2	NW	(2)	\$110,000		
NW 76th Blvd from W University Ave to Skate Station	6 ft. Sidewalk	0.3	NW	(2)	\$280,000		
Millhopper Greenway from Millhopper Road to NW 39th	Multiuse off-road facility	1.5	NW	(1), (3)		\$1,125,000	
CR 235A from end of existing sidewalk to NW 177th Ave	Sidewalk	0.4	NW	(2)		\$175,000	
SW 122nd St from Newberry Rd to SW 8th Ave	Multiuse off-road facility	1	NW	(1), (2)		\$750,000	
NW 39th Ave from NW 143rd St to I-75	Multiuse off-road facility	3	NW	(1), (2), (3)			\$1,725,000
Total Projected Cost – NW District	-	-	-	-	\$1,445,000	\$2,050,000	\$1,725,000
SW 24th Ave from SW 87th to SW 77 th St	Multiuse off-road facility	0.5	SW	(1)	\$275,000		

Project Name Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
Archer Road from SW 76th Ter to SW 45th St	Multiuse off-road facility	2.25	SW	(3)	\$1,700,000		
Archer Braid from Tower Road to Lake Kanapaha	Multiuse off-road facility	1	SW	(1), (2), (3)	\$300,000		
SW 122nd St from SW 40th Ave to SW 24th Ave	Multiuse off-road facility	2	SW	(2)	Developer funded		
SW 75th St from SW 73rd Way to 6200 Block of SW Archer Road	Multiuse off-road facility	1.6	SW	(1)		\$850,000	
SW 20th/24th Ave from Tower Road to I-75	Multiuse off-road facility	1.5	SW	(1)		\$180,000	
SW 122nd St from SW 24th Ave to SW 8th Ave	Multiuse off-road facility	1	SW	(1), (2)		\$750,000	
SW 91st St from SW 46th Blvd to SW 8th Ave	Multiuse off-road facility	3	SW	(1)			\$2,250,000
SW 136th St from W Newberry Rd to SW 6th Rd	6 ft. Sidewalk	0.5	SW	(1)			\$220,000
Total Projected Cost – SW District					\$2,275,000	\$1,780,000	\$2,470,000
SE 27th St from SE 28th Dr to SE 29th Pl	6 ft. sidewalk	1.2	E	(1)	\$540,000		
NE 27th Ave from SR 222 to SR 26	Multiuse off-road facility	2.7	E	(1)		\$2,025,000	
Kincaid Loop Connector from SE 15th to Hawthorne Road	Multiuse off-road facility	3.1	E	(1)		\$2,325,000	
NE 39th Ave from Airport Entrance to NE 52nd St	6ft. Sidewalk	1	E	(1), (3)			\$450,000

Project Name Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
Total Projected Cost— E-District					\$540,000	\$4,350,000	\$450,000

Dollar figures are estimates of project costs. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources

Table 1b. Multi-modal Transportation Capital Improvements for Fiscal Year 2023 to Fiscal Year 2040 – Roadways and Dedicated Transit Lanes

<u>Project Name-Location</u>	<u>Project Description</u>	<u>Project Length</u>	<u>Funding Source</u>	<u>FY 2023-2030</u>	<u>FY2031-2040</u>	<u>Total</u>
NW District (Multimodal)						
W. University Ave from SW 75th St to East Terminus	Sidewalk facility	0.50	(1), (2), (3)	\$191,964		\$191,964
Newberry Rd (SR 26) from NW 143rd St to NW 170th St	Multiuse off-road facility	1.65	(1), (3)		\$1,013,569	\$1,013,569
NW 143rd St (CR 241) from Newberry Road to NW 39th Ave	Multiuse off-road facility	1.50	(1), (2), (3)	\$670,557		\$670,557
NW 143rd St (CR 241) from NW 39th Ave to NW 69th Ave	Multiuse off-road facility	2.00	(1), (3)		\$894,076	\$894,076
NW 76th Dr from Tower Road to Tower Road	6 ft. Sidewalk	0.40	(2)	\$184,286		\$184,286
NW 75th Dr from NW 76th Dr to W University Ave	6 ft. Sidewalk	0.20	(2)	\$92,143		\$92,143
NW 76th Blvd from W University Ave to Skate Station	6 ft. Sidewalk	0.30	(2)	\$138,214		\$138,214
Millhopper Greenway from Millhopper Road to NW 39th	Multiuse off-road facility	1.50	(1), (3)	\$1,005,837		\$1,005,837
CR 235A from end of existing sidewalk to NW 177th Ave	Sidewalk	0.40	(2)	\$153,571		\$153,571
SW 122nd St from Newberry Rd to SW 8th Ave	Multiuse off-road facility	1.00	(1), (2)	\$670,558		\$670,558
NW 39th Ave from NW 143rd St to I-75	Multiuse off-road facility	3.00	(1), (2), (3)		\$1,341,114	\$1,341,114
Total Projected Cost – NW District		12.45	--	\$3,107,130	\$3,248,759	\$6,355,888
SW District (Multimodal)						
SW 24th Ave from SW 87th to SW 77th St	Multiuse off-road facility	0.50	(1)	\$223,519		\$223,519
Archer Road from SW 76th Ter to SW 45th St	Multiuse off-road facility	2.25	(3)	\$1,508,756		\$1,508,756
Archer Braid from Tower Road to Lake Kanapaha	Multiuse off-road facility	1.00	(1), (2), (3)	\$670,558		\$670,558
Archer Road (SR 24) from SW 75th Terr to SW 91st St	Buffered Bike Lanes	1.31	(1), (3)	\$1,019,327		\$1,019,327
Archer Road (SR 24) from SW 91st St to SW 122nd Street	Sidewalk on north side of ROW + Buffered Bike Lanes	2.56	(1), (3)		\$2,974,822	\$2,974,822

<u>Project Name-Location</u>	<u>Project Description</u>	<u>Project Length</u>	<u>Funding Source</u>	<u>FY 2023-2030</u>	<u>FY2031-2040</u>	<u>Total</u>
Archer Road (SR 24) from SW 122nd Street to US HWY 41	Sidewalk on north side of ROW + Buffered Bike Lanes	3.49	(1), (3)		\$4,055,520	\$4,055,520
SW 122nd St from SW 40th Ave to SW 24th Ave	Multiuse off-road facility	2.00	(2)	Developer funded		
SW 75th St from SW 75th Way to SW 73rd Way	Multiuse off-road facility	1.10	(1), (3)		\$491,742	\$491,742
SW 75th St from SW 73rd Way to 6200 Block of SW Archer Road	Multiuse off-road facility	1.60	(1)	\$715,261		\$715,261
SW 20th/24th Ave from Tower Road to I-75	Multiuse off-road facility	1.50	(1)	\$670,557		\$670,557
SW 122nd St from SW 24th Ave to SW 8th Ave	Multiuse off-road facility	1.00	(1), (2)	\$447,038		\$447,038
SW 122nd St from Archer Road to SW 24th Ave	Multiuse off-road facility	1.00	(1), (2)	\$447,038		\$447,038
SW 91st St from SW 46th Blvd to SW 8th Ave	Multiuse off-road facility	3.00	(1)		\$2,011,674	\$2,011,674
SW 136th St from W Newberry Rd to SW 6th Rd	6 ft. Sidewalk	0.50	(1)		\$230,357	\$230,357
Williston Road (SR 121) from SW 34th Street to Interstate 75	Multi-Use off-road facility	0.18	(1), (3)	\$110,571		\$110,571
Williston Road (SR 121) from Interstate 75 to SW 41st Blvd	Multi-Use off-road facility	0.18	(1), (3)	\$110,571		\$110,571
Williston Road (SR 121) from SW 41st Blvd to SW 62nd Blvd	Multi-Use off-road facility on both sides of ROW & Buffered Bike Lanes	0.59	(1), (3)	\$1,118,468		\$1,118,468
Williston Road (SR 121) from SW 62nd Blvd to SW 85th Ave	Multi-Use off-road facility	1.53	(1), (3)		\$683,968	\$683,968
Total Projected Cost – SW District		25.29	--	\$7,041,663	\$10,448,083	\$17,489,746
<u>EAST District (Multimodal)</u>						
CR 219A from SR 26 to US Hwy 301	Multiuse off-road facility	6.50	(1), (3)		\$4,358,627	\$4,358,627
CR 234 from SR 26 to Gainesville Hawthorne Trail	Multiuse off-road facility or Evaluate further in Trails Master Plan	7.11	(1), (3)	\$3,178,440		\$3,178,440
CR 234 from Gainesville Hawthorne Trail to US Hwy 441	Multiuse off-road facility	8.10	(1), (3)		\$3,621,008	\$3,621,008
SE 27th St from SE 28th Dr to SE 29th Pl	6 ft. sidewalk	1.20	(1), (3)	\$552,857		\$552,857

Project Name-Location	Project Description	Project Length	Funding Source	FY 2023-2030	FY2031-2040	Total
NE 27th Ave from SR 222 to SR 26	Multiuse off-road facility	2.70	(1), (3)	\$1,810,507		\$1,810,507
Kincaid Loop Connector from SE 15th to Hawthorne Road	Multiuse off-road facility	3.10	(1), (3)	\$2,078,730		\$2,078,730
NE 39th Ave from Airport Entrance to NE 52nd St	6ft. Sidewalk	1.00	(1), (3)		\$460,714	\$460,714
SE Hawthorne Rd (SR 20) from SE 24th Street to SE 43rd Street	Multiuse off-road facility	1.48	(1), (3)	\$661,616		\$661,616
SE Hawthorne Rd (SR 20) from SE 43rd Street to Lakeshore Dr (CR 329 B)	Multiuse off-road facility	1.00	(1), (3)	\$447,038		\$447,038
SR 26 from NE 255th Drive to CR 219A	Multiuse off-road facility or Evaluate further in Trails Master Plan	0.84	(1), (3)		\$563,269	\$563,269
SR 26 from CR 219A to US Hwy 301	Multiuse off-road facility or Evaluate further in Trails Master Plan	4.50	(1), (3)		\$2,514,591	\$2,514,591
SR 26 from US Hwy 301 to CR 234	Multiuse off-road facility or Evaluate further in Trails Master Plan	2.82	(1), (3)		\$1,575,810	\$1,575,810
University Ave (SR 26) from SE 24th Street to SE 43rd Street	Multiuse off-road facility	1.26	(1), (3)	\$563,268		\$563,268
University Ave (SR 26) from SE 43rd Street to E. University Ave	Multiuse off-road facility	0.73	(1), (3)	\$326,338		\$326,338
US Hwy 301 Corridor from CR 219A to Gainesville Hawthorne Trail	Multiuse off-road facility or Evaluate further in Trails Master Plan	2.74	(1), (3)		\$1,837,329	\$1,837,329
Waldo Road (SR 24) from NE 39th Ave to SW 3rd Street	Multiuse off-road facility or Evaluate further in Trails Master Plan	9.00	(1), (3)		\$6,035,022	\$6,035,022
Total Projected Cost – E District		54.08	--	\$9,618,793	\$20,966,370	\$30,585,163
SOURCE: Planning Level Cost Estimates obtained from FDOT District Two and Alachua County. Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources						

Table 1c. Multi-modal Transportation Capital Improvements for Fiscal Year 2019-2020 to Fiscal Year 2039-2040 — Express Transit and Capital

Project Name-Location	Project Description	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
Jonesville Express	Express Transit Service from Jonesville to UF		(1), (2), (3)	\$762,615	\$1,271,025	\$2,542,050

Project Name- Location	Project Description	Mobility District	Funding Source	FY 2020- 2024	FY 2025- 2029	FY 2030- 2039
Jonesville — Activity Center Park & Ride	Park & Ride	NW	{1}, {2}, {3}	\$360,000	-	-
NW 122nd Park & Ride	Park & Ride	NW	{1}, {2}, {3}	-	\$210,000	-
NW 98th Area Park & Ride	Park & Ride	NW	{1}, {2}, {3}	-	\$210,000	-
Ft. Clarke / I-75 Park & Ride	Park & Ride	NW	{1}, {2}, {3}	\$450,000	-	-
Spring Hills Activity Center Park & Ride	Park & Ride	NW	{2}	-	Projected Developer Constructed	-
Santa Fe Park & Ride	Park & Ride	NW	{2}	-	Projected Developer Constructed	-
Santa Fe College Park & Ride	Park & Ride	NW	{2}	-	College Funded	-
Northwest — Express Transit Vehicles	Buses	NW	{1}, {2}, {3}	\$2,700,000	\$1,400,000	\$1,500,000
Total Projected Cost— NW District				\$1,572,615	\$3,091,025	\$2,542,050
Santa Fe / Tower Express	Express Transit Service from Springhills Activity Center to Archer / Tower Activity Center	SW	{1}, {2}, {3}	\$381,308	\$635,513	\$1,271,025
Haile — Plantation Express	Express Transit Service from Haile Plantation to UF	SW	{1}, {2}, {3}	\$762,615	\$1,271,025	\$2,542,050
Veterans Park, Park & Ride	Park & Ride	SW	{1}, {2}, {3}	\$180,000	-	-
Tower — / — Archer Activity Center Park & Ride	Park & Ride	SW	{1}, {2}, {3}	\$360,000	-	-
I-75 Park & Ride	Park & Ride	SW	{1}, {2}, {3}	-	\$450,000	-
SW 62nd Area Park & Ride	Park & Ride	SW	{1}, {2}, {3}	-	\$210,000	-
SW 91st Park & Ride	Park & Ride	SW	{1}, {2}, {3}	-	\$450,000	-
Haile Plantation Park & Ride	Park & Ride	SW	{1}, {2}, {3}	\$180,000	-	-
Southwest — Express	Buses	SW	{1}, {2}, {3}	\$2,700,000	\$1,400,000	\$1,500,000

Project Name- Location	Project Description	Mobility District	Funding Source	FY 2020- 2024	FY 2025- 2029	FY2030- 2039
Transit Vehicles						
Total Projected Cost- SW District				\$4,563,923	\$4,416,538	\$5,313,075
Eastside Express Service	Express Transit Service from Eastside Activity Center to UF	E	{1}, {2}, {3}	\$488,073	\$813,455	\$1,626,910
Eastside Park Park & Ride	Park & Ride	E	{1}, {2}, {3}		\$360,000	
East Express Transit Vehicles	Buses	E	{1}, {2}, {3}	\$1,200,000	\$600,000	\$650,000
Total Projected Cost- E District				\$1,688,073	\$1,773,455	\$2,276,910

Dollar figures are estimates of project costs. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources

Table 1c. Multi-modal Transportation Capital Improvements for Fiscal Year 2023 to Fiscal Year 2040 – Express Transit and Transit Capital

<u>Project Name-Location</u>	<u>Project Description</u>	<u>Funding Source</u>	<u>FY 2023-2030</u>	<u>FY2031-2040</u>	<u>Total</u>
<u>NW District (TRANSIT)</u>					
Jonesville Express	Express Transit Service from Jonesville to UF	(1), (2), (3)	\$3,341,156	\$4,773,080	\$8,114,236
Jonesville Activity Center Park & Ride	Park & Ride	(1), (2), (3)	\$500,000		\$500,000
NW 122nd Park & Ride	Park & Ride	(1), (2), (3)		\$125,000	\$125,000
NW 98th Area Park & Ride	Park & Ride	(1), (2), (3)		\$125,000	\$125,000
Ft. Clarke / I-75 Park & Ride	Park & Ride	(1), (2), (3)	\$250,000		\$250,000
Spring Hills Activity Center Park & Ride	Park & Ride	(2)	Projected Developer Constructed		
Santa Fe Park & Ride	Park & Ride	(2)	Projected Developer Constructed		
Santa Fe College Park & Ride	Park & Ride	(2)	College Funded		
Northwest Express Transit Vehicles	Buses	(1), (2), (3)	\$1,000,000	\$2,000,000	\$3,000,000
Total Projected Cost – NW District			\$5,091,156	\$7,023,080	\$12,114,236
<u>SW District (TRANSIT)</u>					
Santa Fe / Tower Express	Express Transit Service from Springhills Activity Center to Archer / Tower Activity Center	(1), (2), (3)	\$3,341,156	\$4,773,080	\$8,114,236
Haile Plantation Express	Express Transit Service from Haile Plantation to UF	(1), (2), (3)	\$3,341,156	\$4,773,080	\$8,114,236
Veterans Park, Park & Ride	Park & Ride	(1), (2), (3)		\$250,000	\$250,000
Tower / Archer Activity Center Park & Ride	Park & Ride	(1), (2), (3)	\$375,000	\$250,000	\$625,000
I-75 Park & Ride	Park & Ride	(1), (2), (3)		\$25,000	\$25,000
SW 62nd Area Park & Ride	Park & Ride	(1), (2), (3)		\$125,000	\$125,000
SW 91st Park & Ride	Park & Ride	(1), (2), (3)		\$125,000	\$125,000
Haile Plantation Park & Ride	Park & Ride	(1), (2), (3)	\$375,000		\$375,000
Southwest Express Transit Vehicles	Buses	(1), (2), (3)	\$2,000,000	\$4,000,000	\$6,000,000
Total Projected Cost – SW District			\$9,432,312	\$14,321,160	\$23,753,472
<u>EAST District (TRANSIT)</u>					
Eastside Express Service	Express Transit Service from	(1), (2), (3)	\$3,341,156	\$4,773,080	\$8,114,236

	<u>Eastside Activity Center to UF</u>				
<u>Eastside Park Park & Ride</u>	<u>Park & Ride</u>	<u>(1), (2), (3)</u>	<u>\$500,000</u>		<u>\$500,000</u>
<u>East Express Transit Vehicles</u>	<u>Buses</u>	<u>(1), (2), (3)</u>	<u>\$1,000,000</u>	<u>\$2,000,000</u>	<u>\$3,000,000</u>
<u>Total Projected Cost – E District</u>			<u>\$4,841,156</u>	<u>\$6,773,080</u>	<u>\$11,614,236</u>
<p>SOURCE: Transit Capacity for Northwest and Southwest based on hour headways during AM and PM Peak Hours for two hours per peak assuming maximum occupancy of 50 passengers and bi-directional service for a distance of ten miles for a 17 year period (200 x 10 = 2000; 2000 x 17 = 34,000). Transit Capacity for East based on 30 min headways during AM and PM Peak Hours for two hours per peak assuming maximum occupancy of 50 passengers and bi-directional service for a distance of five miles for a 17 year period (800 x 10 = 8000; (8000 x 17 = 68,000). Cost data provided by Gainesville Regional Transit Service. Dollar figures are Planning Level Cost Estimates. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources</p>					

Table 1d: ~~Reserved~~

Table 1d. Multi-modal Transportation Capital Improvements for Fiscal Year 2023 to Fiscal Year 2040 – Implementation Projects

<u>Programs & Projects</u>	<u>Initial Basis for PLC & PMC</u>	<u>Planning Level Cost (PLC)</u>
<u>Implement Countywide Pedestrian / Bicycle / Trails Master Plan</u>	<u>45 Miles of Multiuse Facilities</u>	<u>\$20,116,710</u>
<u>Safe Routes to Schools</u>	<u>25 Miles of Sidewalks</u>	<u>\$13,821,420</u>
<u>High Visibility Crosswalks</u>	<u>25 High Visibility Crosswalks</u>	<u>\$1,500,000</u>
<u>Implement Safe Streets for All Plan & Program</u>	<u>45 Miles of Traffic Calmed Streets</u>	<u>\$1,125,000</u>
<u>Intersection Capacity & Safety Enhancements</u>	<u>30 Intersection Upgrades</u>	<u>\$15,000,000</u>
<u>Micromobility & Microtransit Ordinances & Programs</u>	<u>500 e-vehicles deployed</u>	<u>\$2,000,000</u>
<u>Multimodal Grants, Plans, Programs & Studies</u>	<u>250,000 a year</u>	<u>\$4,250,000</u>
<u>Transit Stop Upgrades</u>	<u>75 Upgraded Transit Stops</u>	<u>\$937,500</u>
<u>Total</u>		<u>\$58,750,630</u>

Table 1e: Transportation FY 2020-2029 – SantaFe Village TOD

Project	<u>FY 2020-2024</u> <u>FY 2023-2030</u>	<u>FY 2025-2029</u>	<u>FY 2030-2039</u> <u>FY 2031-2040</u>	Funding Source
SantaFe Village TOD Transit Operations	\$750,000 <u>\$2,500,000</u>	\$1,750,000	\$3,500,000	Developer/CDD
SantaFe Village Transit Lanes from NW 39 th Avenue to NW 23 rd Avenue	\$2,532,500			Developer/CDD
SantaFe Village Dedicated Transit Lanes north From NW 39 th Avenue through to NW 91 st Street	\$3,426,330	\$3,426,330		Developer/CDD
SantaFe Village Greenway to Millhopper Road	\$1,125,000	\$1,125,000		Developer/CDD
SantaFe Village 83 rd Street local road extension	\$1,899,300	\$1,899,300		Developer/CDD

Dollar figures are estimates of project costs.

Table 2. Public School Facilities Schedule of Capacity Projects for Fiscal Years ~~2018-2019 to 2022-2023~~ 2024 to 2028

Project Description	Location		2023 - 2024	2024 - 2025	2025 - 2026	2026 - 2027	2027 - 2028	Total	Funded
2 new classroom buildings. 49 new & renovated classrooms. Renovate multipurpose/media ctr/ admin/ESE/art/music . Add outdoor dining. Demolish buildings 1-4, 8-11. Renovate buildings 5-7,12-15,18	LITTLEWOOD ELEMENTARY	Planned Cost:	\$28,612,909	\$9,909,622	\$0	\$0	\$0	\$38,522,531	Yes
	Student Stations:		0	750	0	0	0	750	
	Total Classrooms:		0	49	0	0	0	49	
	Gross Sq Ft:		0	100,052	0	0	0	100,052	
Planned Cost:			\$28,612,909	\$9,909,622	\$0	\$0	\$0	\$38,522,531	
Student Stations:			0	750	0	0	0	750	
Total Classrooms:			0	49	0	0	0	49	
Gross Sq Ft:			0	100,052	0	0	0	100,052	

Source: Alachua County Public Schools, Department of Education Five Year District Facilities Work Plan, Capacity Project Schedule, January 16, 2024.

Project Description	Location		2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	Total	Funded
New Elementary A	Not specified	Planned Cost:	\$0	\$0	\$22,500,000	\$0	\$0	\$22,500,000	No
	Student Stations:		0	0	773	0	0	773	
	Total Classrooms:		0	0	41	0	0	41	
	Gross Sq. Ft:		0	0	114,081	0	0	114,081	

Dollar figures are estimates of project costs.

Source: Alachua County Public Schools, 5-Year District Work Plan for Fiscal Years ~~2018-2019 to 2022-2023~~, November 2018.

Note: ~~The new elementary school identified in Table 2 above is identified in the adopted 2018-2019 Five Year District Work Program as an unfunded project for the 2021-2022 school year.~~

According to the Alachua County Public Schools 2019 Annual Concurrency Report (February 2019), with the passage of the County schools sales tax referendum in 2018, the funding and programming of this new elementary school will be of primary importance in the 2019-20 Five Year District Facilities Work Plan.

Table 3. Recreation Facilities Schedule of Capital Improvements for Fiscal Years ~~2020 to 2024~~ 2025 to 2029

Currently adopted schedule is proposed to be deleted in full and replaced with the following:

All figures are estimated project costs in dollars.

<u>Project Name/Description</u>	<u>Park Type</u>	<u>FY25 Planned</u>	<u>FY26 Planned</u>	<u>FY27 Planned</u>	<u>FY28 Planned</u>	<u>FY29 Planned</u>	<u>FY25-29 Total</u>
Santa Fe Lake Park – New Boarding Dock	Resource	80,000 (BP)	-	-	-	-	80,000
Santa Fe Lake Park - Pickleball	Resource	40,000 (WS)	310,000 (WS)	-	-	-	350,000
Santa Fe Lake Park – Pavilions & Picnic Tables	Resource	-	150,000 (WS)	-	-	-	150,000
Veteran's Park – Roller Rink OR Pickleball	Activity	-	-	395,510 (WS)	-	-	395,510
Veteran's Park - Playground	Activity	458,231 (WS/IM/DN)	-	-	-	-	458,231
Veteran's Park – Various site improvements	Activity	292,776 (WS/IM)	-	-	-	-	292,776
West End New Park	Activity	990,000 (WS)	1,725,000 (WS)	1,725,000 (WS)	1,725,000 (WS)	1,725,000 (WS)	7,890,000
West End Park (WMAI25)	Activity	1,500,000 (IM/TDT)	-	-	-	-	1,500,000
MKR/Kate Barnes Park – boarding dock and accessibility	Resource	300,000 (AR/BP)	-	-	-	-	300,000
MKR/Kate Barnes Park Restroom Renovation	Resource	-	70,000 (BP)	-	-	-	70,000
Poe Springs Restroom Replacement	Resource	365,971 (WS)	-	-	-	-	365,971
Poe Springs Boat Launch	Resource	311,292 (AR/BP)	-	-	-	-	311,292
Copeland Park – Playground and Site Improvements	Activity	592,850 (WS/AR)	-	-	-	-	592,850
Monteocha Park – Playground and Site Improvements	Activity	587,350 (WS/AR)	-	-	-	-	587,350
Cuscowilla - Playground	Resource	-	350,000 (WS)	-	-	-	350,000
Jonesville Park – New Pickleball Courts	Activity	392,100 (WS)	-	-	-	-	392,100
Jonesville Park - Soccer Stadium with Parking	Activity	1,168,310 (WS/TDT)	-	-	-	-	1,168,310
Various - Sports Fields Renovations	Activity	-	300,000 (WS)	200,000 (WS)	200,000 (WS)	200,000 (WS)	900,000
Squirrel Ridge New Restrooms	Activity	60,000 (WS)	350,000 (WS)	-	-	-	410,000
Pinesville/St. Peter Park – New Park	Activity	150,000 (WS)	1,350,000 (WS/IM)	-	-	-	1,500,000
Industrial Park- New Park	Activity	-	-	260,000 (WS)	-	-	260,000
McCall Park – New Park	Activity	-	-	150,000 (WS)	-	-	150,000
High Springs Boat Ramp – Boarding Dock	Resource	-	-	30,000 (BP)	-	-	30,000

<u>Walker Park - New Park</u>	<u>Activity</u>	=	=	=	<u>50,000</u> <u>(WS)</u>	<u>435,000</u> <u>(WS)</u>	<u>485,000</u>
<u>TOTAL</u>							<u>18,989,390</u>

Funding Sources Key:

Wild Places & Public Spaces Surtax (WS) Park Impact Fees (IM) American Rescue Plan Funds (AR)
Boating Improvement Program (BP) Donation Fund (DN) Tourist Development Tax (TDT)

Activity-Based Recreation

Project Name and Description	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Total FY 20-24
Squirrel Ridge Park Restroom	\$194,043 (GF)					\$194,043
Jonesville Park Restroom	\$197,646 (PIF)					\$197,646
Veterans Park Hockey Rink Pavillion				\$75,000 (PIF)	\$75,000 (PIF)	\$150,000
Veterans Park Splash Pad	\$175,000 (PIF)	\$75,000 (PIF)	\$75,000 (PIF)			\$325,000

Dollar figures are estimates of project costs.

PIF = Park Impact Fee — GF = General Fund

Resource-Based Recreation

Project Name & Description	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	Total FY19-23
Mill Creek Preserve Educational signs	\$3000 (GF/ACF/T)					\$3000
Sweetwater Preserve Trailhead/parking area & stormwater pond	\$129,000 (ACF/GF/G)					\$129,000
Barr Hammock Preserve Trails, amenities, landing overlook, interpretive signs, boardwalk over Levy canal, Levy overlook.		\$20,000 (ACF/GF/G)	\$70,000 (G/ACF)	\$51,000 (G/ACF)		\$141,000
Lake Alto Preserve Tree Frog Trail boardwalk					\$40,000 (GF)	\$40,000
Phifer Flatwoods Preserve Turpentine Trail boardwalk, Phifer Additions trailhead		\$40,000 (T/G)			\$5200 (T/G/GF)	\$45,200
Watermelon Pond Trail head and viewing areas	\$5,000 (ACF/GF)					\$5000
Turkey Creek Hammock Develop parking area/trailhead, entrance, marsh overlook, fitness trail, Wildlife observation platform, boardwalk	\$110,800 (ACF/GF/T)	\$5,000 (ACF/G/T)			\$200,000 (ACF/G/DON)	\$315,800
Four Creeks Trailhead, parking, kiosk, signage	\$30,000 (WSPP)					\$30,000
Buck Bay Flatwoods (Cox & Moore Tract)		\$13,900 (T,GF, ACF)				\$13,900

Dollar figures are estimates of project costs.

GF = General Fund — ACF = Alachua County Forever — G = Grant —

DON = Private Donation — WSPP = Wild Spaces Public Places Sales Tax — T = Timber Revenue

In addition to the planned projects listed above, additional recreation projects will be identified and funded out of the Alachua County Wild Spaces Public Places (WSPP) voter approved sales tax revenues.

Exhibit 1 – Proposed Text Amendment to Alachua County Comprehensive Plan

Underlined text is proposed to be added
Regular text is currently adopted language

~~Struck through~~ text is proposed for deletion

FUTURE LAND USE ELEMENT

Policy 1.3.10.4

Densities higher than 24.00 DU/Acre may be considered in activity centers, ~~and~~ within developments that meet the standards for Traditional Neighborhood Development as provided in Objective 1.6 and subsequent policies, Transit Oriented Development as provided in Objective 1.7 and subsequent policies, and within residential or mixed-use developments that qualify for a density bonus by providing affordable housing as detailed in the Land Development Regulations. ~~A comprehensive plan amendment will be required to establish additional policies to ensure compatibility with surrounding land uses and identify areas appropriate for these higher densities.~~

OBJECTIVE 1.6 – TRADITIONAL NEIGHBORHOOD DEVELOPMENTS

To provide for interconnected, mixed-use development through specific site and design standards that create pedestrian and bicycle friendly communities, reduce per capita greenhouse gas emissions and vehicular trips on external roadways and provide development patterns that are transit supportive.

...

Policy 1.6.9 Affordable Housing Incentives within Traditional Neighborhood Developments: Affordable housing shall be encouraged and incentivized within Traditional Neighborhood Developments through the following strategies.

(a) Substitution of Non-Residential Floor Area with Affordable Residential Units

The minimum required amount of non-residential floor area within the TND may be substituted with affordable residential units in accordance with the following:

- (1) The Land Development Regulations shall include detailed options for substituting non-residential floor area with affordable residential units within TNDs. Options shall include substitution rates that provide greater reduction in the required non-residential floor area per unit by providing greater depth of affordability. Options shall also include substitution rates that allow for and encourage the development of affordable residential units within unbuilt non-residential portions or phases of existing TNDs that are otherwise substantially built out.

- (2) The total non-residential floor area within a TND shall not be reduced to an amount less than 10,000 square feet as a result of any substitution under this subsection.
- (3) As a density bonus, affordable residential units proposed under this subsection shall not be counted toward the maximum allowable residential density within the development and they shall not be included in the calculation of the required non-residential floor area for the TND.

(b) Density Bonus for Provision of Affordable Residential Units

A density bonus of up to 4 dwelling units per acre is allowable within a TND provided that a minimum of 20% of the additional units realized through this bonus are designated as affordable. Such bonus units shall not be included in the calculation of the required non-residential floor area for the TND.

(c) Affordability Standards

For purposes of this policy, affordable residential units are residential units that are designated as affordable to households with income at or below 80% of the area median income (AMI) for households within the Metropolitan Statistical Area, adjusted for family size. Such units must remain affordable for a period of 30 years.

(d) General Standards for Affordable Residential Units

Affordable residential units proposed under this policy must be provided on-site and should generally not be concentrated in one portion of the development. They must be comparable to market rate units within the development in terms of overall quality of construction, quality of exterior appearance, and energy efficiency, and must have the same access to all on-site amenities available to market rate units.

(e) Affordability requirements will be guaranteed by an agreement between the developer and the County as part of the development review process, as detailed in the Land Development Regulations.

Objective 1.7 - TRANSIT ORIENTED DEVELOPMENT

To provide for compact, mixed-use, pedestrian and bicycle friendly communities designed with the densities and intensities needed to support transit service, reduced per capita greenhouse gas emissions and enable an individual to live, work, play and shop in a community without the need to rely on a motor vehicle for mobility.

...

Policy 1.7.11 Affordable Housing Incentives within Transit Oriented Developments: Affordable housing shall be encouraged and incentivized within Transit Oriented Developments through the following strategies.

(a) Substitution of Non-Residential Floor Area with Affordable Residential Units

The minimum required amount of non-residential floor area within the TOD may be substituted with affordable residential units in accordance with the following:

- (1) The Land Development Regulations shall include detailed options for substituting non-residential floor area with affordable residential units within TODs. Options shall include substitution rates that provide greater reduction in the required non-residential floor area per unit by providing greater depth of affordability. Options shall also include substitution rates that allow for and encourage the development of affordable residential units within unbuilt non-residential portions or phases of existing TODs that are otherwise substantially built out.
- (2) The total non-residential floor area within a TOD shall not be reduced to an amount less than 10,000 square feet plus 50 square feet per total residential unit as a result of any substitution under this subsection.
- (3) As a density bonus, the affordable residential units proposed under this policy shall not be counted toward the maximum allowable residential density within the development and they shall not be included in the calculation of the required non-residential floor area for the TOD.

(b) Density Bonus for Provision of Affordable Residential Units

A density bonus of up to 4 dwelling units per acre is allowable within a TOD provided that a minimum of 20% of the additional units realized through this bonus are designated as affordable. Such bonus units shall not be included in the calculation of the required non-residential floor area for the TOD.

(c) Affordability Standards

For purposes of this policy, affordable residential units are residential units that are designated as affordable to households with income at or below 80% of the area median income (AMI) for households within the Metropolitan Statistical Area, adjusted for family size. Such units must remain affordable for a period of 30 years.

(d) General Standards for Affordable Residential Units

Affordable residential units proposed under this policy must be provided on-site and should generally not be concentrated in one portion of the development. They must be comparable to market rate units within the development in terms of overall quality of construction, quality of exterior appearance, and energy efficiency, and must have the same access to all on-site amenities available to market rate units.

(e) Affordability requirements will be guaranteed by an agreement between the developer and the County as part of the development review process, as detailed in the Land Development Regulations.

Policy 7.1.3 As part of the periodic update of the Comprehensive Plan and any proposed amendments to the Urban Cluster, determine a sufficient and non-excessive amount of land within the Urban Cluster to accommodate urban uses for a ten year and twenty year time frame.

(a) The determination (methodology is shown in Appendix A) shall be based on a comparison of:

- 1) a forecast need for land for urban residential and non-residential development based on projected population, average household size, a residential vacancy rate, and a market factor. The market factor for the ten year time frame shall be 2.0. The market factor for the 20 year time frame shall be 1.5
- 2) land available in the Urban Cluster for urban residential and non-residential uses. Mapping of environmentally sensitive areas shall be utilized as a factor for determining land availability

(b) If the comparison shows that the land available is less than the forecast need for land, the following measures shall be considered:

- 1) revisions to density standards and land development regulations, or other measures, to accommodate greater population within the existing Urban Cluster
- 2) coordination with municipalities regarding possible reallocation of forecast need to the incorporated areas
- 3) phased expansion of the Urban Cluster

(c) If the forecast need for one type of land use exceeds the supply of land for that particular use, a revision to the allocation of land uses within the Urban Cluster shall be considered before the Urban Cluster is expanded.

- (d) If this methodology determines expansion of the Urban Cluster is warranted, the evaluation of appropriate location shall be subject to analysis including the following economic, infrastructure, transportation, and conservation and recreation criteria:
- 1) rural character and viable agriculture land and the potential impact of expansion of the Urban Cluster on existing agricultural uses
 - 2) economic development considerations including affordable housing
 - 3) relationship to existing and planned future urban services and infrastructure
 - 4) access to the regional transportation network and multi-modal transportation systems
 - 5) Conservation and Preservation land uses
 - 6) planned recreation/open space or greenway systems
- (e) In addition to meeting the requirements identified above, any proposed amendment to expand the Urban Cluster must either:
- 1) ~~include~~ a commitment to purchase development rights at a rate equivalent to or greater than the proposed increase in density or intensity through the Transfer of Development Rights program in accordance with Section 9.0 of this Element, or
 - 2) Include a commitment to provide affordable housing units in accordance with the following:
 - a. A minimum of 25% of the additional residential units authorized through the Urban Cluster expansion (calculated as the difference between the potential maximum number of residential units allowable on the property under the existing and proposed future land use categories) shall be designated as affordable residential units.
 - b. For purposes of this subsection, affordable residential units are residential units that are designated as affordable to households with income at or below 80% of the area median income (AMI) for households within the Metropolitan Statistical Area, adjusted for family size. Such units must remain affordable for a period of 30 years.
 - c. Affordable residential units proposed under this policy must be provided on-site, integrated with the market rate units, and evenly dispersed throughout any development. They must be comparable to market rate units in terms of overall quality of construction, quality of exterior appearance, and energy efficiency, and must have the same access to any on-site amenities available to market rate units.

- d. Affordability requirements will be guaranteed by an agreement between the property owner and the County. Such agreement will be considered for approval by the County Commission concurrent with the final adoption hearing for the application to expand the Urban Cluster.
- e. Prior to issuance of a Construction Permit for residential use on such property, the applicant must enter into a Land Use Restriction Agreement (LURA) or similar legal instrument in a form established by the County for compliance monitoring of affordability requirements.

Policy 7.1.4. Any application by a property owner for a future land use map change that would allow for an increase in the potential number of residential units on a property must, if approved, include a commitment to provide affordable residential units in accordance with the following:

- (a) A minimum of 10% of the additional residential units resulting from the approval of such future land use map change (calculated as the difference between the potential maximum number of residential units allowable on the property under the proposed and existing future land use categories) shall be designated as affordable residential units.
- (b) For purposes of this policy, affordable residential units are residential units that are designated as affordable to households with income at or below 80% of the area median income (AMI) for households within the Metropolitan Statistical Area, adjusted for family size. Such units must remain affordable for a period of 30 years.
- (c) Affordable residential units proposed under this policy must be provided on-site, integrated with the market rate units, and evenly dispersed throughout any development. They must be comparable to market rate units in terms of overall quality of construction, quality of exterior appearance, and energy efficiency, and must have the same access to any on-site amenities available to market rate units.
- (d) Affordability requirements will be guaranteed by an agreement between the property owner and the County. Such agreement will be considered for approval by the County Commission concurrent with the final adoption hearing for the application.
- (e) Prior to issuance of a Construction Permit for residential use on such property, the applicant must enter into a Land Use Restriction Agreement (LURA) or similar legal instrument in a form established by the County for compliance monitoring of affordability requirements.

Existing Policy # 7.1.4 and subsequent policies will be renumbered as necessary.

HOUSING ELEMENT

Policy 1.1.5 Alachua County will consider inclusionary housing requirements and incentives to promote the development and geographic dispersion of low, very low, and extremely low-income housing within the Urban Cluster.

Existing Policy # 1.1.5 and subsequent policies will be renumbered as necessary

Policy 1.2.2 Alachua County shall provide incentives in the land development regulations and other County ordinances for the development and redevelopment of affordable housing. These incentives may include but are not limited to:

- (a) fee relief, including but not limited to, impact fee and mobility fee assistance;
- (b) provisions for expedited development review, approval, and permitting processes;
- (c) ~~special provisions for reservation of infrastructure capacity for concurrency~~;
- (d) density bonuses;
- (e) provisions for reduced lot sizes and modification of setback requirements; and
- (f) grants and other financial incentives.

Policy 1.2.8 Establish regulatory incentives for the development and redevelopment of new housing units that are affordable to low, very low and extremely low-income households. ~~The Incentives for new affordable units are to be located within proximity to~~ should take into account locational factors such as proximity to major employment centers, high performing public schools, and public transit.

Policy 1.2.10 Alachua County will promote the development of affordable housing through implementation of the Live Local Act as provided in Sections 125.01055 (6) and (7), Florida Statutes. The Land Development Regulations shall specify the standards and procedures for approval of multifamily residential and mixed-use developments that meet the minimum affordability requirements of the statute and shall provide for density bonuses for those developments that exceed the minimum affordability requirements.

Policy 2.4.6 ~~Amend to~~ The land development regulations to allow shall provide for adaptive reuse to facilitate the repurposing of existing vacant structures for affordable housing for low, very low and extremely low-income households.

HOUSING ELEMENT DEFINITIONS

Affordable Housing: Affordable means that monthly rent or monthly mortgage payments including utilities, insurance and property taxes generally do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross income for households qualifying under the definitions for low-income, moderate-income, extremely low-income, and very low-income. This does not preclude participation in federal or state programs that allow for a higher percentage of income to be devoted to rent or mortgage payments-, or that use different definitions of affordability that are specific to those programs.

Inclusionary Housing: Inclusionary Housing (also referred to as “Inclusionary Zoning”) refers to a public policy that requires or incentivizes developers to designate a certain percentage of housing units within new development or redevelopment as affordable to households of specified income levels. Inclusionary Housing policies typically identify a percentage of the total housing units within a development that are required or incentivized to be affordable, target income levels for affordability, and a number of years that those units must remain affordable. Inclusionary Housing is intended to promote the geographic dispersion of affordable housing units throughout the community and encourage a mix of affordable and market rate housing within new development or redevelopment.

**NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
STRATEGIC REGIONAL POLICY PLAN EVALUATION AND APPRAISAL**

Regional Planning Council: North Central Fl
Review Date: 2/27/25
Amendment Type: Evaluation and Appraisal

Regional Planning Council Item No.: 61
Regional Planning Council: Northeast Florida
Item: Northeast Florida Strategic Regional
Policy Plan Evaluation and Appraisal

Date Mailed to Northeast Florida Regional Council and Executive Office of the Governor:
2/28/25 (estimated)

The Northeast Florida Regional Council, pursuant to Rule 27E-5.006(1)(c), Florida Administrative Code, has submitted revisions to its strategic regional policy plan to the Council for review and comment. A written report containing regional comments, if any, is to be provided to the Executive Office of the Governor as well as the Northeast Florida Regional Council within 30 calendar days of receipt of the amendment. This review focuses on impact of the proposed amendment to the North Central Florida Regional Planning Council.

DESCRIPTION OF AMENDMENT

The Evaluation and Appraisal of the Northeast Florida Strategic Regional Policy Plan represents an assessment to determine the degree to which the Northeast Florida Strategic Regional Policy Plan has been successful in achieving the goals of the amended Plan for the last five years (see attached).

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

The North Central Florida Strategic Regional Policy Plan includes the Floridan Aquifer as a Natural Resource of Regional Significance. The plan also identifies and maps Areas of High Recharge Potential to the Floridan Aquifer as a Natural Resource of Regional Significance. The North Central Florida Strategic Regional Policy Plan Natural Resources of Regional Significance Strategic Regional Subject Area includes a discussion of declines to the potentiometric head of the Floridan Aquifer and how, at least to some extent, the declines are partially the result of increased consumption of groundwater within northeast Florida.

In order to mitigate impacts to the potentiometric surface of the Floridan Aquifer, the North Central Florida Strategic Regional Policy Plan includes policies which discourage the transfer of groundwater across water management district boundaries until such time as the receiving jurisdiction has implemented all practicable water supply alternatives and conservation measures, and where the current and to discourage inter-district transfers where the projected water needs of the area from where the water is to be taken cannot be met. These policies not only help mitigate declines to the potentiometric surface of the Floridan Aquifer within the north central Florida region; they also help mitigate declines in adjoining regions. It is recommended that the Northeast Florida Strategic Regional Policy Plan include similar policies to mitigate declines to the potentiometric surface of the Floridan Aquifer in the north central Florida region.

In addition to the Floridan Aquifer and Areas of High Recharge Potential to the Floridan Aquifer, the North Central Florida Strategic Regional Policy Plan identifies and maps numerous water-dependent Natural Resources of Regional Significance. Therefore, the North Central Florida Strategic Regional Policy Plan Natural Resources of Regional Significance Strategic Regional Subject Area contains a policy

encouraging water management districts to take into account, and to not violate, the minimum flows and levels of waterbodies located within adjacent water management districts when preparing water supply plans and when issuing consumptive use permits. This policy not only helps mitigate adverse impacts to water-dependent Natural Resources of Regional Significance within north central Florida, it also helps mitigate adverse impacts to Natural Resources of Regional Significance located in adjoining regions. It is recommended that the Northeast Florida Strategic Regional Policy Plan include a similar policy to mitigate adverse impacts to water-dependent Natural Resources of Regional Significance in the north central Florida region.

Several roads identified and mapped in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network also traverse the northeast Florida region. These include Interstate Highway 10, U.S. Highways 90 and 301, as well as State Roads 16, 20, 21, 26, 100 and 121. Unlike the North Central Florida Strategic Regional Policy Plan, the proposed update to the Northeast Florida Strategic Regional Policy Plan does not contain policy direction establishing minimum level of service planning standards or, alternatively, policy direction encouraging the implementation of Transportation Best Practices in local government comprehensive plans. Amendments to Chapter 163, Florida Statutes, allow local governments to delete transportation concurrency from local government comprehensive plans. Therefore, significant adverse impacts could occur to the north central Florida Regional Road Network should local governments within the northeast Florida region remove transportation concurrency requirements from their comprehensive plans. Therefore, it is recommended that the Northeast Florida Strategic Regional Policy Plan include a policy encouraging the inclusion of Transportation Best Practices in local government comprehensive plans. It is further recommended that the Northeast Florida Strategic Regional Policy Plan include examples of Best Transportation Practices similar to those contained in the North Central Florida Strategic Regional Policy Plan.

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

See 1, above.

Request a copy of the adopted version of the amendment?

It is recommended that these findings be forwarded to the Northeast Florida Regional Council and the Executive Office of the Governor.

Yes ☒ No ☐
Not Applicable ☐



Strategic Directions and Goals Summary

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EXECUTIVE SUMMARY OF THE SRPP

The Strategic Regional Policy Plan (SRPP) should serve as a guidebook on coordinated steps to achieve the goals for Northeast Florida included in First Coast Visionⁱ. It is a reference guide and data source on most facets of life in the Region and its counties. The Plan is organized around strategic subject areas or elements that are in turn related to the priorities of the State of Florida and the mission of NEFRC.

The SRPP contains policy guidelines only where statute requires them. In other cases, it recommends approaches and supports communities in the strategies they choose to achieve regional goals. It identifies regional goals and the intent of NEFRC to regularly track the progress of the Region in achieving them. It is a tool for communities, Local Government managers and staff, and legislators, but not a mandate. NEFRC focused efforts on creating a Plan for the entire Region. We recommend that it be widely read. We will make our best efforts to ensure that it is understood and to assist communities with its utilization.

2024 ASSESSMENT OF THE SRPP

The SRPP can now be assessed to determine how it has successfully guided Northeast Florida toward achieving the goals included in First Coast Vision for the last five years. It can also be reviewed to determine if it still functions as a reference guide and data source on most facets of life in the Region and its counties. A brief assessment has been added to the strategic subject areas or elements, which are, in turn, related to the Six Pillars priorities of the State of Florida and the mission of NEFRC.

Based on the 2024 Assessment of the SRPP, NEFRC recommends the following updates:

- Update and expand the Cultivation element
- Create a standalone Resilience element, separating it from the Emergency Preparedness and Resiliency element
- Add information on the First Coast Wellbeing Index
- Consider removing the Health element
- Consider removing the Energy element
- Consider removing SRPP alignment with the Florida Chamber Foundation's Six Pillars

STRATEGIC REGIONAL GOALS

SIX PILLARS OF FLORIDA'S FUTURE ECONOMY



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The Strategic Regional Policy Plan is structured as the statute requires, into strategic regional subject areas. In the case of Northeast Florida, there are nine (*five required and four optional*): Communities and Affordable Housing, Economic Development, Emergency Preparedness and Resiliency, Natural Resources of Regional Significance, Regional Transportation, Demographics and Equity, Energy, Health, and Cultivation. All goals and policies in this plan are aligned with the mission of the Northeast Florida Regional Council and with the Six Pillars of Florida's Future Economy (see above). This ensures that the regional plan furthers the State's priorities, and that regional goals are supported by the priorities and abilities of NEFRC.

The following are the high-level regional goals that guide the policies and measures found in each of the strategic regional subject area elements of the SRPP.

DEMOGRAPHICS AND EQUITY

Goal: Progress toward achieving our goals should have a positive impact on the ability of all of Counties in the Region to prosper and all of the residents in the Region to achieve their personal goals. We will look for residents of modest means to spend less of their incomes on

housing and transportation, and for mobility for all to access jobs and those things that impact quality of life.

Pillar: All Six

2024 Assessment: The NEFRC strategy has been to expand its role as a data clearinghouse by gathering and disseminating information helpful to communities in the Region and by maintaining such information when it proves to be helpful to communities in the Region.

The NEFRC continues to expand its role as a regional data clearinghouse by gathering and disseminating information helpful to regional communities and developing and maintaining the First Coast Wellbeing Index (FWCI)ⁱⁱ.

In 2021, the Regional Community Instituteⁱⁱⁱ, a non-profit corporation of the Regional Council designed to advance and promote the vision of regionalism, established a committee to evaluate the impact of the First Coast Vision. Their findings highlighted that the most significant achievement was the collaboration fostered among community members. However, to sustain this momentum, measurable indicators of success were essential.

The group deliberated on the data necessary to gauge the region's progress. This led to the First Coast Well-Being Index, designed to reflect the diverse policy focus in Northeast Florida. The index incorporates a mix of standard metrics on population and mobility alongside unique data points on fishing and tree planting—elements identified as vital in earlier policy discussions about agriculture and natural resources.

The FCWI was released to the public in 2023 and is meant to be a dynamic tool that continuously evolves as community needs and policy discussions change. It serves as both a benchmark and a guiding framework for the region, ensuring that Northeast Florida remains committed to a collaborative, informed approach to future challenges and opportunities.

COMMUNITIES AND AFFORDABLE HOUSING

Goal: Each local government is encouraged to take the lessons learned from visioning, the public preference for multiple growth centers, the opportunities and challenges raised by resources of regional significance and the desires of their residents and determine where new growth should go, ideally in locations allowing it to take advantage of existing infrastructure, be mixed use, compact and connected to other centers. These mixed use growth and redevelopment centers are supported in all seven Counties and have the potential to increase transit ridership, reduce car dependency, maintain water and air quality and conserve water. Once these locations are chosen, governments should do all they

can to support quality development there that will appreciate in value and achieve multiple community and economic goals.

Goal: A safe, sanitary, efficient and resilient housing supply that provides lifestyle choice (agricultural, rural, suburban, and urban) and affordable options for all income, age and ability groups, equitably placed in vibrant, viable and accessible communities throughout the region.

Pillar: Quality of Life and Quality Places, Business Climate and Competitiveness

2024 Assessment: The NEFRC strategy has been to provide support to communities to assist with determining where to encourage growth based on what we have learned with them through visioning efforts. In consultation with local governments and communities, NEFRC will seek funding through Brownfields assessment grants to determine the issues and opportunities presented by sites that may be perceived as having the potential for contamination if they are in areas considered potentially desirable for redevelopment.

Affordable housing has become a primary issue for every jurisdiction in the Region, especially following COVID-19. In response to this regional issue, the NEFRC Board of Directors established an Affordable Housing Committee in 2020, which was convened regularly to identify common problems and potential solutions. At that time, the Affordable Housing Committee created an Affordable Housing Needs Plan. Soon after adopting the Affordable Housing Needs Plan, the State of Florida adopted and enacted the Live Local Act.

The Live Local Act is a comprehensive, statewide, attainable housing strategy designed to increase the availability of affordable housing opportunities for Florida's residents who desire to live within the communities they serve. This framework provides historic recurring funding for housing very-low to moderate-income households. In addition to many new programs, incentives, and opportunities, this legislation focuses Florida's housing strategy on ways to make housing more attainable. As a result of the adoption of the Live Local Act, the Affordable Housing Needs Plan developed by the NEFRC was no longer viable.

The NEFRC continues to seek funding through EPA's Brownfields program. The NEFRC has submitted annual applications for the Brownfield Assessment Grant and narrowly missed out on an FY 24-25 award. Based on comments and feedback from the reviewing agency, the NEFRC intends to submit for a FY 2025 Community-wide Assessment Grant.

ECONOMIC DEVELOPMENT

Goal: Our region is the top destination for opportunity and investments, making it the highest performing economy in the nation.

Goal: View all policy through the lens of the Six Pillars of Florida’s Future Economy. Each of the policies in this plan and all of the actions of the NEFRC will be reviewed based on their relevance to our future, and this includes a broad definition of the assets that drive our regional economy. We will not create a new plan for economic development, but will join the region in support of the goals and policies identified by Elevate Northeast Florida and the Comprehensive Economic Development Strategy.

Goal: Northeast Florida’s economic development strategies, consistent with Federal guidelines, are set with partners and new policy is not set by NEFRC. NEFRC’s goal is to ensure that the Comprehensive Economic Development Strategy is a five-year strategy that reflects economic development planning on a regional and county level, and that the region is always positioned to collaborate to maximize funding opportunities.

Pillar: All Six

2024 Assessment: The SRPP includes data on the Region and regional trends in population growth, competitiveness, employment, workforce education levels, and agriculture. NEFRC may add and maintain information that is useful to local governments through its data clearinghouse function.

Additionally, the NEFRC participated in the development of the JAXUSA 2023-2028 Strategic Plan, *The Future is Now*. In spring 2022, JAXUSA Partnership launched its most ambitious regional economic development planning process to date. Leadership from across Northeast Florida’s seven counties (Baker, Clay, Duval, Flagler, Nassau, Putnam, and St. Johns) recognized that for economic development to be successful, it needed to represent the region as a whole. The result of this planning effort was a regional, people-centric economic development strategy.

During the life of the SRPP, NEFRC will reconvene leaders in the Region to update the Comprehensive Economic Development Strategy. The Economic Develop element will be updated to reflect the 2022-2027 Comprehensive Economic Development Strategy^{iv}.

EMERGENCY PREPAREDNESS AND RESILIENCY

Goal: A resilient and safe region that is prepared for a coordinated and effective response to all hazards in emergencies and is prepared to adapt to change to remain resilient and safe in the long term.

Pillar: Innovation and Economic Development

2024 Assessment: The NEFRC strategy has been to maintain and implement programming in coordination with the Florida Division on Emergency Management (FDEM), the Florida Department of Environmental Protection (FDEP), the Florida Department of Health (FDOH), and local partner agencies. This includes planning for natural disasters using the Local Mitigation Strategy (LMS) process and managing the Northeast Florida Local Emergency Planning Committee for Hazardous Materials (LEPC), the Region 3 Healthcare Coalition Alliance (HCC), and the Statewide Regional Evacuation Study Program (SRESP).

Resilience of the Built Environment has always been included in the Emergency Preparedness and Resilience element, but significant efforts and achievements have occurred since the last SRPP update in 2019, which only covered sea level rise. The NEFRC has formed Resilient First Coast^v (RFC), the regional resiliency collaborative for Northeast Florida, which includes Baker, Clay, Duval, Flagler, Nassau, Putnam, and St. Johns counties. It is a formal partnership that works together to improve the region's resilience. It comprises local governments, businesses, non-profit organizations, academia, and federal/ state agencies. A network of resiliency collaboratives exists in Florida and throughout the nation. RFC gathers regularly to assist in creating and developing a regional resiliency action plan, which is currently being rolled out in phases. Secondly, each of the local governments in the region is presently undergoing state-required vulnerability assessments to determine how exposed and sensitive communities are to six identified hazards. Lastly, the region participates in the EPA's Climate Pollution Reduction Grant (CPRG) program.

Due to these significant changes in the resilience landscape over the last five years, it is recommended that a standalone Resilience element be created and decoupled from the Emergency Preparedness and Resilience element. This should be guided through collaboration with Resilient First Coast.

ENERGY

Goal: A region that is flexible, innovative and takes full advantage of the diversity of potential energy sources, especially local sources. We will not wait for federal or state guidance or mandates to act if action can benefit the region. We acknowledge that, as a region vulnerable to natural disasters, resiliency and redundancy in energy, both in motor fuel and power, can set us apart from regions that choose not to address these issues that can be of large impact to business and residents.

Pillar: Infrastructure and Growth Leadership

2024 Assessment: The NEFRC strategy has been to participate in and support programs such as the North Florida Clean Fuels Coalition, which works with vehicle fleets, fuel

providers, community leaders, and other stakeholders to identify community-driven choices that save energy and promote the use of alternative fuels and advanced vehicle technologies in transportation. In addition, energy production and diversification of energy sources have been the domain of local utility providers, which regularly shift based on market demand and resource costs.

It should be noted that there are objectives without policies in this Energy subject area. This is the case when it is not yet clear what role NEFRC will have in implementing the objective. Additionally, some of the subject matter in this area could be incorporated into a new Resilience element, as recommended in the previous section. As a result, it is recommended that the Energy element be removed from the SRPP and any relevant data, goals, objectives, and resources of regional significance be included in the new Resilience element.

HEALTH

Goal: The Region supports local and regional efforts to ensure that the region's residents have access to a healthy lifestyle and good health care. Many policies in other elements of the SRPP support the implementation of these objectives. NEFRC supports our partners in seeking improvement in health outcomes throughout the region.

Pillar: Civic and Governance Systems, Quality of Life and Quality Places

2024 Assessment: The NEFRC strategy has been to maintain a board position and to support the programming and initiatives of the Health Planning Council of Northeast Florida (HPC). NEFRC maintains a Memorandum of Understanding (MOU) that says the NEFRC will leverage initiatives, particularly in the built environment and healthcare interface, data development/maintenance, and public outreach and education.

HPC was a contributing partner with NEFRC in creating the First Coast Well-Being Index, which captures many data sets used to evaluate community health, such as the number of hospital beds and physicians per capita, people with health insurance, and mobility access.

It should be noted that there are objectives with no policies in this subject area. This is the case when it is not yet clear what role NEFRC will have in the implementation of the objective. Additionally, the only data set included in this area is a map showing food deserts, as defined by the US Department of Agriculture.

As a result, it is recommended that the Health element be removed from the SRPP and any relevant data, goals, objectives, and resources of regional significance be included in other subject areas of the SRPP, where possible. NEFRC will maintain the MOU with the HPC.

NATURAL RESOURCES OF REGIONAL SIGNIFICANCE

Goal: Northeast Florida recognizes that some resources have the potential to impact more than one jurisdiction, and their viability is of concern to the Region. NEFRC promotes the protection of these resources, as contained on the Natural Resources of Regional Significance list.

Pillar: Quality of Life and Quality Places

2024 Assessment: The State has mandated identifying Natural Resources of Regional Significance. The NEFRC has also included those resources suggested by Counties in the Region and parks greater than 20 acres identified as Florida Land Management Areas, or in the Florida State Park System.

The NEFRC strategy has been to convene its partners as necessary to consider the long-term viability of natural resources of regional significance and assist them in meeting their goals while ensuring the quality of life for current and future residents of Northeast Florida.

The NEFRC maintains GIS mapping for green infrastructure, such as agricultural lands, floodplains, aquifer recharge areas, recreational lands, silviculture, and wetlands, which will be updated. As part of the update process, the following lists and maps will be reviewed: Waterbodies and Wetlands, Parks and Preserves, Trails, Blueways, Floridan Aquifer, and Recharge Areas.

REGIONAL TRANSPORTATION

Goal: Create efficient connectivity within the Region, and with state, national, and global economies. Include centers of population and jobs that are well-connected, limit commute times for most residents and provide opportunities for all residents of the region to work if they choose. Northeast Florida makes development of regional employment centers and infrastructure a first priority, politically and fiscally.

Goal: In order to promote a diversified and vibrant regional economy, the Region supports an efficient multi-modal transportation framework to move people and goods, and NEFRC and its partners support over time the infrastructure investments needed to make it work. The framework maintains an environment that includes mobility options to move goods and people to support business and industry.

Pillar: Innovation and Economic Development

2024 Assessment: The Regional Transportation Commission has ended, and NEFRC has participated in the Regional Transit Working Group. NEFRC will continue to participate and coordinate with other partners at the Florida Department of Transportation, the Commission for the Transportation Disadvantaged, the North Florida Transportation Planning Organization, and the River to Sea Transportation Planning Organization.

As this is a required subject area or element of the SRPP, accompanying data will be updated.

REGIONAL CULTIVATION

Goal: Recognize the importance of cultivation in Northeast Florida and be part of the conversation on what approaches are appropriate here and how to successfully implement them.

Pillar: Innovation and Economic Development

2024 Assessment: Cultivation was a new subject area added during the 2019 SRPP update. Previous SRPPs failed to recognize that agriculture, fishing, and silviculture support the region's health, safety, economy, and natural environment in a way that merits a free-standing subject area of the Plan. As this was the beginning, it was not yet possible for this subject area to embody a vision for cultivation. Instead, it recognized the importance of cultivation in Northeast Florida and should be updated over time to reflect the appropriate approaches.

It is recommended that this subject area be updated to reflect the guidance from convening cultivation subject matter experts in the region, especially those people and entities that guided the development and adoption of the Cultivation element in 2019.

REFERENCES OUTSIDE THE SRPP

- i For more about the First Coast Vision, visit <http://www.firstcoastvision.com>
- ii For more about the First Coast Well-Being Index, visit <https://www.nefrc.org/well-being-index>
- iii For more about the Regional Community Institute of Northeast Florida, Inc., visit <https://www.rcinef.org/>
- iv For more about the 2022-2027 Comprehensive Economic Development Strategy, visit <https://www.nefrc.org/ceds2022>
- v For more about Resilient First Coast, visit <https://resilientfirstcoast.com/>

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

Regional Planning Council: North Central Fl
Review Date: 2/27/25
Amendment Type: Draft Amendment

Regional Planning Council Item No. 62
Local Government: Town of White Springs
Local Government Item No.:
State Land Planning Agency Item No.: 25-1ER

Date Mailed to Local Government and State Land Planning Agency: 2/28/25 (estimated)

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

DESCRIPTION OF AMENDMENT

The Town is amending the text of the Town Comprehensive Plan based on an evaluation completed by the Town to reflect changes in state requirements pursuant to Section 163.3191, Florida Statutes. More specifically, the amendment amends the text of the Town Comprehensive Plan by adding a Property Rights Element (see attached).

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

The Town is bisected by U.S. Highway 41 which is identified and mapped in the Strategic Regional Policy Plan as Regional Transportation Facilities. Nevertheless, significant adverse impacts are not anticipated to occur to these regional roads as a result of the amendment since the amendment does not result in an increase in intensity or density of use.

Regional Ecological Greenway, Natural Resources of Regional Significance, as identified and mapped in the Strategic Regional Policy Plan, is located in the Town. Nevertheless, significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance, as the amendment does not result in an increase in intensity or density of use.

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

The Town 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?

It is recommended that these findings be forwarded to the Town and FloridaCommerce.

Yes X No
Not Applicable

**EXCERPTS FROM THE
TOWN COMPREHENSIVE PLAN AMENDMENT**

ORDINANCE NO. 2025-02

FIRST READING

AN ORDINANCE OF THE TOWN OF WHITE SPRINGS, FLORIDA, PROVIDING FOR A TEXT AMENDMENT TO THE TOWN OF WHITE SPRINGS COMPREHENSIVE PLAN, AS AMENDED, PURSUANT TO CHAPTER 163.3177(6)(i)1, FLORIDA STATUTES (2021), TO ADOPT A PRIVATE PROPERTY RIGHTS ELEMENT TO BE INCLUDED INTO THE TOWN OF WHITE SPRINGS, FLORIDA COMPREHENSIVE PLAN UNDER THE AMENDMENT PROCEDURES ESTABLISHED IN SECTIONS 163.3161 THROUGH 163.3215, FLORIDA STATUTES, AS AMENDED; PROVIDING SEVERABILITY; REPEALING ALL ORDINANCES IN CONFLICT; AND PROVIDING AN EFFECTIVE DATE

WHEREAS Sections 163.3161 through 163.3215, Florida Statutes, as amended, empowers, and requires the Town Council to prepare, adopt and implement a comprehensive plan; and

WHEREAS the Florida Legislature has required local governments to adopt a Private Property Rights Element to the Comprehensive Plan in compliance with Chapter 163.3177(6)(i)1, said element is attached to this Ordinance and made a part hereof; and

WHEREAS, the Town Council of the Town of White Springs, Florida, has been designated as the Local Planning Agency of the Town of White Springs, Florida; and

WHEREAS, pursuant to Section 163.3174, Florida Statutes, as amended, and the Land Development Code, as amended, the Town Council, serving also as the Local Planning Agency, held a public hearing, with public notice having been provided, pursuant to the procedures established in Sections 163.3161 through 163.3215, Florida Statutes, as amended, on said application for an amendment, as described below, and at said public hearing, the Town Council, serving also as the Local Planning Agency, reviewed and considered all comments received during the public hearing concerning said application, as described below; and

WHEREAS, the Town Council has determined and found said application for an amendment, as described below, to be compatible with the Future Land Use Element objectives and policies, and those of other affected elements of the Comprehensive Plan; and

WHEREAS, the Town Council 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 TOWN COUNCIL OF THE TOWN OF WHITE SPRINGS, FLORIDA, AS FOLLOWS:

SECTION 1. Pursuant to Section 163.3174, Florida Statutes, as amended, the Town Council hereby adopts a Private Property Rights Element to be included within the Town of White

Springs Comprehensive Plan, which is attached hereto as Exhibit “A” and made a part hereof.

SECTION 2. CODIFICATION; SCRIVENER’S ERRORS.

- A. Section 1 of this Ordinance shall be codified, and all other sections shall not be codified.
- B. The sections, divisions and provisions of this Ordinance may be renumbered or re-lettered as deemed appropriate by the Code codifier.
- C. Typographical errors and other matters of a similar nature that do not affect the intent of this Ordinance, as determined by the Town Clerk and Town Attorney, may be corrected with the endorsement of the Town Manager, or designee, without the need for a public hearing.

SECTION 3. REPEAL OF CONFLICTING ORDINANCES. All ordinances or parts of ordinances in conflict with this Ordinance, or inconsistent with the provisions of this Ordinance, are hereby repealed to the extent necessary to give this Ordinance full force and effect.

SECTION 4. EFFECTIVE DATE.

- A. This Ordinance shall take effect immediately upon final adoption.
- B. The effective date of this plan amendment adopted by this Ordinance shall be thirty-one (31) days following adoption. However, if any affected person files a petition with the Florida Division of Administrative Hearings pursuant to Section 120.57, Florida Statutes, to request a hearing to challenge the compliance of this plan amendment with Sections 163.3161 through 163.3215, Florida Statutes, within thirty (30) days following the date of adoption of this plan amendment, this plan amendment shall not become effective until the Florida Department of Economic Opportunity or the Florida Administration issues a final order determining this plan amendment is in compliance. No development orders, development permits, or land uses dependent on this plan amendment may be issued or commence before it has become effective.

On first reading passed by a vote of ____ to ____ on the _11th_ day of February 2025.
On second reading passed by a vote of ____ to ____ on the ____ day of 2025.

BY: _____
Jacqueline Williams, Mayor

Attest: _____
Audre’ J. Ruise, Town Clerk

Approved as to Form and Legality: _____
Leslie Jean-Bart, Town Attorney

EXHIBIT “A”

XI

PRIVATE PROPERTY RIGHTS ELEMENT

INTRODUCTION

The Private Property Rights Element identifies property rights that will be considered in local decision-making. The provisions of Section 163.3177(6)(i), Florida Statutes, are included in the Goal, Objective and Policy stated within this proposed element.

PRIVATE PROPERTY RIGHTS ELEMENT GOAL, OBJECTIVE AND POLICY

GOAL

To recognize that the Town will respect judicially acknowledged and constitutionally protected private property rights and consider them in local decision-making concerning land use and zoning matters.

Objective 1

The Town will consider private property rights, including the applicability of judicially acknowledged and constitutionally protected private property rights when making decisions.

Policy 1.1

The following rights shall be considered in decision-making by the Town of White Springs concerning land use and zoning matters:

- 1) The right of a property owner to physically possess and control their interest in property, including easements, leases, or mineral rights.
- 2) The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the uses of any other person, subject to state law and local ordinances.
- 3) The right of the property owner to privacy and to exclude others from the property to protect the owner’s possessions and property.
- 4) The right of a property owner to dispose of his or her property through sale or gift.

