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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 **August 28, 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.**

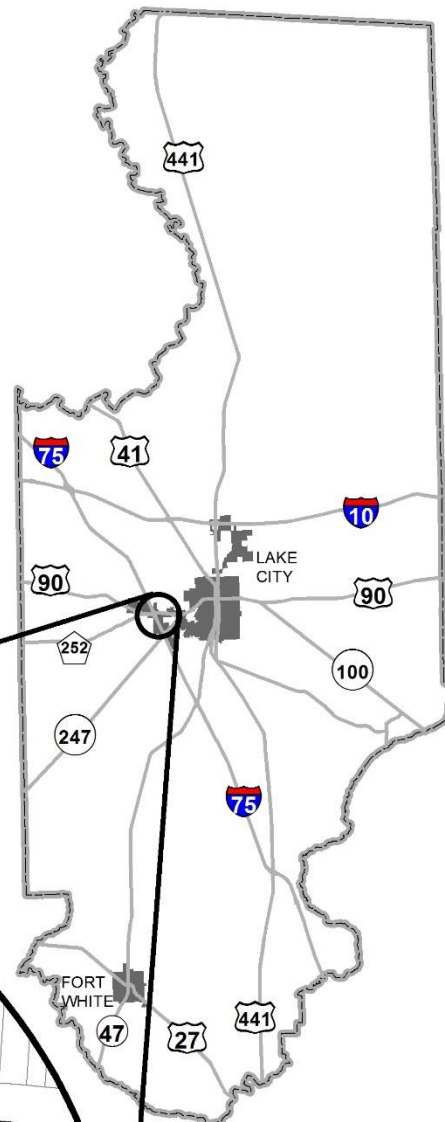
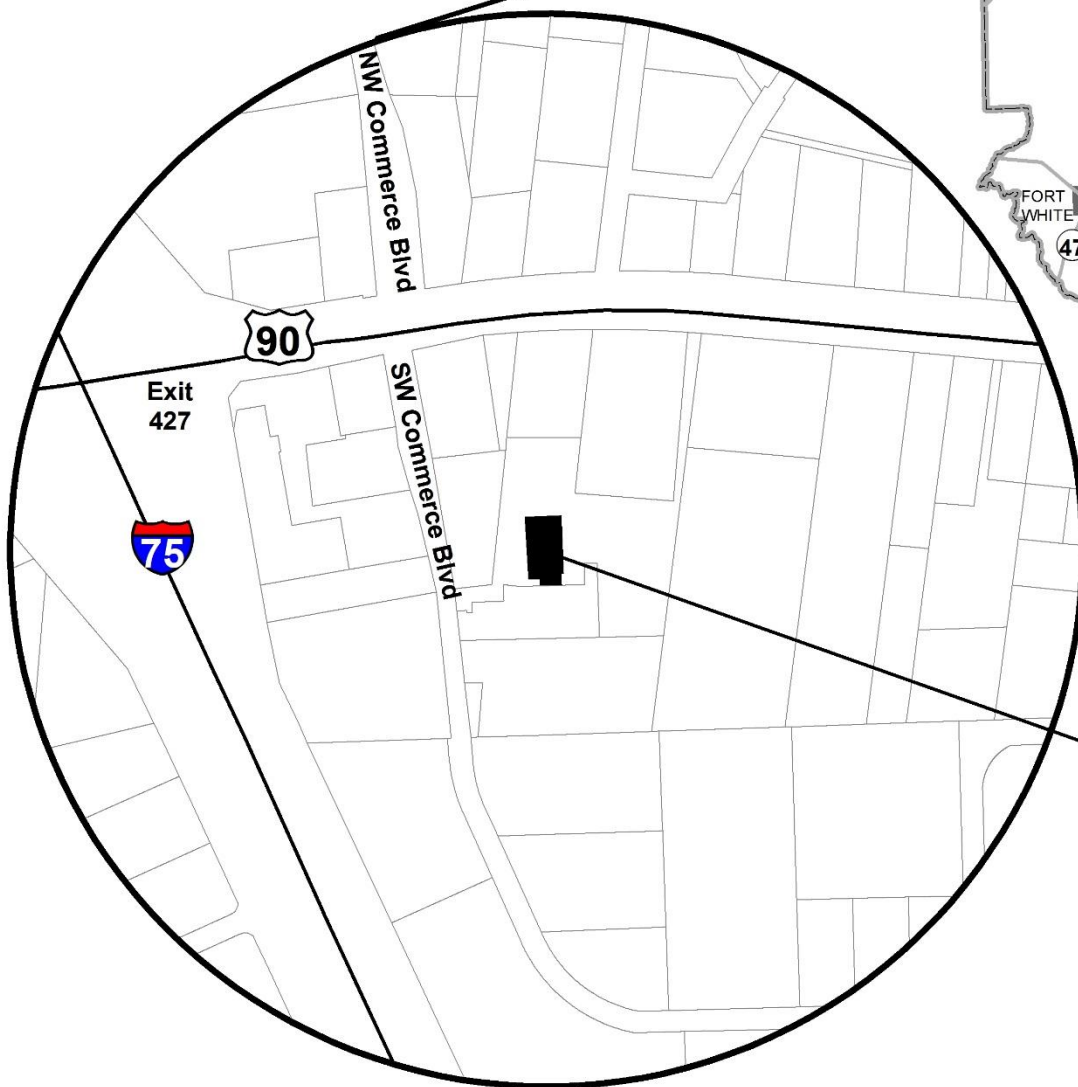
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Holiday Inn Hotel & Suites

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

August 28, 2025
6:00 p.m.

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	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
Drury Inn and Suites
4000 Southwest 40th Boulevard
Gainesville, Florida and
Via Communications Media Technology

June 30, 2025
6:00 p.m.

MEMBERS PRESENT IN PERSON

James Howell
Melissa McNeal
Daniel Riddick, Vice-Chair
Jody Stephenson

MEMBERS ABSENT

Patricia Bouie Hutchinson, Chair
James Carter Jr.
Ken Cornell

MEMBERS PRESENT VIA
COMMUNICATIONS
MEDIA TECHNOLOGY
FOR QUORUM

None

STAFF PRESENT

Lauren Yeatter - In-Person

MEMBERS PRESENT
VIA COMMUNICATIONS
MEDIA TECHNOLOGY
(NOT FOR QUORUM)

None

Noting the presence of a quorum, the meeting was called to order by Vice-Chair Riddick at 6:02 p.m.

I. APPROVAL OF THE AGENDA

Vice-Chair Riddick requested approval of the agenda as presented.

ACTION: It was moved by Commissioner Stephenson and seconded by Commissioner Howell to approve the June 30, 2025 Clearinghouse Committee Agenda as presented. The motion carried unanimously.

II. APPROVAL OF THE MAY 22, 2025 MEETING MINUTES

ACTION: It was moved by Commissioner Stephenson and seconded by Commissioner Howell to approve the May 22, 2025 Clearinghouse Committee meeting minutes as circulated. The motion carried unanimously.

III. COMMITTEE-LEVEL REVIEW ITEMS

- #76 - City of Newberry Comprehensive Plan Draft Amendment (FC No. 25-1ESR)
- #77 - Alachua County Comprehensive Plan Draft Amendment (FC No. 25-3ESR)
- #83 - Alachua County Comprehensive Plan Adopted Amendment (FC No. 25-1ESR)
- #84 - City of Newberry Comprehensive Plan Draft Amendment (FC No. 25-2ESR)

ACTION: It was moved by Commissioner Stephenson and seconded by Commissioner Howell to group Committee-Level Review Items #76, #79, #83 and #84 for purpose of review. The motion carried unanimously.

Lauren Yeatter, Senior Planner, stated that the staff reports for Items #76, #79, #83 and #84 find the comprehensive plans, as amended, are not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjoining local governments.

ACTION: It was moved by Commissioner Stephenson and seconded by Commissioner Howell to recommend that the Council approve the staff reports for Item #76, #79, #83 and #84 as circulated. The motion carried unanimously.

IV. PUBLIC COMMENTS - None

The meeting adjourned at 6:38 p.m.

Melissa McNeal, Chair

8/28/25
Date

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

Regional Planning Council: North Central FL
Review Date: 8/28/25
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 85
Local Government: Town of Inglis
Local Government Item No.: CPA 25-01
State Land Planning Agency Item No.: 25-01ER

Date Mailed to Local Government and State Land Planning Agency: 8/29/25 (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 and the Future Land Use Plan Map of the Town Comprehensive Plan based on an evaluation completed by the pursuant to Section 163.3191, Florida Statutes. The amendment revises the Future Land Use Element; the Transportation Element; the Housing Element; the Infrastructure Element; the Conservation Element; the Recreation and Open Space Element; the Intergovernmental Coordination Element; the Capital Improvements Element; the Economic Element; the Property Rights Element; and the Future Land Use Plan Map of the Town Comprehensive Plan (see attached excerpts).

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

The Town is bisected by U.S. Highway 19/98 and State Road 40, both of which are identified and mapped in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network. Nevertheless, significant adverse impacts are not anticipated to occur to these regional roads as a result of the amendment since it does not result in an increase in intensity or density of use.

The Floridan Aquifer, a Natural Resource of Regional Significance as identified and mapped in the Withlacoochee Strategic Regional Policy Plan, is located within the Town. Nevertheless, significant adverse impacts are not anticipated to occur to this Natural Resource of Regional Significance since 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 the Florida Department of Commerce.

Yes X No

Not Applicable

**EXCERPTS FROM THE
TOWN COMPREHENSIVE PLAN AMENDMENT**

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Chapter Two

Transportation Element

GOAL 2: TO PROVIDE A SYSTEM FOR BOTH MOTORIZED AND NON-MOTORIZED MODES OF TRANSPORTATION WHICH SERVES TO MAXIMIZE PUBLIC SAFETY, SUPPLY CONVENIENT ACCESS TO DESTINATIONS, IS EFFICIENT IN DESIGN, AND PROMOTES ENERGY CONSERVATION.

OBJECTIVE 2.1: The Town shall coordinate with the County, and the Florida Department of Transportation, to mitigate the projected capacity impacts along roadway segments of state, county, and town owned roadways.

Policy 2.1.1: The Town shall implement a notification process, as part of a development permit application, in order to inform, the Florida Department of Transportation, and the County, when proposed development will result in an increased traffic volume on state or county owned roadways that will reduce the roadway's operating level of service.

Policy 2.1.2: The Town shall coordinate with the Florida Department of Transportation to implement traffic control methods which will improve safety, and limit air and noise pollution, attributable to truck and other motorized vehicle traffic, on state or county owned highways which pass through the Town.

Policy 2.1.3: Through consideration of joint action with the Florida Department of Transportation and the County, the Town will evaluate the benefits of coordinated action in support of transportation demand and system management solutions if as needed or in response to an outside request.

OBJECTIVE 2.2: The Town Planning Commission shall administer a comprehensive program to monitor motorized and non-motorized transportation systems for safety, access, efficiency, energy conservation, and level of service conditions by reporting to the Town Commission whenever of the Planning Commission's meeting agenda items relate to any of these subject topics. The monitoring program may use traffic volume counts and other information compiled by the Florida Department of Transportation and the County.

Policy 2.2.1: The Town does hereby adopt the following peak hour level of service standards for roadways within the Town, as defined within the most recent version of the Florida Department of Transportation Quality/Level of Service Handbook:

1. Principal Arterials- LOS C at Peak Hour
2. Major and Minor Collectors- LOS C at Peak Hour

Policy 2.2.2: The Town shall adopt and implement standards for trip generation estimates to be used in the development plan review process.

Policy 2.2.3: The Town shall review all development proposals, and require that they provide sufficient information, to ascertain that proposed development's impact to the level of service on roadways in the town, and shall issue a development order with the contingency that a certificate of occupancy for that development will be issued only if the impact of that development on the roadway system will maintain the adopted level of service standards.

Policy 2.2.4: The Town shall implement land development regulations which will require all new development to provide and dedicate additional right-of-way for existing road systems, in which the present right-of-way is insufficient for either, projected future needs for infrastructure improvements, public safety objectives, or for maintenance of the adopted level of service for projected future traffic volumes.

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Policy 2.2.5: The Town's Land Development Regulations shall include requirements for on-site traffic flow for both motorized and non-motorized vehicles, which will assure safe, convenient, movement of vehicles and pedestrians.

Policy 2.2.6: Where new roadway systems are planned according to the Future Traffic Circulation Map, new development which will abut the planned roadway shall be required to dedicate the right-of-way necessary, where applicable, to maintain the adopted level of service for that roadway.

Policy 2.2.7: All new subdivisions shall have paved roads, and adequate drainage structures that meet the adopted level of service standards.

Policy 2.2.8: Periodically, and as often as needed, the Town Planning Commission will agenda discussion to review the Town's concurrency management system. Topics to be evaluated will include impact fees, adoption of a proportionate fair share ordinance, dedications, exactions, in lieu fees, and special assessments.

Policy 2.2.9: For roads, transit or other enhancements to the multimodal system, the Town's concurrency management system mandates transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the approval of a building permit or its functional equivalent that results in traffic generation.

Policy 2.2.10: In accordance with Section 163.3180(5)(h)1.c. and 163.3180(5)(h)2. Florida Statutes, as amended, the Town shall provide a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. However, the landowner shall not be held responsible for the additional cost of reducing or eliminating deficient transportation facilities.

OBJECTIVE 2.3: The formal procedures established in the Capital Improvements Element shall prioritize both, needed roadway improvement projects, and identify the revenues to complete these projects in the **5 10**-year schedule of Capital Improvements.

Policy 2.3.1: The Town shall keep records of roadway, pedestrian, and bicycle accident frequency, and use these records to formulate priorities for motorized and non-motorized traffic improvements.

Policy 2.3.2: Data contained in the Census Transportation Planning Package, the Federal Transportation Administration's National Household Travel Survey, The American Community Survey, and other professionally recognized sources shall be used to develop analysis and indicators evaluating the performance of the goals, policies and objectives of the transportation element.

OBJECTIVE 2.4: All decisions and actions the Town initiates or implements, which will have an impact on the traffic circulation system, shall be consistent with the adopted future land use map and future land use goals, objectives and policies of this plan.

Policy 2.4.1: Proposed changes to the traffic circulation system shall be reviewed for the necessity and appropriateness of the proposed change, in relation to future land uses as depicted on the future land use map, and the adopted level of service standards.

OBJECTIVE 2.5: All future roadway system design shall provide features for non-motorized transportation, the purpose of which is to provide access for all citizens, and to maintain ambient air quality within Environmental Protection Agency, and Florida Department of Environmental Protection standards.

Policy 2.5.1: In accordance with Section 163.3202, Florida Statutes, the Town shall implement land development regulations which will require new development to provide and dedicate pedestrian ways.

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Policy 2.5.2: The Town shall incorporate sidewalks and paved shoulders (bike lanes) in the design of arterial roadway improvements which will provide citizens with access to shopping, employment, public buildings, and recreational centers.

Policy 2.5.3: The Town shall implement a program to prioritize sidewalk construction and repair as part of annual capital improvements element update.

Policy 2.5.4: All pedestrian ways constructed within the Town shall be designed to be accessible to handicapped persons.

OBJECTIVE 2.6: As part of its multi-modal approach to transportation planning, the Town will participate as a stakeholder in transportation planning initiatives related to transit, especially as related to the transportation disadvantaged population, while implementing policies through its Land Development Regulations that support future expansion of transit service provision.

Policy 2.6.1: To create in the Town a dense regional job center, which serves as an access hub, where energy efficient land use patterns effectively reduce vehicle emissions and miles traveled.

Policy 2.6.2: The Town will investigate the Land Development Regulations to determine what specific revisions could help increase the concentration of jobs, residences and commercial along local functionally classified arterial and collector streets to support future efforts to define possible regional transit corridors.

Policy 2.6.3: As growth occurs, the Town will evaluate how energy efficient land use patterns have created density increase at the block, neighborhood and municipal levels. Land use intensity may also be monitored. Where data exists related to both land use and transportation, it will be applied to identify future opportunities for transit corridor identification.

Policy 2.6.4: The Town shall organize automotive trip generation information gathered through the development approval process to enable future analysis of the relationships between major traffic generators to enable efficient use of roadway capacity.

Policy 2.6.5: Land Development Regulations standards related to public access and traffic flow shall help facilitate the effective provision of demand response transit service. The Town will review its Land Development Regulations to ensure it promotes transit supportive development practices.

Policy 2.6.6: To further multimodal connection within the surface transportation system, the Town assess opportunities to place pedestrian improvements and bikeways within the right-of-way of functionally classified roadways.

OBJECTIVE 2.7: In conformance with Section 163.3202, Florida Statutes, as amended, the Town's adopted Land Development Regulations shall provide implementation measures to preserve and protect right-of-way for capacity expansion and necessary capacity improvements. When needed, the Town may revise its program of corridor management or initiate specific transportation system management practices, as implemented through the Land Development Regulations, as an appropriate response to diminishing surplus roadway capacity.

Policy 2.7.1: In order to assist in the preservation of rights-of-way for capacity expansion, the Town shall implement a land development regulation to provide the necessary structure setback along property frontage that abuts arterial highways, and all other roads in the Town.

Policy 2.7.2: Curb cuts shall be kept to a minimum, and shared by neighboring commercial establishments, where practical, along arterial and collector roadways, to both enhance the safety of roadways, and to maintain the adopted level of service.

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Policy 2.7.3: Non-governmental signage and off-site signs shall be prohibited from both existing and future rights-of-way.

Policy 2.7.4: The Town's adopted Land Development Regulations, as required by Section 163.3202, Florida Statutes, as amended, shall require all existing structures that encroach on right-of-way to be considered non-conforming, and those structures shall be under the provisions for non-conforming structures in the Land Development Regulations.

OBJECTIVE 2.8: All roadway improvement projects shall be designed to further develop a safe, accessible, efficient and transportation system. Aesthetic impacts may be addressed through the use of Context Sensitive Design Controls and other methods that help integrate transportation facilities into their surroundings.

Policy 2.8.1: The Town's Land Development Regulations shall require parking lots to be functionally landscaped to -provide maximal shading, beauty (i.e. scale of height, and use of color, shape and texture), and stormwater retention.

Policy 2.8.2: The Town Land Development Regulations shall require that non-governmental signage and off-site signs shall be prohibited from both existing and future rights-of-way.

Policy 2.8.3: At the time of funding allocation for roadway improvements the Town shall pursue funding for aesthetic enhancements.

Policy 2.8.4: In conformance with Section 163.3202, Florida Statutes, the Town Land Development Regulations shall address on-site traffic flow and vehicular parking requirements.

Policy 2.8.5: The Town's Land Development Regulations shall require all new non-residential development to provide off-street parking for both motorized and non-motorized vehicles.

Policy 2.8.6: The Town shall require all new development to provide adequate and safe off-street parking based upon an established density and intensity of permitted land use.

Policy 2.8.7: Utilize corridor overlay zones to manage access along commercial corridors.

Policy 2.8.8: Properties under the same ownership or those consolidated for development shall be treated as one property for the purposes of access management and shall not receive the maximum potential number of access points for that frontage indicated under minimum access spacing standards.

Policy 2.8.9: Shopping centers shall be required to provide a unified access and circulation plan and require any out parcels to obtain access from the unified access and circulation system.

Policy 2.8.10: Existing lots unable to meet the access spacing standards for arterials shall obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements.

Policy 2.8.11: Adequate corner clearance shall be maintained at crossroad intersections with arterials.

Policy 2.8.12: The Town shall encourage cross-access connections easements and joint driveways, where available and economically feasible.

Policy 2.8.13: For State Roads, the number and frequency of connections and access points shall be in conformance with Chapter 14-97 and 17-97, Florida Administrative Code.

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OBJECTIVE 2.9: Should significant aviation, marine or intermodal transportation facilities develop, the town will help coordinate access to the municipal right-of-way pursuant to the requirements of the Land Development Regulations during the site planning process. To accommodate access and mitigation of transportation impacts outside the municipal street system, the Town will plan for development of public, non-automotive facilities with reference to the relevant state of federal plan documents.

Policy 2.9.1: Development of ports, airports or related facilities shall be in accordance with state and federal regulatory directives.

Policy 2.9.2: The Town may promulgate through the Land Development Regulations all controls necessary to ensure compatible land use adjacent to aviation, marine or intermodal facilities. The Town will coordinate land use controls with other jurisdictions as needed to achieve land use compatibility.

Policy 2.9.3: Development of marine, aviation and intermodal transportation facilities should occur in a manner that is consistent with the requirements of the future land use and conservation elements and the town's land development regulations.

Policy 2.9.4: Revision of the Land Development Regulations should occur as needed to promote effective intermodal management practices; major aviation, marine and intermodal facilities shall be removed from incompatible land uses by adequate local in inter-jurisdictional land use controls.

OBJECTIVE 2.10: Mobility will be achieved and sustained through a multi-modal approach that permits user choice between motorized, non-motorized and pedestrian mode options.

Policy 2.10.1: Promote urban infill development opportunities for sites with frontage on higher-order streets to better create a compact, dense and walkable environment containing different land uses.

Policy 2.10.2: The Town may consider where implementation of transportation systems management strategies, such as traffic calming, could help support a multimodal approach, encouraging pedestrian and bicycle use, and thereby reducing vehicle miles traveled.

Policy 2.10.3: Where connections exist between public streets and multipurpose trails, the Town will pursue enhanced signage which clearly and visibly identifies and promotes the use of pedestrian facilities.

Policy 2.10.4: Municipal investment in infrastructure and additional system capacity to serve existing development or contiguous with such areas shall be prioritized during annual update of the Town's ~~5-10~~-year schedule of capital improvements.

Policy 2.10.5: The Town will utilize existing land development regulations to achieve permitted intensity of land use, while limiting the amount of impervious surface area created through strategies like shared parking and access arrangements that flexibly allow compliance to requirements.

Policy 2.10.6: Development of the Town surface transportation system should provide sufficient access to local goods and services as a means to reduce total vehicle miles traveled.

Policy 2.10.7: As municipal revenues permit, the Town will explore opportunities to plan for pedestrian and bicycle way improvements or to implement feasible improvement projects through update of the ~~5~~**10**-year schedule of capital improvements.

Policy 2.10.8: The Town shall support the preparation of a bicycle pedestrian master plan to best serve the needs of the community.

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Chapter Five

Conservation Element

GOAL 5: TO PRESERVE, CONSERVE, AND APPROPRIATELY MANAGE ALL OF THE NATURAL RESOURCES OF THE TOWN AND TO PROVIDE PROTECTION OF UNIQUE AND ENVIRONMENTALLY SENSITIVE LANDS, LIFE, AND PROPERTY FROM NATURAL AND MAN-MADE HAZARDS.

OBJECTIVE 5.1: The air in the Town shall meet or exceed the minimum air quality levels established by Florida Department of Environmental Protection.

Policy 5.1.1: The Town shall consider the cumulative effects of development on air quality in project review, mitigation measures shall be implemented where needed to avoid deterioration of the ambient air quality.

Policy 5.1.2: The Town shall maintain good ambient air quality through the adoption of codes, ordinances and regulations which address acceptable levels of emissions and smoke, as well as factors contribute to enhancement of air quality, such as landscaping, and tree protection.

OBJECTIVE 5.2: The Town shall protect and properly manage the quality and quantity of all surface waters.

Policy 5.2.1: The Town shall support all research activities by public agencies designed to assist in the management of the Gulf Coastal Lowlands and the Withlacoochee River floodplains.

Policy 5.2.2: The Town shall coordinate use and development of land within the 100-year floodplain to support proper ecological function of the Withlacoochee River and adjacent bottomlands, enhance surface and groundwater quality, and help manage the risks of development in floodprone areas.

Policy 5.2.3: The Town shall prohibit the dredging and filling of lands within floodplains, unless approved by the appropriate jurisdictional authorities, to preserve the natural functions of the 100-year floodplain so that flood-calming and flood storage capacities are maintained.

Policy 5.2.4: Issuance of any development permit in the floodplain for either new construction or significant alternation to existing structures shall preserve the natural functions of the 100-year floodplain so that flood-calming and flood storage capacities are maintained.

Policy 5.2.5: The storage and use of hazardous materials or waste shall be prohibited in the 100-year floodplain.

Policy 5.2.6: For proposed development in special flood hazard areas, site plan review shall determine whether a proposed development is consistent with Flood Damage Prevention standards contained in the land development code prior to the issuance of any development permit by the Town.

Policy 5.2.7: When issuance of a development permit in a special flood hazard area requires action by the Planning Commission, then the Town Building Official shall help the commission to administer the issuance of a development permit pursuant the standards of the land development code. In all other cases, the Town building official shall act to coordinate permit review and issuance as required by the Town's Land Development Regulations.

Policy 5.2.8: The Town shall continue to regulate land use and development in flood hazard areas by requiring conformance with the provisions of the Town's floodplain regulations and requirements of the National Flood Insurance Program as provided by the Federal Emergency Management Agency.

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The Town's floodplain management regulations shall be reviewed, and revised as necessary, to be consistent with the provisions of this Plan.

Policy 5.2.9: During construction, all development shall use appropriate screening materials which will prevent run-off and siltation from entering adjacent waters, wetlands and floodplains.

Policy 5.2.10: The Town shall petition the County, and conservation area lessees for an agreement to establish best management practices for the protection of surface and groundwater quality in the adjacent county owned land and leased wildlife management areas of the Gulf Coastal Lowlands. When research recommendations are available, they shall be reviewed and considered for incorporation into the appropriate elements of the adopted Comprehensive Plan.

Policy 5.2.11: The Town shall maintain a stormwater management ordinance to: protect the quality and quantity of water resources, and to supplement State and Southwest Florida Water Management District regulations, and to maintain the adopted level of service standards.

Policy 5.2.12: Incorporate applicable stormwater management technical requirements of the Southwest Florida Water Management District into the town's stormwater management ordinance in accordance with the adopted level of service standards.

OBJECTIVE 5.3: The Town shall maintain actions to properly protect and conserve the quality and quantity of groundwater resources in the Town.

Policy 5.3.1: The Town, in cooperation with the Florida Department of Environmental Protection and Southwest Florida Water Management District, shall continue to monitor the quality and quantity of groundwater resources.

Policy 5.3.2: Development shall be permitted only if it does not adversely impact the Town's natural resources and it is in compliance with all applicable Federal, State, and local regulations.

Policy 5.3.3: The Town shall cooperate with the Florida Department of Environmental Protection, the Southwest Florida Water Management District, the Town of Yankeetown, and the County to provide protection for all public water supply wells.

Policy 5.3.4: Prior to development approval, an inspection should be conducted to properly identify active drainage wells, if any wells are found the developer shall be responsible for sealing the drainage wells.

Policy 5.3.5: The Town shall investigate methods for treatment of stormwater runoff from developed areas and require stormwater control to meet the adopted level of service standards, or if exempted from the stormwater management level of service requirement (agriculture and silviculture), to use best management practices according to Florida Administration Code 17-25 and the State Section 208 Plan.

Policy 5.3.6: The Town shall continue to cooperate with the Southwest Florida Water Management District by requiring as-built surface water management systems to be approved (meeting Southwest Florida Water Management District permit specifications) by the Southwest Florida Water Management District before a Certificate of Occupancy is issued for new development, or redevelopment.

Policy 5.3.7: The Town shall cooperate, as appropriate, with the designated programs of the County, Southwest Florida Water Management District, the Florida Department of Environmental Protection, and other such applicable agencies in the identification and protection of water recharge areas to prevent aquifer depletion and contamination.

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Policy 5.3.8: The Town Commission shall request the Florida Geological Survey, to evaluate the potential for geologic hazards in the Town and to assist in developing plans to reduce the impacts of sinkholes.

Policy 5.3.9: Proposed development equal to eighty percent (80%) of the threshold size for a potential Development of Regional Impact will be required to fully evaluate all geologic and hydrologic conditions on-site prior to development.

Policy 5.3.10: The Town shall prepare a composite map which illustrates soils, native vegetative communities, geology, wetlands, surface water and ground water information and which:

- (1) Defines areas that have physical limitations and potentials for various types of land use; and
- (2) Defines the appropriate land uses based upon the land's physical limitations and potentials.

When completed, the composite map will be utilized by all subdividers and developers as the basis for documenting how they propose to protect and use, conserve or preserve these resources.

The composite map shall be used in the comprehensive planning process to direct incompatible land uses away from wetlands.

Policy 5.3.11: Mineral extraction activities shall be prohibited in the Town limits.

Policy 5.3.12: Prior to receiving a development order, the Town shall require that proposals for commercial or multi-family development demonstrate that the proposed project will not adversely affect water quantity or quality. Residential development that is exempt from development order review is required to use stormwater best management practices within the building permit process.

OBJECTIVE 5.4: Protect soils and minimize the rate of erosion caused by land development and other human activities.

Policy 5.4.1: As part of the development review process the Town shall consult with the Natural Resources Conservation Service on use of Best Management Practices to minimize soil erosion problems associated with a proposed development, and the construction process of a proposed development.

Policy 5.4.2: The Town shall require topographic, hydrologic and vegetative cover to be depicted on all site plans of proposed commercial, industrial, public building, subdivision, and multi-family development, and development design shall be compatible with the natural functions of these factors; the site plan review process in the Town's Land Development Regulations shall reiterate this requirement.

Policy 5.4.3: The Town shall adopt a tree protection ordinance and a landscape ordinance to assist in control of soil erosion.

Policy 5.4.4: The Town shall require utilization of best management practices, and compliance with all adopted level of service standards in construction of stormwater facilities and structures.

Policy 5.4.5: The Town shall encourage the use of paving blocks (turf block) and other approved pervious surfaces to retain properties of soil permeability and encourage their use as a porous surface bonus to developers.

OBJECTIVE 5.5: The Town shall take appropriate actions to minimize impacts on existing relic hardwood communities, the habitat of species that are endangered, threatened, or are species of special concern and shall provide appropriate protective measures for environmentally sensitive land and unique vegetative communities.

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Policy 5.5.1: The Town shall assist in the application of, and compliance with, all State and Federal regulations which pertain to endangered, threatened, species of special concern and potentially endangered species.

Policy 5.5.2: The Town shall consult with the Florida Fish and Wildlife Conservation Commission, the Natural Resources Conservation Service, and the United States Department of Agriculture - Division of Forestry prior to the issuance of a development order where species that are endangered, threatened, or species of special concern are known to exist. If found to have adverse impact on the species or habitat, mitigation measures and/or compensation shall be required.

Policy 5.5.3: The Town shall consult with the Florida Fish and Wildlife Conservation Commission, U.S. Soil Conservation Service, adjacent local governments and private landowners to develop Best Management Practices to protect valuable relic hardwood communities, species of special concern, and endangered, or threatened species.

Policy 5.5.4: The Town shall adopt a tree protection and landscape ordinance to assist in the protection of specimen trees, relic hardwoods communities and wildlife habitat.

Policy 5.5.5: The Town shall, through proper site plan review procedure and specific implementation of the Town Land Development Regulations, provide protection of 100-year flood areas, wetlands, and other potential environmentally sensitive lands within the town.

Policy 5.5.6: The Town shall continue to coordinate development activities with the County to ensure the conservation, protection and appropriate use of shared, unique vegetative communities such as the relic hardwood communities and the Gulf Coastal Lowlands.

Policy 5.5.7: Exotic and invasive plant species shall be eradicated from development areas and replaced with native species at the time of development.

OBJECTIVE 5.6: The Town shall strive to enhance efforts in reduction, disposal and management of hazardous materials and hazardous waste.

Policy 5.6.1: The Town shall assist the County in its efforts to manage hazardous wastes and protect natural resources through educational programs that advise town residents on the problems and issues of hazardous waste.

Policy 5.6.2: The Town shall, in cooperation with the County, develop an emergency response plan to facilitate control of accidents involving hazardous materials and hazardous wastes.

Policy 5.6.3: The Town shall cooperate with the County in the continuation and promotion of the Amnesty Days program for collection of hazardous materials.

Policy 5.6.4: The Town shall cooperate with the County in the management program for proper storage, recycling, collection and disposal of hazardous materials.

OBJECTIVE 5.7: The Town shall maintain proper actions to preserve, conserve, develop and improve the visual resources and aesthetics of the community.

Policy 5.7.1: The Town shall adopt and implement a tree protection ordinance to conserve and preserve certain existing trees and require the planting or replanting of trees in the town.

Policy 5.7.2: The Town shall review and revise the existing sign ordinance to enhance aesthetic qualities and protect the health, safety and welfare of its residents.

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Policy 5.7.3: The Town shall adopt and implement tree protection and landscape ordinances to assist in the control of soil erosion, maintain the individual integrity of various land uses and enhance aesthetic qualities of the community as a whole.

Policy 5.7.4: The Town shall incorporate the development of greenways and park and open space planning with the strategies to preserve natural areas and the function of natural features.

OBJECTIVE 5.8: Per capita water use shall be reduced through conservation practices and programs such as an assessment of the effectiveness of the existing conservation incentive water rate structure.

Policy 5.8.1: The Town shall research and adopt criteria for the use of wastewater reuse plans where applicable.

Policy 5.8.2: The Town shall research and implement an emergency water conservation plan. Until the Town adopts a water conservation plan it shall defer to the plans of the Southwest Florida Water Management District.

OBJECTIVE 5.9: The Town shall maintain proper actions to preserve, conserve, improve and protect fisheries, wildlife habitat and marine habitat.

Policy 5.9.1: The Town recognizes the Withlacoochee River as the primary focus for habitat protection efforts and hereby enacts an environmentally sensitive overlay zone adjacent to the river. Other water features such as Harrison Branch, lakes, ponds sinkholes and wetlands as determined by a certified wetlands delineator shall also be afforded the protections of the environmentally sensitive overlay zone. The following policies shall be used to implement the overlay zone.

- (1) Determination of Boundaries. The environmentally sensitive overlay zoning extends from the mean high water line landward to a point 30 feet landward of the water's edge. Environmentally sensitive overlay zone boundaries shall be generally depicted on the Wetlands and Environmentally Sensitive Areas Map, contained within the Future Land Use Plan Map series, and will be shown adjacent to the Withlacoochee River shoreline, Harrison Branch, sinkholes, wetlands and ponds or lakes on that map document.
- (2) Protective Measures. Reasonable protective measures necessary to prevent significant adverse effects on environmentally sensitive overlay zones shall be required for development approval on properties that contain any portion of the zone. The factual basis of the decision to require the measure(s) shall be stated as a finding in the written record, and necessary protective measures shall be stated conditions in preliminary and final development orders. Protective measures include, but not limited to:
 - a. Maintaining natural drainage patterns,
 - b. Limiting removal of vegetation to the minimum necessary to carry out the development activity,
 - c. Expeditiously replanting denuded areas,
 - d. Stabilizing banks and other unvegetated areas by siltation and erosion-control measures,
 - e. Minimizing the amount of fill used in the development activity,
 - f. Disposing of dredged spoil at specified locations in a manner causing minimal environmental damage,
 - g. Prohibiting construction of channels,

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- h. Prohibition of the dredging and filling of wetlands,
 - i. Designing, locating, constructing and maintaining all development in a manner that minimizes environmental damage,
 - j. Using deed restrictions and other legal mechanisms to require the developer and successors to protect the environmentally sensitive areas and maintain the development in compliance with the protective measures,
 - k. Aesthetic and view scape protection measures as deemed appropriate by the planning commission or the town commission.
- (3) Exceptions. Certain activities are presumed to have an insignificant adverse effect on the beneficial functions of the environmentally sensitive overlay zones. The following activities may be undertaken unless it is shown by competent and substantial evidence that the specific activity would have a significant adverse effect on the protected environmentally sensitive zone:
- a. The following uses and activities are presumed to have an insignificant adverse effect on wetlands protection zones:
 - 1. Scenic, historic, wildlife, or scientific preserves,
 - 2. Minor maintenance or emergency repair to existing structures or improved areas.
 - 3. Timber catwalks, docks and trail bridges that are less than or equal to four feet wide, provided that no filling, flooding, dredging, draining, ditching, tiling or evacuating is necessary for the installation of pilings,
 - 4. Commercial or recreational fishing or hunting, and creation and maintenance of temporary blinds,
 - 5. Constructing fences where no fill activity is required and where navigational access will not be impaired by construction of the fence,
 - 6. Maintaining existing channels (i.e., channels in existence at the time of the adoption of this chapter) at the minimum depth and width necessary to achieve their intended purposes, and designing them to prevent slumping and erosion and allow revegetation of banks,
 - 7. Minor maintenance or emergency repair to existing structures or improved areas,
 - 8. For each lot with shoreline, clearing of shoreline vegetation waterward of the water's edge, so as to provide a corridor not to exceed 15 feet in width, of sufficient length from the shore to allow access for a boat or swimmer to reach open water and landward of the water's edge so as to provide an open area not to exceed 25 feet in width,
 - 9. Commercial or recreational fishing, hunting or trapping and creation and maintenance of temporary blinds.
 - 10. Construction of new impervious surface area within the environmentally sensitive overlay zone is prohibited.
 - 11. Low-impact development practices shall be part of any approved variance in the environmentally sensitive overlay zone.

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Policy 5.9.2: In response to new development, the Town shall apply land development regulations so as to encourage best practice in site development that preserves wildlife corridors and avoids fragmentation of habitat in support of species interface with biodiversity hotspots and dedicated conservation land.

OBJECTIVE 5.10: The Town shall review its Land Development Regulations to promote energy conservation and shall seek public participation as part of this process.

Policy 5.10.1: As part of the annual budgeting process, the Town shall review its energy use to identify if any unrealized energy conservation opportunities are feasible.

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

Regional Planning Council: North Central Fl

Review Date: 8/28/25

Amendment Type: Draft Amendment

Regional Planning Council Item No.: 86

Local Government: Alachua County

Local Government Item No.: Z25-000007

State Land Planning Agency Item No.: 25-4ESR

Date Mailed to Local Government and State Land Planning Agency: 8/29/25 (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 item Z25-000007 amends the County Comprehensive Plan to incorporate by reference the updated Joint Alachua County/City of Gainesville Water Supply Facilities Work Plan 2025-2035 as required by Sections 163.3177(6)(c) and 163.3177(4)(a), Florida Statutes (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 Florida Commerce.

Yes X No

Not Applicable

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

PROPOSED COMPREHENSIVE PLAN AMENDMENT TEXT CHANGES

Underlined text is proposed to be added

~~Struck-through~~ text is proposed for deletion

Regular Text is adopted policy language

POTABLE WATER & SANITARY SEWER ELEMENT

Policy 7.1.5 The Joint Alachua County/City of Gainesville Water Supply Facilities Work Plan 2025-2035 ~~2018-2028~~ is herein incorporated by reference.

CONSERVATION AND OPEN SPACE ELEMENT

Policy 4.5.12 The County shall cooperate with the Suwannee River Water Management District, the St. Johns River Water Management District, and local governments to update the Joint Alachua County/City of Gainesville Water Supply Facilities Work Plan 2025-2035 ~~2018-2028~~, conduct current and future water conservation programs and prepare an emergency water management conservation plan.

INTERGOVERNMENTAL COORDINATION ELEMENT

Policy 2.1.2.1 Alachua County shall continue to review proposed amendments to the Comprehensive Plan for consistency with the North Florida Regional Water Supply Plan and the Joint Alachua County/City of Gainesville Water Supply Facilities Work Plan 2025-2035 ~~2018-2028~~.

Policy 6.1.1 Alachua County shall coordinate with local governments that supply potable water and/or sanitary sewer services to the unincorporated area to implement the Joint Alachua County/City of Gainesville Water Supply Facilities Work Plan 2025-2035 ~~2018-2028~~, level of service standards and concurrency management systems, as provided for in the policies of the Potable Water/Sanitary Sewer Element.

COMPREHENSIVE PLAN CONSISTENCY

The proposed Comprehensive Plan amendment is internally consistent with the Alachua County Comprehensive Plan as adopted, and specifically the following provisions.

GOAL 1 (Potable Water and Sanitary Sewer Element)

To provide an adequate, safe, efficient, economical, reliable and environmentally sound system of potable water supply and sanitary sewer collection, treatment and disposal to meet the needs of the current and projected Alachua County population.

Objective 7.1

Coordinate with relevant agencies and water suppliers to protect the potable water supplies and sources.

The proposed amendment to adopt the updated Joint Water Supply Facilities Work Plan (WSFWP) maintains existing water supply planning policies and will ensure continued coordination among water suppliers and ensure protection of water supplies and sources.

GOAL (Conservation and OpenSpace Element)

To conserve, manage and restore or enhance the natural and human-related resources of Alachua County to ensure long-term environmental quality for the future.

OBJECTIVE 4.5

GROUNDWATER AND SPRINGS

Protect and conserve the quality and quantity of groundwater and springs resources to ensure long-term public health and safety, potable water supplies from surficial, intermediate, and Floridan aquifers, adequate flow to springs, and the ecological integrity of natural resources.

The Joint WSFWP updates data including population increase and water demand projections and is designed to monitor and conserve groundwater for public health, ensure long term water supply and protect water flow to springs.

GOAL 1 (Intergovernmental Coordination Element)

Coordinated and cooperative comprehensive planning, land development regulation, and service provision with agencies and governmental units affecting Alachua County.

OBJECTIVE 2.1

Establish mechanisms to address the resolution of intergovernmental issues related to impacts of development proposed in the comprehensive plan upon municipalities within the County, adjacent counties, the region and the state.

OBJECTIVE 6.1

Coordinate with relevant state or regional agencies, local governments, or other entities with operational and maintenance responsibility for such facilities in establishing levels of service standards and guidelines.

The purpose of the Joint WSFWP is to establish and maintain mechanisms for coordination among water suppliers and state and regional agencies to share information regarding water supplies and demand on

resources. The proposed amendments updated the existing water supply planning policies and will ensure continued coordination to share information related to water supply and demand within the area.

EFFECT OF AMENDMENT ON AFFORDABLE HOUSING

The proposed Comprehensive Plan amendment is not expected to have an effect on the provision of affordable housing in Alachua County. This amendment revises adopted policies which reference the updated Joint Alachua County/City of Gainesville Water Supply Facilities Work Plan 2025-2035; this clarification would have no relationship to the cost of housing.

STAFF RECOMMENDATION

Staff recommends transmittal of proposed Comprehensive Plan amendment Z25-000007 to the State Land Planning Agency and other agencies for review and comment pursuant to Section 163.3184, Florida Statutes based on the following:

The proposed amendment is internally consistent with the Alachua County Comprehensive Plan, and specifically with the following provisions:

GOAL 1 (Potable Water and Sanitary Sewer Element)

To provide an adequate, safe, efficient, economical, reliable and environmentally sound system of potable water supply and sanitary sewer collection, treatment and disposal to meet the needs of the current and projected Alachua County population.

Objective 7.1

Coordinate with relevant agencies and water suppliers to protect the potable water supplies and sources.

The proposed amendment to adopt the updated Joint Water Supply Facilities Work Plan (WSFWP) will ensure continued coordination among water suppliers and ensure protection of water supplies and sources.

GOAL (Conservation and OpenSpace Element)

To conserve, manage and restore or enhance the natural and human-related resources of Alachua County to ensure long-term environmental quality for the future.

OBJECTIVE 4.5 - GROUNDWATER AND SPRINGS

Protect and conserve the quality and quantity of groundwater and springs resources to ensure long-term public health and safety, potable water supplies from surficial, intermediate, and Floridan aquifers, adequate flow to springs, and the ecological integrity of natural resources.

The Joint WSFWP is designed to monitor and conserve groundwater for public health, ensure long term water supply and protect water flow to springs.

GOAL 1 (Intergovernmental Coordination Element)

Coordinated and cooperative comprehensive planning, land development regulation, and service provision with agencies and governmental units affecting Alachua County.

OBJECTIVE 2.1

Establish mechanisms to address the resolution of intergovernmental issues related to impacts of development proposed in the comprehensive plan upon municipalities within the County, adjacent counties, the region and the state.

OBJECTIVE 6.1

Coordinate with relevant state or regional agencies, local governments, or other entities with operational and maintenance responsibility for such facilities in establishing levels of service standards and guidelines.

The purpose of the Joint WSFWP is to establish and maintain mechanisms for coordination among water suppliers and state and regional agencies to share information regarding water supplies and demand on resources.

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

Regional Planning Council: North Central Fl

Review Date: 8/28/25

Amendment Type: Draft Amendment

Regional Planning Council Item No.: 87

Local Government: Taylor County

Local Government Item No.: CPA 25-02

State Land Planning Agency Item No.: 25-2ER

Date Mailed to Local Government and State Land Planning Agency: 8/29/25 (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 County is amending its comprehensive plan based on an evaluation completed by the County to reflect changes in state requirements pursuant to Section 163.3191, Florida Statutes. More specifically, the item amends the Future Land Use Map as well as the text of the Future Land Use Element; the Transportation Element; the Housing Element; the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element; the Conservation Element; the Recreation and Open Space Element; the Intergovernmental Coordination Element; the Capital Improvements Element; the Coastal Management Element; the Public School Facilities Element; the Economic Development Element; and the Property Rights Element (see attached excerpts).

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

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

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

The 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 Florida Department of Commerce.

Yes X No

Not Applicable

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

Words **bolded and underlined** have been added.
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II

TRANSPORTATION ELEMENT

INTRODUCTION

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

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

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

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

TRANSPORTATION GOALS, OBJECTIVES AND POLICIES

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

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

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

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
FDOT 893	U.S. 19/27 A/98 from south Perry city limits to Old Foley Road	4D	Emerging Strategic Intermodal System	Arterial Transition	C
FDOT 895	U.S. 19/27 A/98 from Old Foley Road to C.R. 361 (Beach Road)	4D	Emerging Strategic Intermodal System	Highway Rural	B
FDOT 896	U.S. 19/27 A/98 from C.R. 361 (Beach Road) to Steinhatchee River (Dixie County)	4D	Emerging Strategic Intermodal System	Highway Rural	B
FDOT 897	U.S. 19/27 from Madison County Line to north Perry city limits	4D	Emerging Strategic Intermodal System	Highway Rural	B
FDOT 884	U.S. 98 / S.R. 30 from Jefferson County Line to Kinsey Road	2U	Principal Arterial	Highway Rural	D
FDOT 1038	U.S. 98 / S.R. 30 from Kinsey Road to Sandra St. (Perry west city Limits)	4U	Principal Arterial	Transition	D
FDOT 892	S.R. 51 from U.S. 19/27A/98 / S.R. 55 to Dixie County line	2U	Minor Arterial	Highway Rural	D
FDOT 886	U.S. 27 / S.R. 20 from east Perry city limits to Connell Road (C.R. 275)	4U	Principal Arterial	Highway Transition	D
FDOT 887	U.S. 27 / S.R. 20 from Connell Road (C.R. 275) to Lafayette County Line	2U	Principal Arterial	Highway Rural	D
FDOT 888	U.S. 221 / S.R. 55 from north Perry city limits to C.R. 361	2U	Principal Arterial	Highway Rural	D
FDOT 889	U.S. 221 / S.R. 55 from C.R. 361 to C.R. 14 (Aman Road)	2U	Principal Arterial	Highway Rural	D
FDOT 890	U.S. 221 / S.R. 55 from C.R. 14 (Aman Road) to Madison County Line	2U	Principal Arterial	Highway Rural	D
FDOT 4891	S.R. 51 from C.R. 361 (Beach Road) to Oak Street	2U	Minor Arterial	Community	C

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
FDOT 891	S.R. 51 from Oak Street to U.S. 19/27A/98 / S.R. 55	2U	Minor Arterial	Highway Rural	D
133	C.R. 14 from U.S. 19/27 / S.R. 20 to U.S. 221 / S.R. 55	2U	Major Collector	Rural	D
133A	C.R. 14 from U.S. 221 / S.R. 55 to Madison County Line	2U	Major Collector	Rural	D
132	C.R. 14 from U.S. 98 / S.R. 30 to Econfina Landing	2U	Major Collector	Rural	D
125	C.R. 361 (Johnson Stripling Road) from U.S. 221 / S.R. 55 to Perry North City limits	2U	Major Collector	Rural	D
123	C.R. 361 Pisgah Road from U.S. 19/27 / S.R. 20 to U.S. 221 / S.R. 55	2U	Major Collector	Rural	D
119	C.R. 361 Harrison Blue Road from Slaughter Road to 361B at Planning Area 14	2U	Major Collector	Rural	D
120	C.R. 361 Harrison Blue Road from U.S. 19/27 / S.R. 20 to Slaughter Road	2U	Major Collector	Rural	D
118	C.R. 361B Woods Creek Road from C.R. 361 at Planning Area 14 to C.R. 359 Paul Poppell Rd	2U	Major Collector	Rural	D
116	C.R. 356 Woods Creek Road from intersection with C.R. 359 to Perry West City limits	2U	Major Collector	Rural	D
127	C.R. 356 San Pedro Road from Perry East City Limits to Planning Area 11	2U	Minor Collector	Rural	D
128	C.R. 356 San Pedro Road from Planning Area 11 North to U.S. 27 / S.R. 20	2U	Major Collector	Rural	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
104	C.R. 359 Golf Course Road from US 98 / S.R. 30 to Houck Road	2U	Major Collector	Rural	D
103	C.R. 359 Golf Course Road from Houck Road to C.R. 30 A. Holt Rd at PA 16	2U	Major Collector	Rural	D
102	C.R. 359 Golf Course Road from Holt Road at PA 16 to C.R. 361A Puckett Road	2U	Major Collector	Rural	D
105	C.R. Houck Road from C.R. 359 to C.R. 361A Puckett Road	2U	Major Collector	Rural	D
106	C.R. Houck Road from C.R. 361A Puckett Road to U.S. 19/27A /98/ S.R. 55	2U	Major Collector	Rural	D
107	C.R. 30A Holt Road from C.R. 359 to C.R. 361A Puckett Road	2U	Major Collector	Rural	D
108	C.R. 30A Carlton Cemetery Road from C.R. 361A Puckett Road to US 19/27A/98/S.R.55	2U	Major Collector	Rural	D
97	C.R. 356 Hampton Springs Road from U.S. 98/S.R. 30 to Planning Area 19	2U	Major Collector	Rural	D
96	C.R. 356 Hampton Springs Road from PA 19 North to Courtney Grade Road	2U	Major Collector	Rural	D
95	C.R. 356 Hampton Springs Road from Courtney Grade Road to PA 19 South	2U	Major Collector	Rural	D
92-94	C.R. 356 Hampton Springs Road From Planning Area 19 South to end of C.R. 356	2U	Major Collector	Rural	D
137	C.R. 361A Puckett Road from Perry South City limits to Houck Road	2U	Major Collector	Rural	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
136	C.R. 361A Puckett Road from Houck Road to Holt Road	2U	Major Collector	Rural	D
135	C.R. 361A Puckett Road from Holt Road to Potts Still Road	2U	Major Collector	Rural	D
91	C.R. 361A Puckett Road from Potts Still Road to PA 16	2U	Major Collector	Rural	D
87-90	C.R. 361A Puckett Road from PA 16 to Courtney Grade Road	2U	Major Collector	Rural	D
86	C.R. 361A Spring Warrior Road from Courtney Grade Road to PA 18	2U	Major Collector	Rural	D
83	C.R. 361A Spring Warrior Road from Puckett Road to reconnect with Puckett Road	2U	Major Collector	Rural	D
61	C.R. 361 from U.S. 19/27A/98 / S.R. 55 to Potts Still Road	2U	Major Collector	Rural	D
60	C.R. 361 Beach Road from Potts Still Road to New North South Coastal Road	2U	Major Collector	Rural	D
57-59	C.R. 361 Beach Road from New N/S Coastal Road to Keaton Beach Road	2U	Major Collector	Rural	D
55-56	C.R. 361 Beach Road from Keaton Beach Road to Fish Creek Road	2U	Major Collector	Rural	D
53-54	C.R. 361 Beach Road from Fish Creek Road to Salem Tower Road at PA 2, 3	2U	Major Collector	Rural	D
50-52	C.R. 361 Beach Road from Salem Tower Road (PA 2,3) to Planning Area 1	2U	Major Collector	Rural	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
48-49	C.R. 361 Beach Road from Planning Area 1 to S.R. 51	2U	Major Collector	Rural	D
72	New North South Coastal Road from C.R. 361 Beach Road to Planning Area 8	2U	Major Collector	Rural	D
71	New North South Coastal Road from Planning Area 8 to Planning Area 7	2U	Major Collector	Rural	D
70	New North South Coastal Road from B of Planning Area 7 to south end of Planning Area 7	2U	Major Collector	Rural	D
69	New North South Coastal Road from Planning Area 7 to Planning Area 4, 5, 6	2U	Major Collector	Rural	D
68	New North South Coastal Road from Planning Area 4, 5, 6 to south end of PA 4, 5, 6	2U	Major Collector	Rural	D
67	New North South Coastal Road from Planning Area 4, 5, 6 to Planning Area 2, 3	2U	Major Collector	Rural	D
66	New North South Coastal Road from B of Planning Area 2, 3 to south end of Planning Area 2, 3	2U	Major Collector	Rural	D
62, 64, 65	New North South Coastal Road from Planning Area 2, 3 to S.R. 51	2U	Major Collector	Rural	D
63	New N/S Coastal Road Connector from N/S Coastal Road to C.R. 361	2U	Major Collector	Rural	D
43A	Salt Road from U.S. 19/27 / S.R. 20 to C.R. 14 Acucilla River Road	2U	Minor Collector	Rural	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
132A	C.R. 14 from Madison County line to S.R. 30 U.S. 98	2U	Minor Collector	Rural	D
121	C.R. 359 Slaughter /Paul Poppell Rd from Hampton Blue Road to C.R. 361B Woods Creek Road	2U	Minor Collector	Rural	D
115	C.R. 359B Osteen Road from 361B Woods Creek Road to Planning Area 15	2U	Minor Collector	Rural	D
114	C.R. 359B Osteen Road from Planning Area 15 to U.S. 98/ S.R. 30	2U	Minor Collector	Rural	D
124	Wright Road from U.S. 19/27 / S.R. 20 to U.S. 221 / S.R. 55	2U	Minor Collector	Rural	D
122	Slaughter Road from C.R. 359 Paul Poppell Road to U.S. 27 S.R. 20	2U	Minor Collector	Rural	D
98-101	Courtney Grade from C.R. 356 Hampton Springs Rd to C.R. 361A Puckett Road	2U	Minor Collector	Rural	D
84-85	Puckett Road from C.R. 361A Spring Warrior Road to reconnect to C.R. 361A	2U	Minor Collector	Rural	D
134	Potts Still Road from C.R. 361A Puckett Road to C.R. 361 Keaton Beach Road	2U	Minor Collector	Rural	D
77	Fish Creek Road from U.S. 19/27A/98/S.R. 55 to Salem Tower Road	2U	Minor Collector	Rural	D
80-81	Fish Creek Road from Salem Tower Road to New N/S Coastal Road at PA 7	2U	Minor Collector	Rural	D

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
78-79	Fish Creek Road from New North/South Coastal Rd to C.R. 361 Beach Road	2U	Minor Collector	Rural	D
75-76	Salem Tower Road from Fish Creek Road to New N/S to Coastal Road at PA 2, 3	2U	Minor Collector	Rural	D
73-74	Salem Tower Road from New N/S Coastal Road to C.R. 361 Beach Road	2U	Minor Collector	Rural	D
109-110	C.R. 30 Old Foley Road from U.S. 19/27A/98 / S.R. 55 to U.S. 27 / S.R. 20	2U	Minor Collector	Rural	D
111	C.R. 356A Red Padgett Road from U.S. 19/27A/98 / S.R. 55 to C.R. 356	2U	Minor Collector	Rural	D
113	C.R. 356 from C.R. 356A Red Padgett Road to U.S. 19/27A/98 / S.R. 55	2U	Minor Collector	Rural	D

D - Divided Highway

U - Undivided Highway

- Policy II.1.2 The County shall update the long term list of capital improvements of the Capital Improvements Element to add the roadway improvements identified in the Future Transportation Map Series 2035 Map 15: Potential Roadway Improvements.
- Policy II.1.3 The County shall continue to control the number and frequency of connections and access points of coordinated review comprehensive plan amendment development ways and roads to arterial and collector roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, as amended, and applicable Florida Department of Transportation access management requirements. The Florida Department of Transportation shall control access to the State Highway System to maintain the functions and operations of the State Transportation System, in coordination with the County.
- Policy II.1.4 The County shall require the provision of safe and convenient on-site traffic flow, which includes the provision for adequate vehicle parking as specified in the Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways.

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- Policy II.1.5 The County shall, for any development which is required to provide a site plan or any development requiring platting, include requirements for bicycle and pedestrian ways to be provided for all proposed collector and arterial roadways within designated urban development areas or where appropriate, as integrated or parallel transportation facilities.
- Policy II.1.6. In accordance with Section 163.3180(5)(h)1.c. and 163.3180(5)(h)2. Florida Statutes, as amended, the County shall provide a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. However, the landowner shall not be held responsible for the additional cost of reducing or eliminating deficient transportation facilities.
- OBJECTIVE II.2 The County shall continue to require that all traffic circulation system improvements be consistent with the land uses shown on the future land use plan map by limiting higher density and higher intensity land use locations to be adjacent to collector and arterial roads.
- Policy II.2.1 The County shall, as part of the capital improvement scheduling of roadway improvements, review all proposed roadway improvements to determine if such improvement is consistent with the direction of the Future Land Use Plan Element. Where the roadway is operated and maintained by another jurisdictional authority, the County shall notify such jurisdiction, in writing, if any identified roadway improvement plan or schedule is not consistent with the provisions of the Future Land Use Plan Element.
- OBJECTIVE II.3 The County shall continue to coordinate its traffic circulation planning efforts with the Florida Department of Transportation for consistency with the Department's Five-Year Transportation Plan.
- Policy II.3.1 The County shall, during the annual capital improvements budgeting and planning process, review all proposed roadway improvements for consistency with the Florida Department of Transportation Five-Year Transportation Plan.
- OBJECTIVE II.4 The County shall continue to provide for the protection of future rights-of-way from building encroachment by establishing right-of-way setback requirements as provided in the rights-of-way setback policy contained within the Transportation Element of this Comprehensive Plan for all structures along new or realigned collector and arterial roadways to be provided either by the developer or purchased as additional rights-of-way.
- Policy II.4.1 The County shall continue to require all new structures along new or realigned collector or arterial roadways to provide an additional setback of 75 feet as measured from the centerline of the right-of-way for the future need of additional right-of-way. Such additional right-of-way shall be provided by the developer of the land as part of the development review process or shall be purchased by the agency improving the roadway.
- Policy II.4.2 Properties under the same ownership or those consolidated for development shall be treated as one property for the purposes of access management and shall not receive the maximum potential number of access points for that frontage indicated under minimum access spacing standards.
- Policy II.4.3 Large commercial developments shall be required to provide and/or extend nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on arterial streets.

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- Policy II.4.4 Shopping centers shall be required to provide a unified access and circulation plan and require any out parcels to obtain access from the unified access and circulation system.
- Policy II.4.5 Existing lots unable to meet the access spacing standards for arterials shall obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements.
- Policy II.4.6 Adequate corner clearance shall be maintained at crossroad intersections with arterials.
- Policy II.4.7 The County shall encourage cross-access connections easements and joint driveways, where available and economically feasible.

TRANSPORTATION GOALS, OBJECTIVES AND POLICIES FOR VISION 2060

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

- OBJECTIVE II.5 The County hereby establishes the Future Transportation Corridors and Connections Map as an alternative to achieve a connected transportation system that offers mobility options to the users through the provision of an adequate network of collector roadways. Transportation corridors identified on the map represent a conceptual travel-desire path, not a specific location.
- Policy II.5.1 Future collector roadway corridors and connections, as identified on the Future Transportation Corridors & Connections Map, shall be identified for use as an alternative approach to mitigate traffic impacts to the existing roadway network resulting from development of the Urban and Rural Planning Areas designated on the Future Land Use Map.
1. Future Traffic Circulation Corridors indicate desired travel corridors and do not imply location of future road alignments. The corridors shown on this map are to guide decisions regarding right of way preservation.
 2. The lines on the map are conceptual and do not define the type, width, or design components of the facility. More detailed analysis shall be conducted prior to any right of way acquisition.
 3. The County will encourage the alignment of new roads to implement the generalized corridors to minimize habitat and wetland impacts and utilize existing County or private roads to the extent practical.
 4. Roads in Cities that are not maintained by the County are shown for information purposes only.
- Policy II.5.2 If the alternative corridor approach is selected, the County shall require an environmental assessment to analyze site suitability of alternative transportation corridors shown on the Future Transportation Corridors map as part of a coordinated review comprehensive plan amendment application.
- Policy II.5.3 Internal networks in proposed Vision 2060 Plan overlay areas shall be compact (walkable distances) and connect origins and destinations.

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- Policy II.5.4 The County shall consider standards for connectivity in the Land Development Code for new development, consistent with the hierarchy of place defined in the Vision 2060 Plan Overlay areas.
- Policy II.5.5 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a coordinated review comprehensive plan amendment development order, the applicant shall conduct a traffic analysis that addresses:
1. Roadway layout, hierarchy and context relative to the community type where it is located
 2. Connectivity, Corridors and Spacing – roadways, freight ways, pedestrian ways, bikeways, equestrian ways and blueways (if applicable)
 3. Connections to the external road network, including detailed corridor studies for any corridors shown on the Future Traffic Circulation Corridors map that traverse the development.
- Policy II.5.6 A conceptual corridor analysis of the new coastal road that connects the coastal Planning Areas shall be conducted at the time of coordinated review comprehensive plan amendment review. The corridor analysis shall identify the design cross section, right-of-way width required, and the corridor within which the future right-of-way shall be dedicated. The coordinated review comprehensive plan amendment shall establish responsibilities for the acquisition, method(s) of financing, and construction of the roadway necessary to connect the coastal Planning Areas with the existing roadway system.
- Policy II.5.7 The Comprehensive Plan identifies potential future transportation corridors in Transportation Element Policy II.5.1 and the Future Transportation Corridors & Connections Map (Map 12A) to support the development contemplated in the Vision 2060 Planning Areas. If a coordinated review comprehensive plan amendment proposes a proposed future corridor to support development of a Planning Area, then a traffic analysis of each proposed transportation corridor must be conducted, consistent with the intent of Section 337.273, Florida Statutes, as amended.
- OBJECTIVE II.6 The County shall consider the establishment of County Road 361 from Steinhatchee to Fish Creek Road as a scenic corridor.
- Policy II.6.1 The County may prepare, as funds are available, a plan to provide a distinctive identity for the corridor and encourage a unique experience for users including buffer requirements and developing a wayfinding system.
- Policy II.6.2 The County may pursue grant funding to make improvements such as constructing scenic pullouts and protecting view corridors in order to retain the natural appearance of the coastal landscape and provide the ability to enjoy scenic views from the corridor.
- OBJECTIVE II.7 Conceptual Environmental Systems Corridors shall be shown on the Future Transportation Corridors Map as a means of protecting identifying important wildlife habitats, recreation areas, and other environmentally sensitive lands from encroachment of unplanned development and infrastructure.

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- Policy II.7.1 Roadways and other mobility systems shall respect environmental corridors and minimize impacts through the designation of wildlife crossings on the corridor map.
- Policy II.7.2 The natural resource value of these systems shall be enhanced through context-sensitive improvements to make these resources more accessible to residents and visitors.
- OBJECTIVE II.8 Freight Movement Corridors (Roadways and railways) as shown on the Future Transportation Corridors map, shall be preserved to protect state, regional and local economic vitality.
- Policy II.8.1 The through-traffic function of freight corridors shall be protected through access control, reduction of conflicts through minimization of crossings, special design considerations for heavy vehicles, and separation/buffering of incompatible land uses.
- Policy II.8.2 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a Planned Unit Development site plan, the applicant shall conduct an assessment of freight movement through the planned development area to determine internal freight circulation routes, delivery and distribution locations, to ensure compatibility with surrounding uses. In Regional Employment Centers, the location of off-street loading docks for commercial, industrial and institutional buildings will be identified. In certain instances, facilities may be consolidated and centralized to serve multiple businesses/uses.
- Policy II.8.3 The County shall encourage the designation of U.S. Highway 19 as a component of the Statewide Strategic Intermodal System as a reliever truck route to I-75. The County shall utilize the designation of U.S. Highway 19 as a freight movement corridor to help diversify the County's economy.
- OBJECTIVE II.9 Greenway Corridors (bike ways, walk ways, and equestrian ways) shall be shown on the Future Transportation Corridors Map to preserve recreational, ecotourism and mobility opportunities for residents and visitors of the County.
- Policy II.9.1 The Greenways Corridors shown on the Future Transportation Corridors Map shall consider coastal access, access to schools from residential areas, access to parks and recreational connections to regional routes and connection of open spaces through a series of multi-modal trails and paths.
- Policy II.9.2 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a Planned Unit Development site plan, the applicant shall conduct an analysis of greenways needs that addresses:
1. Provision of bicycle and pedestrian facilities that connect origins and destinations within the community. Where appropriate, equestrian facilities shall also be considered.
 2. Provision of origins and destinations within short, walkable distances of one another.
 3. Provision of connections to the external bicycle network, including bicycle trip generators such as schools, parks, recreation and natural areas.

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OBJECTIVE II.10 Blueways Corridors - The County shall capitalize on the Nature Coast resources by preserving and enhancing facilities identified as Blueways Facilities on the Future Transportation Corridors Map.

Policy II.10.1 The County shall support appropriate agencies in the development of a wayfinding system as may be desired to better connect blueways trails to bike paths, roadways, parks and other natural areas.

Policy II.10.2 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a Planned Unit Development site plan, the applicant shall consider connections and access to blueways identified on the Transportation Corridors map.

OBJECTIVE II.11 Transit Corridors – As the Vision 2060 Plan is implemented over time, the opportunity to provide transit services and corridors within and between development areas shall be considered.

Policy II.11.1 Prior to development under the optional Vision 2060 Plan, in conjunction with approval of a coordinated review comprehensive plan amendment development order, the applicant may consider transit as a mitigation strategy; the required traffic analysis will address the demand for and financial feasibility of providing transit services.

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

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

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

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

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

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

1. Benefit: Reduced Dependence on Public Transit
2. Benefit: Shorter Trips

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3. Benefit: Increased Mode Split
 4. Benefit: Reduced Greenhouse Gas Emissions
 5. Benefit: Reduced Consumption of Fossil Fuels
- Policy II.12.3 Land Use Strategy: Design (Compact and Walkable). The County will encourage compact development that includes elements of walkable design, because it provides a variety of transportation choices and has demonstrated the following transportation benefits:
1. Benefit: Fewer Vehicle Trips
 2. Benefit: Less Parking
 3. Benefit: Safer Travel
 4. Benefit: Less Energy Consumption
- Policy II.12.4 The County may require that context sensitive, smart transportation performance standards be incorporated into the Conceptual Master Plans required for the Planned Unit Development site plan approval process to guide the form and appearance of new development including network connectivity (internal roadways, external connectivity and pedestrian connectivity) and design guidelines and typical sections for roadways, pedestrian ways, bikeways, greenways and freight ways and transit ways.
- Policy II.12.5 The coordinated review comprehensive plan amendment traffic analysis shall use the specific development program assigned to each Planning Area by Technical Memorandum #2 of the Traffic Circulation Data and Analysis. Maximum development for any Planning Area shall not exceed the development program described in Future Land Use Element Table I-2.
- Policy II.12.6 Internal Capture Rates for each Planning Area shall be determined during the coordinated review comprehensive plan amendment review process transportation methodology meetings. The internal capture rate used for the Comprehensive Plan data and analysis does not preclude the use of a different rate during the coordinated review comprehensive plan amendment review process.
- GOAL II-C – PURSUE COST-EFFECTIVE SOLUTIONS AND MAXIMIZE USE OF EXISTING INFRASTRUCTURE**
- OBJECTIVE II.13 Cost-effective Solutions – The County will leverage funding to the greatest extent practicable.
- Policy II.13.1 The County will partner with public agencies and private entities to leverage state, federal and other funding sources for public and infrastructure improvements.
- Policy II.13.2 The County will consider sponsoring grant applications for funding of projects that are supported and/or matched by a variety of funding sources.
- OBJECTIVE II.14 Consideration of Alternatives - Prior to implementation of the transportation corridors identified on the Future Transportation Corridors Map, the County shall require a corridor study that considers alternatives to widening, as well as the context of the facility's hierarchy and function in the network.

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- Policy II.14.1 Internal Roads - A well-connected hierarchy of roadways, along with a conceptual layout, shall be required as part of the Planned Unit Development site plan approval process to support the mobility function of external roadways that primarily provide through traffic movement.
- Policy II.14.2 External Roads - In an effort to sustain the rural character of the County, prior to any consideration of a new 4 lane facility or the expansion of an existing facility beyond 2 lanes, applicants for a Planned Unit Development will be required to conduct a corridor study that evaluates viable alternatives for providing the needed capacity improvements, including parallel corridors, connections to parallel corridors and land use strategies that will reduce traffic impacts.
- OBJECTIVE II.15 Efficiency – The County will maximize the use of existing infrastructure by prioritizing capital expenditures on improvements to existing facilities.
- Policy II.15.1 The County shall require applicants for Planned Unit Development site plans to maximize the efficiency of existing infrastructure through access management and short-range transportation systems management improvements.
- Policy II.15.2 The County shall encourage the provision of an interconnected local and collector street network that provides priority for walk and bicycle trips for shorter trips.
- Policy II.15.3 The County shall enforce the current Land Development Code requirements that maximize the efficiency of existing infrastructure by:
1. Limiting direct access to major roadways
 2. Minimizing conflict points and ensuring safe distances between conflict points
 3. Providing joint-access and cross-access.
 4. Promoting internal access to out-parcels
 5. Separating turning lane traffic from through lane traffic
- Policy II.15.4 The County shall consider Transportation Systems Management strategies as alternatives to widening. Transportation Systems Management strategies are low-cost, short-range, highly effectively operational transportation improvements, such as:
1. Intersection and Signal Improvements
 2. Signal Timing
 3. Turning Lanes
 4. Pavement Striping
 5. Lane Assignment Changes
 6. Providing Passing Lanes
- OBJECTIVE II.16 Freight Efficiency – The County will facilitate freight movement through efficient location of rail-freight service and commercial vehicle access, circulation, loading and unloading.

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- Policy II.16.1 Freight terminals will be located convenient to major transportation routes, generally outside of mixed use planning areas.
- Policy II.16.2 Industrial parks and distribution centers will be located near main rail lines and proposed spurs and extensions for access to these lines. Switching yards should be strategically located to efficiently serve major industrial parks and distribution centers to avoid moving cars long distances between sites.
- Policy II.16.3 The County will consider the use of previously abandoned rail lines for viable connections or extensions of existing rail networks to provide freight access to proposed industrial parks, greenway connections (pedestrian ways, bike ways and walk ways) and exclusive use corridors (such as truck routes or transit ways).
- Policy II.16.4 The County will designate priority truck routes on the Transportation Corridors Map where high-volume truck traffic exists to protect the mobility and economic development function these corridors provide. Truck access to major freight terminals will be considered.

GOAL II-D – PROVIDE A VARIETY OF TRANSPORTATION CHOICES

- OBJECTIVE II.17 Provide Choices - The County shall encourage applicants for Conceptual Master Plan approval associated with Planned Unit Development site plans to incorporate a transportation system that provides a variety of transportation choices.
- Policy II.17.1 Mode Choice – The County shall encourage a range of transportation choices to meet the mobility needs between origins (residential) and destinations (shopping, work, etc.), including pedestrian and bike routes, roadways and transit, where feasible.
- Policy II.17.2 Route Choice – The County shall encourage the creation of a connected network of multiple routes for each mode, providing many choices to satisfy origins and destinations.
- OBJECTIVE II.18 Transportation Disadvantaged - For citizens that have limited choices, the County shall encourage service providers to maximize service, while attempting to reduce demand, to bridge the current gap between service and unmet demand.
- Policy II.18.1 The County shall continue to pursue State and Federal funding to provide and/or expand transportation disadvantaged services in the County to meet the current demand.
- Policy II.18.2 In order to reduce the transportation disadvantaged demand by enabling residents to become transportation independent, the County shall partner with the Taylor County Development Authority to implement the Economic Development Plan to facilitate growth, diversification, and stability of the economy; create a variety of employment opportunities; and expand the economy to provide a sustainable future for residents.
- Policy II.18.3 In order to reduce the transportation disadvantaged demand by enabling residents to become transportation independent, the County shall encourage a diversity of housing in proximity to employment.

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- OBJECTIVE II.19 The County shall encourage increased access to coastal areas and resources.
- Policy II.19.1 The County shall encourage State and Federal agencies to increase access to public coastal resources.
- Policy II.19.2 The County shall encourage the provision of and improvement to existing trailways and roadways to provide better public coastal access.
- Policy II.19.3 The County shall encourage access to and connectivity among the coastal resources and new coastal development.
- OBJECTIVE II.20 The County shall encourage implementation of the land use and transportation strategies contained in the future traffic circulation and future land use elements, which can significantly reduce vehicle miles of travel causing a reduction in greenhouse gas emissions.
- Policy II.20.1 The County shall encourage the following strategies
1. Provide a hierarchy of interconnected roads to support the future development pattern that is designed to reduce automotive trips and trip lengths.
 2. Provide a connected network of pedestrian and bicycle facilities to promote biking and walking mode-split within each new development area.
 3. Focus transportation planning to support appropriately located compact, high density mixed-use development within the Urban Planning Areas.
 4. Coordinate with the Florida Department of Transportation to improve traffic management on State roads to reduce the aggregate time spent at traffic signals.
 5. Provide density bonuses and expedited development review to encourage reduction in vehicle miles of travel.
- Policy II.20.2 The County has designated Regional Employment Centers on the Future Land Use Map to reduce the vehicle miles of travel by providing opportunities to decrease the distance between homes and places of employment.

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V

CONSERVATION ELEMENT

INTRODUCTION

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

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

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

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

CONSERVATION GOAL, OBJECTIVES AND POLICIES

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

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

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

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

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

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

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

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

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

Policy V.2.15

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

Policy V.2.16

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

OBJECTIVE V.3

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

Policy V.3.1

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

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

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proposed development sites and protection of these natural resources from the impacts of development by the use of the Florida Fish and Wildlife Conservation Commission Strategic Habitat Conservation Areas maps, Florida Natural Areas Inventory, and North Central Florida Strategic Regional Policy Plan Regionally Significant Natural Resources map series to identify habitats which potentially contain endangered, threatened or species of special concern, and rare or unique vegetative communities prior to granting development approval.

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

Policy V.4.3

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

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

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

Policy V.4.4

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

Policy V.4.5

The County shall use innovative techniques for preservation, such as: designation and regulations of conservation areas; site plan review; on-site density transfers to allow clustering of allowable units to protect environmentally sensitive portions of a site; and, overlay zoning whereby density calculations and developable land expectations are based on net developable acreage after excluding the environmentally sensitive portions.

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

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

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

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

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

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

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

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

Policy V.4.12

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

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- OBJECTIVE V.5 The County, in order to protect significant natural resources in a manner which is in conformance with and furthers the North Central Florida Strategic Regional Policy Plan, as amended August 23, 2018, hereby adopts the following maps as they apply to the unincorporated areas of the County as part of the Future Land Use Map Series of this Comprehensive Plan; (1) Regionally Significant Natural Resources - Ground Water Resources, dated August 23, 2018; (2) Regionally Significant Natural Resources - Natural Systems, dated August 23, 2018; (3) Regionally Significant Natural Resources - Planning and Resource Management Areas, dated August 23, 2018; (4) Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated August 23, 2018; and (5) Regionally Significant Natural Areas - Surface Water Resources, dated August 23, 2018. The following policies provide direction for the use of these maps in applying the referenced policies of this Comprehensive Plan.
- Policy V.5.1 The map entitled Regionally Significant Natural Resources - Ground Water Resources, August 23, 2018, included within the Future Land Use Map Series, identifies groundwater resources for the application of the provisions of the high groundwater aquifer protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan.
- Policy V.5.2 The map entitled Regionally Significant Natural Resources - Natural Systems, dated August 23, 2018, included within the Future Land Use Map Series, identifies listed species for the application of the provisions the critical wildlife habitat policy of this element.
- Policy V.5.3 The maps entitled Regionally Significant Natural Resources - Planning and Resource Management Areas, dated August 23, 2018, included within the Future Land Use Map Series, identifies state owned regionally significant lands for application of the provisions of the conservation land use policy of the Future Land Use Element of this Comprehensive Plan.
- Policy V.5.4 The maps entitled Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated August 23, 2018, included within the Future Land Use Map Series, identifies surface water management improvement water bodies for the application of the provisions of the surface water runoff policy of this element.
- Policy V.5.5 The map entitled Regionally Significant Natural Areas - Surface Water Resources, dated August 23, 2018, included within the Future Land Use Map Series, identifies surface water resources for the application of the provisions of the surface water and riverbank protection policies of this element.
- OBJECTIVE V.6 The County shall protect the most sensitive resources within springsheds, including the principal areas of ground water contribution and recharge, sinkholes, depressions and stream to sink features, the area immediately adjacent to the spring and spring run.

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- Policy V.6.1 The County shall use acquisition funding programs such as the Florida Forever Program, Florida Community Trust, Rural and Family Land Protection Program and others to acquire fee simple or less than fee ownership through conservation easements on land within the delineated springshed that has been identified as critical or sensitive resources.
- Policy V.6.2 The County shall use other innovative approaches to protect sensitive resources, such as the transfer of development rights, performance zoning, open space zoning, on site density transfer and other techniques to maximize the establishment of open space areas.
- Policy V.6.3 The County shall encourage the use of setbacks recommended in “Protecting Florida’s Springs: An Implementation Guidebook” (2008), published by the Florida Department of Economic Opportunity, to protect springs and groundwater quality.
- OBJECTIVE V.7 The County shall define and delineate environmental overlay protection zones to protect the springshed and spring system resources and designate appropriate land uses in these zones.
- Policy V.7.1 The County shall designate low density and intensity land uses, including conservation lands and recreation areas, on the Future Land Use Plan Map of the Comprehensive Plan in and around critical springshed resources and sensitive springshed areas. Following the preparation and issuance of springshed maps for magnitude one springs by the Florida Geological Society of the Florida Department of Environmental Protection, the County shall adopt a springshed overlay protection zone map that designates critical springshed resources and sensitive springshed areas for magnitude one springs.
- OBJECTIVE V.8 The County shall promote water and energy conservation strategies to support the protection of the County’s natural resources.
- Policy V.8.1 The County shall require the use of Florida Friendly Landscaping techniques and native or adapted plants in order to reduce potable water consumption for irrigation for new public buildings and private development of 25 units or more.
- Policy V.8.2 The County shall promote the use of low impact development techniques approved by the Suwannee River Water Management District in order to protect the water resources of the County.
- Policy V.8.3 The County shall promote the use of Energy Star or equivalent high-efficiency appliances and fixtures to reduce energy use in public and private buildings.
- Policy V.8.4 The County shall require compact development within Urban Planning Areas on the Future Land Use Map, consistent with the Vision 2060 Plan. Urban Planning Areas shall include a mixture of residential and non-residential uses, promote pedestrian and bicycle trips, and contain appropriate density and intensity to support future public transit service, in order to conserve energy and reduce greenhouse gas emissions.
- Policy V.8.5 The County shall continue to promote those land uses that sequester carbon emissions, such as agriculture and timber production, therefore improving the air quality of the County.

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

Regional Planning Council: North Central FL

Review Date: 8/28/25

Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 88

Local Government: Alachua County

Local Government Item No.: Z25-000006

State Land Planning Agency Item No.: 25-2ESR

Date Mailed to Local Government and State Land Planning Agency: 8/29/25 (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 item Z 25-000006 amends the County Comprehensive Plan Conservation and Open Space Element to include Tree Preservation as a recognized open space category (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 Florida Department of Commerce.

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 currently adopted language.

Conservation and Open Space Element

OBJECTIVE 3.1 - CONSERVATION LAND USE CATEGORIES

A conservation land use category shall be established to recognize and protect natural resources within privately owned lands in Alachua County utilizing appropriate regulatory, acquisition, and incentive mechanisms.

Policy 3.1.1 Conservation areas shall consist of natural resources that, because of their ecological value, uniqueness and particular sensitivity to development activities, require stringent protective measures to sustain their ecological integrity. These areas shall include:

- (a) Wetlands;
- (b) Surface waters;
- (c) 100-year floodplains;
- (d) Listed species habitat;
- (e) Significant geologic features; and
- (f) Strategic ecosystems; and
- (g) Champion trees and Landmark Live Oaks

Objective 4.11 – CHAMPION TREES AND LANDMARK LIVE OAKS

Protect and conserve Champion trees and Landmark Live Oaks, as determined in the land development regulations, to support biological systems, provide for ecological benefits to the developed environment and maximize the enjoyment of natural settings.

Policy 4.11.1 The land development regulations shall establish standards for designating Champion trees and Landmark Live Oaks, with a focus on large, long-lived, high-quality trees. Canopy areas associated with preserved trees may be counted towards a development's required Open Space consistent with COSE Policy 5.2.2.

Policy 4.11.2 Outside of the preservation of large, long-lived high-quality trees, the land development regulations should incentivize new development to preserve other existing tree canopy consistent with COSE Policies 5.4.2 and 5.4.3.

Policy 4.11.3 Preserved trees and tree canopy should be accessible to the public, where appropriate, to provide for enjoyment of the natural systems associated with them. The land development regulations shall establish standards for limited impacts within the tree canopy area.

OBJECTIVE 5.2 - OPEN SPACE

To permanently preserve public Open Space within developments within Alachua County that protects natural resources, provides recreation, and augments the community network of bicycle and pedestrian infrastructure.

Policy 5.2.1 Open Space shall be provided on at least ten percent of every development, except as specified in Policy 5.2.5.

Policy 5.2.2 Open space is not intended to diminish other conservation requirements in this Element. The open space requirement in Policy 5.2.1 shall be fulfilled first with any of the conservation areas listed in Policy 3.1.1 followed by any significant habitat, if such exist on the site. All Conservation Areas or significant habitat within Open Space, with the exception of Champion Trees and Landmark Live Oaks, shall be maintained and remain undeveloped in perpetuity using a legal instrument that runs with the land and sets forth conditions and restrictions on use. The ULDC shall provide alternative options for protection of conservation resources based on quality, size, connectivity, and any other specified criteria. The boundaries of all Open Space shall be clearly delineated on plans, including recorded plats, and marked in the field to distinguish Open Space from developed areas.

Policy 5.2.3 After the requirements of Policy 5.2.2 have been met, additional Open Space shall minimize the fragmentation of open space areas and be one piece of contiguous land, at the periphery of the development to allow for connection to adjacent open space, with limited exceptions as defined in the land development code. The Open Space shall be located to best meet the following goals:

- (a) Augment required conservation areas
- (b) Provide accessible open space in the form of community gardens, community fields, greens, and pocket parks
- (c) Promote greater accessibility, resource protection, and connectivity by being contiguous or linked through multiuse paths to greenways, trails, public parks, and Open Space on adjoining parcels.

Policy 5.2.4 Open space in clustered rural residential subdivisions and Planned Developments with Transfers of Development Rights (PD-TDR) shall be preserved in accordance with policies under Objective 6.2 of the Future Land Use Element.

Policy 5.2.5 After meeting the requirements of Policy 5.2.2 to preserve any conservation resources listed in Policy 3.1.1 or significant habitat, the following types of development are not required to provide additional Open Space:

- (a) Nonresidential Development
- (b) Family Homestead Subdivisions

- (c) Rural Agriculture Unpaved Residential Subdivisions with no more than 9 lots
- (d) Towers, major utilities, and outdoor recreation

Developments not required to provide additional open space shall still provide pedestrian and bicycle connections between designated greenways when applicable.

Definitions:

Champion Trees: Those trees that have been identified by the Florida Forest Service Division of Forestry as being the largest of their species within the State of Florida or by American Forests the American Forestry Association as the largest of their species in the United States. ~~The current list of champion trees in Gainesville and Alachua County is on file in the office of codes enforcement. This list is subject to revision and will be updated yearly.~~

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

Regional Planning Council: North Central Fl

Review Date: 8/28/25

Amendment Type: Draft Amendment

Regional Planning Council Item No.: 89

Local Government: Town of Branford

Local Government Item No.: N/A

State Land Planning Agency Item No.: 25-1ESR

Date Mailed to Local Government and State Land Planning Agency: 8/29/25 (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 item amends the planning period of the Town's Comprehensive Plan to 2025-2050 (see attached).

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

The Town item is not anticipated to result in significant adverse impacts to regional facilities or Natural Resources of Regional Significance as the amendment is not anticipated to result in an increase in density or intensity 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 the Florida Department of Commerce.

Yes X No
Not Applicable

**EXCERPTS FROM THE
TOWN COMPREHENSIVE PLAN AMENDMENT**

Plan Amendment Data and Analysis

The Town of Branford Comprehensive Plan was first adopted in 1992 and was revised and updated several times including the final update in 2012 after a comprehensive EAR process. Since 2012 the Town has only amended the Plan Future Land Use Map 5 times by the small scale amendment process. These map amendments have all been single quarter acre lots which the owner needed changed so that a new renter could use the property in a different way. In fact two of the map changes were for the same property, residential to commercial and then commercial back to residential.

That Plan has worked well for the Town for the past 12 plus years with no major amendments needed.. There has been no need to make any amendments except those map amendments and changes required by State mandates. So, the Town has decided to keep the current Plan the same for the next 25 years.

BEBR projections for the Town of Branford show only a 10% increase in population for the County as a whole. Which in the case of the Town share of growth, means that the Town is projected to grow by 70 people in the next 25 years, or a rate of a little less than 3 people per year. Which is only one household per year. Therefore there is no projected need for change. The only other factor to consider would be land use changes immediately adjacent to the Town which may be considered for annexation. But, the Town is surrounded by unincorporated areas which are currently developed, except along Hwy 27 East where the Town could grow commercially. Therefore there is little residential future growth potential through annexations either.

The Town of Branford has decided to update the Plan to have a Planning Period of 25 years, pursuant to State mandate. The only places in the Plan that include the planning time period are the Title page and the FLUM. Therefore this amendment change and updates these two sections of the Branford Comprehensive Plan to reflect the 2025 -2050 planning period.

THE TOWN OF BRANFORD

~~2012 – 2025~~

2025 - 2050

COMPREHENSIVE PLAN

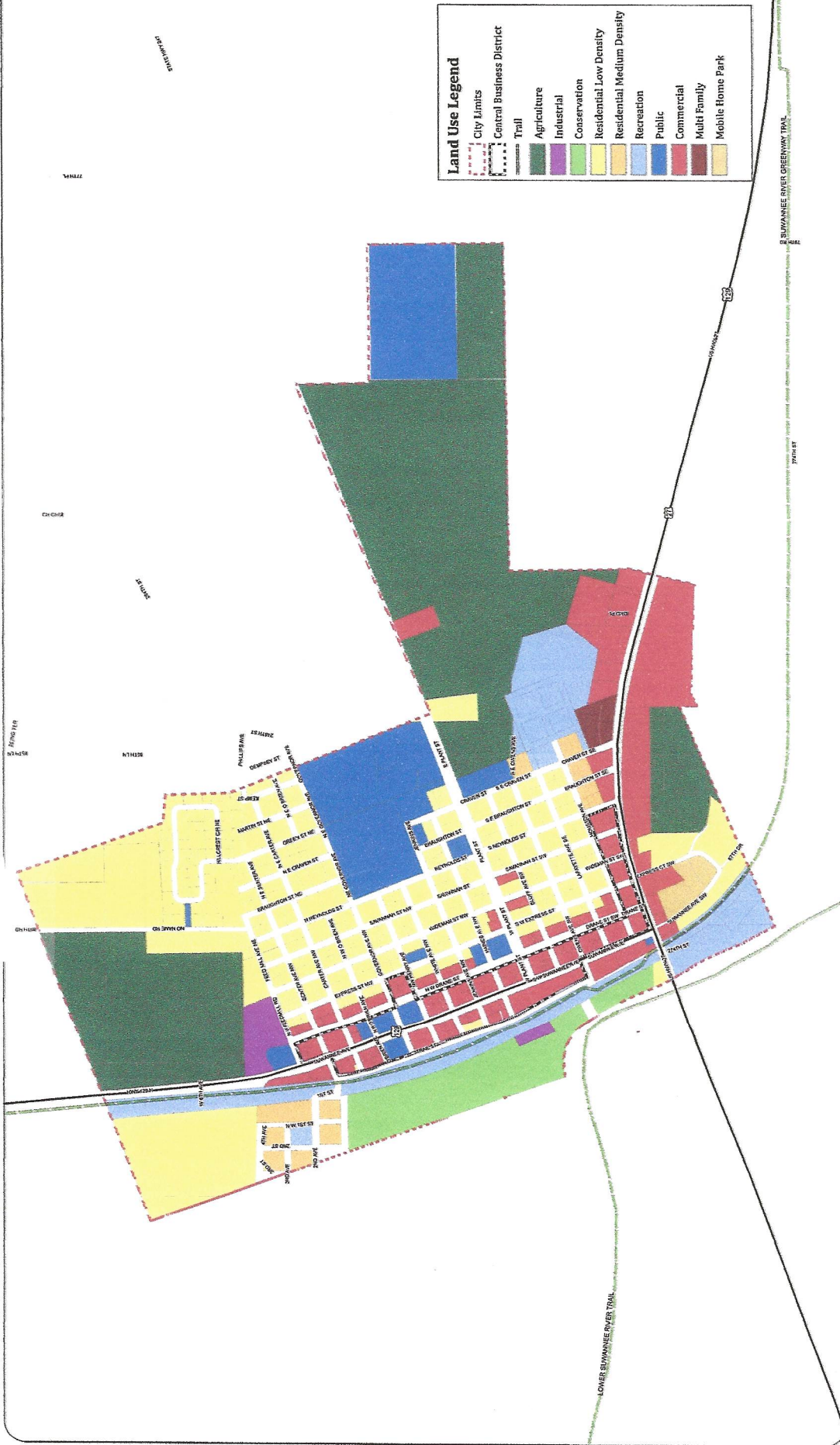
Adopted by Ordinance ~~2012-13~~

~~October 30, 2012~~

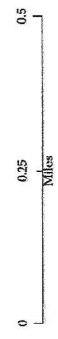
Town of Branford

2012-2025-2025-2050

Future Land Use Map



Land Use Legend	
City Limits	Central Business District
Trail	Agriculture
Industrial	Conservation
Residential Low Density	Residential Medium Density
Recreation	Public
Commercial	Multi Family
Mobile Home Park	



Produced for the
City of Branford, Florida
The John S. Gandy Institute of Government
For general planning purposes only. Urban subject are not recorded. This is not a survey instrument.

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

Regional Planning Council: North Central FL
Review Date: 8/28/25
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 91
Local Government: Alachua County
Local Government Item No.: Z25-000003
State Land Planning Agency Item No.: 25-3ESR

Date Mailed to Local Government and State Land Planning Agency: 8/29/25 (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 item Z 25-000003 reclassifies approximately 82.00 acres of land near Southeast Hawthorne Road/Lakeshore Drive from Estate Residential (up to 1 dwelling unit per 2 acres), Low Density Residential (1 to 4 dwelling units/acre) and Commercial to Low Density Residential (1 to 4 dwelling units/acre) and Conservation (up to 1 dwelling unit per 10 acres)(see attached).

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

The subject property is located within one-half mile of State Road 20, which is identified as part of the Regional Road Network as mapped in the North Central Florida Strategic Regional Policy Plan. However, significant adverse transportation impacts to the Regional Road Network are not anticipated as the amendment decreases intensity by eliminating Commercial land use and only increases residential density by a minor amount.

The subject property is located within the Orange Creek Surface Water Improvement and Management Basin and adjacent to Conservation area Paynes Prairie Preserve State Park, as identified and mapped in the North Central Florida Strategic Regional Policy Plan. Nevertheless, significant adverse impacts are not anticipated as the amendment decreases intensity by eliminating Commercial land use and only increases residential density by a minor amount.

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 Florida Department of Commerce.

Yes _____ No _____
Not Applicable _____ X _____

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

ALACHUA COUNTY
BOARD OF COUNTY COMMISSIONERS

ORDINANCE 2025-15

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY, FLORIDA, AMENDING THE ALACHUA COUNTY COMPREHENSIVE PLAN 2019-2040 TO CHANGE THE DESIGNATION OF THE FUTURE LAND USE MAP FROM ESTATE RESIDENTIAL (UP TO 1 DWELLING UNIT PER 2 ACRES), LOW DENSITY RESIDENTIAL (1 TO 4 DWELLING UNITS/ACRE) AND COMMERCIAL TO LOW DENSITY RESIDENTIAL (1 TO 4 DWELLING UNITS/ACRE) AND CONSERVATION AND ADDING POLICY 7.1.37 TO THE FUTURE LAND USE ELEMENT RELATED TO THIS MAP AMENDMENT; 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 map and text amendment (Application No. Z25-000003) to the Alachua County Comprehensive Plan, 2019-2040 as provided herein; and,

WHEREAS, a duly advertised public hearing on the proposed comprehensive plan amendment was conducted on April 16, 2025 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 May 27, 2025, 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 May 28, 2025; and,

WHEREAS, the Florida Department of Commerce, Florida Department of Transportation, Florida Fish and Wildlife Conservation Commission, and St. Johns River Water Management District and the Florida Department of Environmental Protection provided letters to the County indicating that those agencies had no comment on the proposed amendment; 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 Z25-000003 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 August 12, 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 Future Land Use Map is hereby amended as shown in Exhibit "A".

SECTION 2. That the following Policy is added to the Future Land Use Element of the Alachua County Comprehensive Plan: 2019-2040:

Policy 7.1.37 The approximately 82-acre property on SE Hawthorne Road (SR 20) consisting of tax parcels 16184-000-000, 16185-000-000, 16201-004-000, 16194-001-000, 16194-002-000 and 16194-000-000 is designated Conservation and Low Density Residential on the Future Land Use Map with primary uses limited to single family detached residential at a maximum of 149 units. No roadways or residential lots shall be located within 200 feet of the eastern boundaries of parcels 16185-000-000 and 16194-000-000 (where abutting parcels 16185-001-000 and 16194-003-000). This area will be limited to a combination of green spaces, stormwater management areas, tree preservation areas and necessary utility infrastructure and shall not be fenced to contribute to a larger off-site north-south greenway / wildlife corridor. Access to Lakeshore Drive from the subject parcels shall be limited to pedestrians and bicycles, and shall allow for access by emergency vehicles.

SECTION 3. 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 4. Repealing Clause. All ordinances or parts of ordinances in conflict herewith are, to the extent of the conflict, hereby repealed.

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

Commissioners that, if any section, sentence, clause, phrase or provision of this ordinance is held 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 6. 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 7. 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 12th day of August, 2025.

BOARD OF COUNTY COMMISSIONERS
OF ALACHUA COUNTY, FLORIDA

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

ATTEST:

Jesse K. Irby, II
Jesse K. Irby, II, Clerk

(SEAL)

DEPARTMENT APPROVAL
AS TO CORRECTNESS:

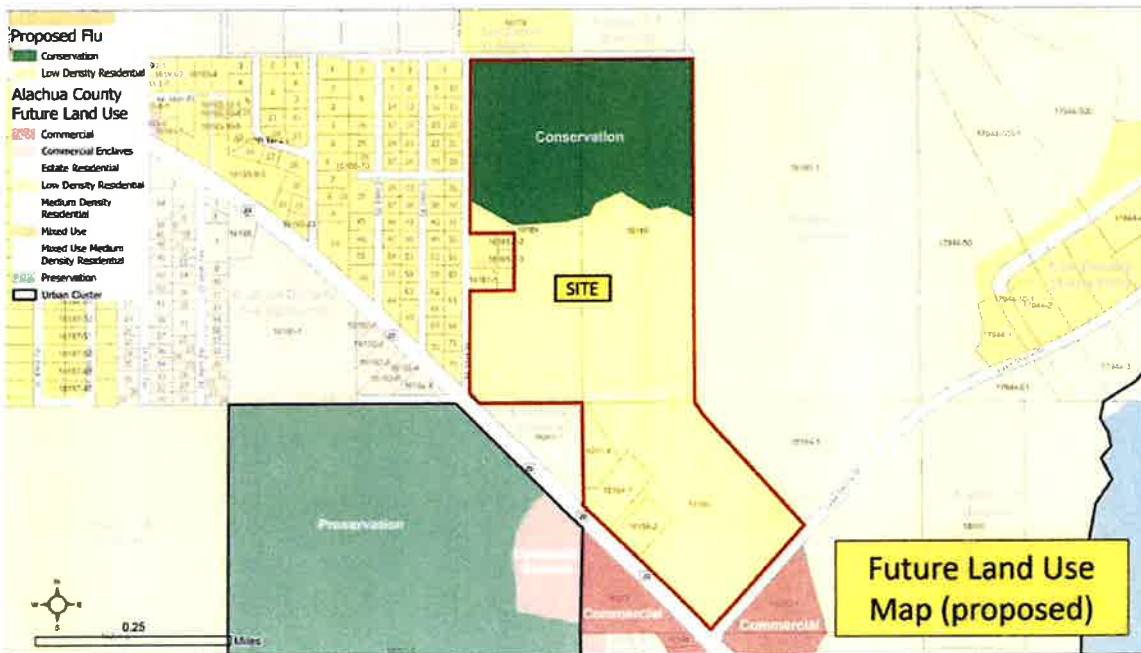
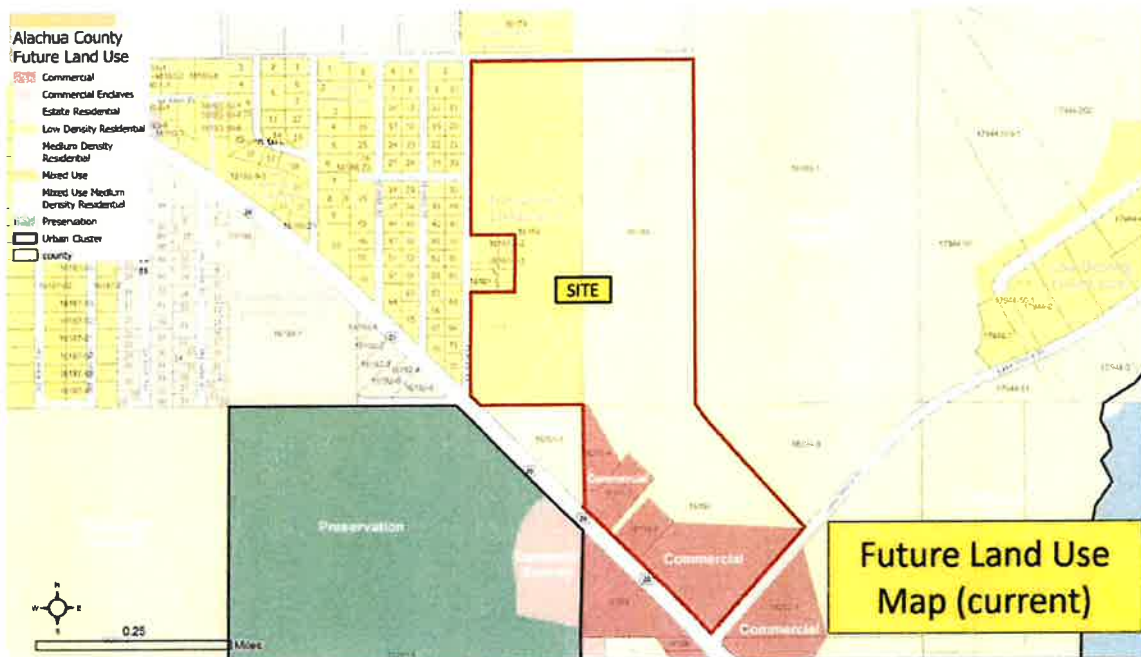
[Signature]
Director of Growth Management
or Designee

APPROVED AS TO FORM:

[Signature]
Alachua County Attorney

EXHIBIT A

Z25-000003: Map Amendment to Alachua County Comprehensive Plan



Evaluation of consistency with Florida Statute 163.3177

Florida Statute 163.3177(8) requires that comprehensive plan map amendments be based on the following analyses:

- An analysis of the availability of facilities and services.
- An analysis of the suitability of the plan amendment for its proposed use considering the character of the undeveloped land, soils, topography, natural resources, and historic resources on site.
- An analysis of the minimum amount of land needed to achieve the goals and requirements of this section.

These analyses were made during staff's review of this application. As demonstrated in the "Levels of Service" section below, public facilities and services are adequately available to serve future development on this site if the amendment is approved. The applicant has provided an Environmental Resource Assessment that staff from the Alachua County Environmental Protection Department (ACEPD) has reviewed in order to analyze the suitability of the plan amendment considering the physical characteristics of the site, natural resources present and historic resources. Staff has concluded that the amendment is consistent with the protection of natural resources. Further details have been provided in ACEPD's comments (shown in Staff and Agency comments section below).

The amendment provides a relatively small increase in density (from 131 to 149 maximum units on an 82 acre site, or from 1.6 units/acre to 1.81 units/acre) that is likely the minimum amount needed to provide a feasible development on this site.

Florida Statute 163.3177(9) further states that future land use amendments shall discourage the proliferation of urban sprawl. Alachua County uses the boundary of the Urban Cluster to discourage urban sprawl. Land lying outside of this boundary is considered rural with much lower residential density than the urban densities found inside the boundary. Additionally, urban services such as centralized water and sewer lines may not be extended beyond this boundary without approval by the Board of County Commissioners and with specific justification. As this amendment lies within the Urban Cluster it can maximize the use of existing urban infrastructure. The Alachua County Comprehensive Plan encourages higher densities and mixture of land uses within the Urban Cluster that support a range of housing choices and a multimodal transportation

system. The site of the proposed amendment lies within the Urban Cluster and can implement the Comprehensive Plan's goals to discourage urban sprawl.

Consistency with Comprehensive Plan

Levels of Service

The Alachua County Comprehensive Plan Capital Improvement Element requires that the public facilities and services needed to support development be available concurrent with the impacts of development and that issuance of a Certificate of Level of Service Compliance (CLSC) be a condition of all final development orders. 'Concurrent' shall mean that all adopted levels of service (LOS) standards shall be maintained or achieved within a specified timeframe. Per **Policy 1.2.4 and Policy 1.2.5 of the Capital Improvements Element** of the Alachua County Comprehensive Plan, LOS standards have been adopted for various types of public facilities.

Traffic

The proposed amendment would result in the elimination of 12.4 acres with Commercial land use designation on the site. Using an assumption of 10,000 sq. ft. of commercial uses per acre (i.e. 124,000 sq. ft.) a shopping plaza (ITE code 821) could result in 11,717 daily trips. Single-family residential uses (ITE code 210) produce far fewer trips. As proposed, the rezoning would result in over 10,000 fewer daily trips compared with the shopping plaza scenario development. From data generated by the ITE Trip Generation Manual, 11th Edition, an average of 2,084 daily trips would be expected with 221 units. However, with the proposed text amendment accompanying this application, the number of trips would be further reduced to 1,405 based on the maximum number of units (149). Development on the subject property will mitigate its impacts through the mobility fee program. Any necessary operational improvements will be analyzed during development plan review.

Water and Sewer

Policy 1.2.4 (d) of the Capital Improvements Element describes the minimum Level of Service standards for potable water and sewer. These are summarized in the following table:

	Peak Residential & Non Residential	Pressure	Storage Capacity
Potable Water	200 gallons/day/du	40 p.s.i.	½ peak day volume
Sanitary Sewer	106 gallons/day/du	N/A	N/A

The site is located within the Urban Cluster and will be served by existing centralized water and sewer lines that run along SE Hawthorne Rd.

Drainage

Policy 1.2.4 of the Capital Improvements Element states that the minimum drainage LOS standard for residential development requires a floor elevation of one (1) foot above the 100-year/critical duration storm elevation. Development on this site would be required to meet this standard.

Emergency Services

Policy 1.2.5 (a) of the Capital Improvements Element states that the LOS standard for fire services in the rural area is as follows:

- Initial unit response within 6 minutes for 80% of all responses within 12 months.
- 100% of development shall provide water supply served by hydrants

All development would be required to meet these standards at the time of development plan approval.

Solid Waste

Policy 1.2.4 (b) of the Capital Improvements Element states that the minimum level of service standard for solid waste disposal used for determining the availability of disposal capacity to accommodate demand generated by existing and new development, at a minimum, shall be 0.8 tons per person per year. LOS standards for solid waste will not be exceeded by this request.

Schools

Objective 2.2 of the Public School Facilities Element states that Alachua County in coordination with SBAC shall ensure that the capacity of public schools is sufficient to support final development plans for residential developments.

The maximum potential of dwelling units from the proposed large-scale Comprehensive Plan amendment would be 149. This results in a net increase of 18 dwelling units. The site is located in the Eastside High School Concurrency Service Area (CSA), the Lincoln Middle School CSA and the Gainesville East Alachua Elementary CSA. Based on the Alachua County School Board's (ACSB) student multipliers this would yield the following number of student stations:

SINGLE FAMILY RESIDENTIAL DEVELOPMENT STUDENT GENERATION CALCULATIONS				
ELEMENTARY	149	units X 0.12 Elementary School Multiplier	18	Student Stations
MIDDLE	149	units X 0.06 Middle School Multiplier	9	Student Stations
HIGH	149	units X 0.09 High School Multiplier	14	Student Stations

The ACSB states in its 2023 School Concurrency Report that student capacity within the Concurrency Service Areas for this site during the 2025-26 school year are as follows:

Elementary: 2,503 available stations (70% capacity)

Middle: 364 available stations (65% capacity)

High: 1,054 available stations (57% capacity)

Therefore, adequate capacity exists to meet the Level of Service (LOS) Standards for public schools (i.e. 100% of Program Capacity).

Recreation

The proposed land use amendment will maintain the County's adopted level of service (LOS) for recreation. **Policy 1.2.4(a) of the Capital Improvements Element** states:

The County shall adopt and maintain, at a minimum, the following level of service standards for recreation of: (1) 0.5 acres of improved activity-based recreation sites per 1000 persons in the unincorporated area of Alachua County; (2) 5.0 acres of improved based recreation sites per 1000 persons in the unincorporated area of Alachua County.

The proposed amendment authorizes up to 149 dwelling units. The Alachua County Parks and Open Space Master Plan (2023) identifies the following:

Year	Unincorporated Alachua Co. Pop. Est.	Existing Activity-Based Acres	Acres Needed	Surplus/Deficiency Acres
2022	112,471	95	56	39
2027	116,036	95	58	37
2035	127,020	95	64	31

Year	Unincorporated Alachua Co. Pop. Est.	Existing Resource-Based Acres	Acres Needed	Surplus/Deficiency Acres
2022	112,471	611	562	49
2027	116,036	611	580	31
2035	127,020	611	635	-24

Figure 15: Recreation surplus/deficiency for unincorporated county

The additional number of units (18 additional from existing) that would be authorized if this amendment were to be approved would not cause a deficiency in the Recreation LOS.

General Strategy 1 of the Future Land Use Element identifies *...minimizing the conversion of land from rural to urban uses by maximizing the efficient use of available urban infrastructure, while preserving environmentally sensitive areas...* as a way to implement the County's principles for the goal of encouraging "orderly, harmonious and judicious use of land". The proposed amendment provides new opportunities for residential development with the eastern portion of the Urban Cluster, making use of available urban infrastructure, while designating the Eastside Greenway strategic ecosystem as Conservation.

Policy 1.5.1 of the Future Land Use Element states:

New residential development shall meet all of the requirements for adequate facilities based on the level of service standards adopted in this Plan for roads, potable water, sanitary sewer, solid waste, stormwater, public schools, recreation and open space facilities, and mass transit and the concurrency provisions of this Plan.

As identified in the Level of Service section above, the proposed amendment will meet all of the LOS standards adopted in this Plan.

Principle 3 of the Transportation and Mobility Element states:

Discourage sprawl and encourage the efficient use of the urban cluster by directing new development and infrastructure to areas where mobility can be provided via multiple modes of transportation.

The site of this amendment is located within the southeast portion of the Urban Cluster, at the intersection of SE Hawthorne Rd. and Lakeshore Dr. it is in close proximity to the Eastside Activity Center and Eastside High School. Existing RTS transit reaches SE 43rd Street, about ¾ mile to the west.

Policy 1.1.1 of the Housing Element states:

Alachua County shall, through the policies in the Future Land Use Element, provide areas for residential development which would be suitable for the development of affordable housing. These areas shall take into account the availability of infrastructure and land, the accessibility to employment and services, the proximity to shopping, daycare facilities, transit corridors, and the promotion of infill opportunities.

Policy 3.4.1 of the Conservation and Open Space Element states that all applications for land use change, zoning change and development approval shall be required to submit an inventory of natural resource information. In the land use and zoning context, the County shall use this information to determine whether the requested change is consistent with protection of natural resources. The applicant has submitted an Environmental Resources Assessment as part of the application materials. Alachua County Environmental Protection Department staff have reviewed this assessment and found that the application as proposed is consistent with the protection of natural resources (see staff comments below).

Policy 3.1.4 of the Energy Element states:

Promote energy-efficient land use patterns that reduce travel costs and encourage long-term carbon sequestration.

The proposed amendment promotes energy efficient land use patterns that reduce travel costs. The site is located within the Urban Cluster, abutting an arterial state road (SE

Hawthorne Rd.). Approval of the amendment will help to provide residential opportunities for the eastern portion of the Urban Cluster.

Staff Recommendation

Staff recommends that the Board of County Commissioners **approve** Z25-000003, with the bases as listed in the staff report and *with the addition of the text amendment to the Comprehensive Plan, Policy 7.1.37 of the Future Land Use Element, as amended following transmittal to the Florida Department of Commerce and other reviewing agencies.*

Bases

1. Policy 1.5.1 of the Future Land Use Element states:

New residential development shall meet all of the requirements for adequate facilities based on the level of service standards adopted in this Plan for roads, potable water, sanitary sewer, solid waste, stormwater, public schools, recreation and open space facilities, and mass transit and the concurrency provisions of this Plan.

The applicant has demonstrated that the proposed land use amendment would meet all of the requirements for adequate public facilities based on level of service standards as adopted in the Comprehensive Plan.

2. Policy 8.5.7 of the Future Land Use Element states that the County shall promote and incentivize redevelopment of areas already in development or impacted by prior development for the East Gainesville Urban Area. The site is located in the East Gainesville Urban Area and is impacted by prior commercial development along the southern portion of the site. The commercial uses have been abandoned for several years. This amendment provides a means to redevelop the site for residential development.

3. Policy 3.4.1 of the Conservation and Open Space Element states that all applications for land use change, zoning change and development approval shall be

required to submit an inventory of natural resource information. In the land use and zoning context, the County shall use this information to determine whether the requested change is consistent with protection of natural resources. Staff from the Alachua County Environmental Protection Department have reviewed the application and found that the proposed amendment is consistent with the protection of natural resources. Evaluation of specific protection strategies will be made when a development plan is proposed.

4. **Objective 3.1 of the Energy Element** is to promote energy-efficient land use patterns that reduce travel costs and encourage long-term carbon sequestration. The proposed amendment makes use of existing urban infrastructure and promotes infill within the Urban Cluster.



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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 8/28/25

PROJECT DESCRIPTION

#90 - City of Jasper - Fiscal Year 2020 and Fiscal Year 2021 Community Development Block Grant - Neighborhood Revitalization- 23DB-N20- Final Floodplain Notice

TO: Mark Meyers, Interim City Manager
City of Jasper
208 West Hatley Street
Jasper, FL 32052-8707

XC: Fred D. Fox, President
Fred Fox Enterprises, Inc.
P.O. Box 840338
St. Augustine, FL 32080-0338

 COMMENTS ATTACHED

 X **NO COMMENTS REGARDING THIS PROJECT**

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

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Project Narrative — G-2

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

Service Area #1 Chan Bridge Lift Station Number 4 Service Area:

03J – Sewer Line Replacement – The City of Jasper's Chan Bridge Sanitary Sewer Lift Station has aging components and is in need of rehabilitation. The project proposed in this application is the rehabilitation of and improvements to the City's sanitary sewer Chan Bridge lift station. The improvements will include replacement of lift station's components to ensure ongoing operation of the City's sanitary sewer system. The Chan Bridge Sanitary Sewer Lift Station is located at the intersection of Chan Bridge Drive and Northwest 103rd Place in unincorporated Hamilton County. The proposed improvements are:

- Demolish Existing Lift Station Components
- Reline Existing Wet Well
- Install New Submersible Pump in Wet Well
- Install New Guiderails, Piping, Valves & Fittings
- Install New Valve Vault & Wet Well Top with Hatch
- Install New Control Panel / Electrical
- Connect to Existing Forcemain
- Complete Site Work and Install New Fencing

The service area is bound on the northwest by Northwest 104th Avenue, bound on the southwest by the homes on the west side of 16th Avenue Northwest, bound on the south by the homes on the south side of Northwest 36th Drive and by the homes on the south side of Field Crest Road, bound on the east by Pine Wood Road, bound on the north by Northwest 35th Place, by the homes on the north side of Northwest 103rd Place and by the homes on the north side of Maplewood Road.

This service area includes all of the residential housing units in the service area whose effluent waste flows thru the City of Jasper's Chan Bridge Lift Station. The beneficiaries of the Chan Bridge Lift Station rehabilitation project proposed in this service area are all of the people living in the residential housing units in the service area whose effluent flows thru the City's Chan Bridge lift station. Currently 149 occupied households are located in the Primary Service Area for rehabilitation of the Chan Bridge Lift Station. These 149 households contain 444 people. 159 of the people living in the households in the service area, or 35.81% are VLI, 375 of the people living in the households in the service area, or 84.46% are LMI and 69 of the people living in the households in the service area or 15.54% have household incomes which are above the LMI income limits. Thus, National Objective 1, Benefit to Low Moderate-Income Persons is realized by this activity.

Project Narrative (continued):

The activity, dollar amounts and estimated percentage benefit to low- and moderate-income persons in Service Area #1 are as follows:

Activity	Description	CDBG Cost	Local Match Funds
03J Sewer Line Replacement	Rehabilitate Chan Bridge Lift Station	\$307,000.00	\$ 0.00

Service Area #2 Ben Jones Lift Station Number 13 Service Area:

03J – Sewer Line Replacement – The City of Jasper’s Ben Jones Lift Station Number 13 has aging components and is in need of rehabilitation. The project proposed in this application is the rehabilitation of and improvements to the City’s Ben Jones sanitary sewer lift station. The improvements will include replacement of lift station’s components to ensure ongoing operation of the City’s sanitary sewer system for the residents served by the system. The Ben Jones Sanitary Sewer Lift Station is located at the intersection of Northwest 108th Avenue and Northwest 37th Trail in unincorporated Hamilton County. The proposed improvements are:

- Demolish Existing Lift Station Components
- Reline Existing Wet Well
- Install New Submersible Pump in Wet Well
- Install New Guiderails, Piping, Valves & Fittings
- Install New Valve Vault & Wet Well Top with Hatch
- Install New Control Panel / Electrical
- Connect to Existing Forcemain
- Complete Site Work and Install New Fencing

The service area is bound on the north and east by the Norfolk Southern Railroad Tracks, bound on the south by the homes on the south side of Northwest 37th Street, and bound on the west by the homes on the west side of Northwest 107th Avenue.

This service area includes all of the residential housing units in the service area whose effluent flows thru the City of Jasper’s Ben Jones Lift Station System. The beneficiaries of the Ben Jones Lift Station rehabilitation project proposed in this service area are all of the people living in the residential housing units in the service area whose effluent flows thru the City’s Ben Jones lift station. Currently 80 occupied households are located in the Primary Service Area for rehabilitation of the Ben Jones Lift Station. These 80 households contain 214 people. 96 of the people living in the households in the service area, or 44.86% are VLI, 188 of the people living in the households in the service area, or 87.85% are LMI and 26 of the people living in the households in the service area or 12.15% have household incomes which are above the LMI income limits. Thus, National Objective 1, Benefit to Low Moderate-Income Persons is realized by this activity.

Project Narrative (continued):

The activity, dollar amounts and estimated percentage benefit to low- and moderate-income persons in Service Area #2 are as follows:

Activity	Description	CDBG Cost	Local Match Funds
03J Sewer Line Replacement	Rehabilitate Ben Jones Sewer Lift Station	\$275,200.00	\$ 0.00

The sources and uses of funds for the project are as follows:

ACTIVITY	CDBG	CITY MATCH CLAIMED FOR POINTS	TOTAL
03J – Sewer Line Replacement	\$582,200.00	\$ 0.00	\$582,200.00
03J – Engineering	\$ 61,800.00	\$50,000.00	\$111,800.00
013 – Administration	\$ 56,000.00	\$ 0.00	\$ 56,000.00
Total:	\$700,000.00	\$50,000.00	\$750,000.00

The City of Jasper is committing fifty thousand dollars (\$50,000.00) as leverage. All of the \$50,000 in leverage will be used towards Engineering as local match in this application.

None of the proposed activities will be carried out in a floodplain or wetland.

The City anticipates it will take approximately thirty (30) months for the Project to be complete including the environmental review, bidding, construction, and grant closeout.

Without the assistance of CDBG funding requested in this application, the City of Jasper would not be able complete the work on the Project proposed in this application.

UNMET NEEDS

If sufficient CDBG funds remain after addressing the above work, the City would utilize these funds to address the following Unmet Needs:

Unmet Need # 1 - Service Area #1 Chan Bridge Lift Station Number 4 Service Area:

03J – Sewer Line Replacement – The City’s Chan Bridge Lift Station has aging components and is in need of rehabilitation and upgrades. The project proposed in this unmet need portion of the application is the installation of an emergency electrical generator at the City’s Chan Bridge sanitary sewer lift station. The emergency electrical generator will ensure ongoing operation of the City’s sanitary sewer system, for the sewer customers

Project Narrative (continued):

served by the Chan Bridge Lift Station, particularly during power outages. The Chan Bridge Lift Station is located at at the intersection of Chan Bridge Drive and Northwest 103rd Place in unincorporated Hamilton County.

The service area is bound on the northwest by Northwest 104th Avenue, bound on the southwest by the homes on the west side of 16 Avenue Northwest, bound on the south by the homes on the south side of Northwest 36th Drive and by the homes on the south side of Field Crest Road, bound on the east by Pine Wood Road, bound on the north by Northwest 35th Place, by the homes on the north side of Northwest 103rd Place and by the homes on the north side of Maplewood Road.

This service area includes all of the residential housing units in the service area whose residents effluent flows thru the City of Jasper's Chan Bridge Lift Station. The beneficiaries of the Chan Bridge Lift Station rehabilitation project proposed in this service area are all of the people living in the residential housing units in the service area whose effluent flows thru the City's Chan Bridge lift station. Currently 149 occupied households are located in the Primary Service Area for rehabilitation of the Chan Bridge Lift Station. These 149 households contain 447 people. 168 of the people living in the households in the service area, or 37.58% are VLI, 380 of the people living in the households in the service area, or 85.01% are LMI and 67 of the people living in the households in the service area or 14.99% have household incomes which are above the LMI income limits. Thus, National Objective 1, Benefit to Low Moderate-Income Persons is realized by this activity.

The activity, dollar amounts and estimated percentage benefit to low- and moderate-income persons in Service Area #1 are as follows:

Activity	Description	CDBG Cost	Local Match Funds
03J Sewer Line Replacement	Install Emergency Electrical Generator	\$75,000.00	\$ 0.00

Unmet Need # 2 - Service Area #2 Ben Jones Lift Station Number 13 Service Area:

03J – Sewer Line Replacement – The City's Ben Jones Lift Station has aging components and is in need of rehabilitation and upgrades. The project proposed in this unmet need portion of the application is the installation of an emergency electrical generator at the City's Ben Jones sanitary sewer lift station. The emergency electrical generator will ensure ongoing operation of the City's sanitary sewer system, for the sewer customers served by the Lift Station, particularly during power outages. The Ben Jones Lift Station is located at at the intersection of Northwest 108th Avenue and Northwest 37th Trail in unincorporated Hamilton County.

The service area is bound on the north and east by the Norfolk Southern Railroad Tracks, bound on the south by the homes on the south side of Northwest 37th Street, and bound on the west by the homes on the west side of Northwest 107th Avenue.

Project Narrative (continued):

This service area includes all of the residential housing units in the service area whose residents effluent flows thru the City of Jasper's Ben Jones Lift Station System. The beneficiaries of the Ben Jones Lift Station rehabilitation project proposed in this service area are all of the people living in the service area whose effluent flows thru the City's Ben Jones lift station. Currently 80 occupied households are located in the Primary Service Area for rehabilitation of the Ben Jones Lift Station. These 80 households contain 214 people. 96 of the people living in the households in the service area, or 44.86% are VLI, 188 of the people living in the households in the service area, or 87.85% are LMI and 26 of the people living in the households in the service area or 12.15% have household incomes which are above the LMI income limits. Thus, National Objective 1, Benefit to Low Moderate-Income Persons is realized by this activity.

The activity, dollar amounts and estimated percentage benefit to low- and moderate-income persons in Service Area #2 are as follows:

Activity	Description	CDBG Cost	Local Match Funds
03J Sewer Line Replacement	Install Emergency Electrical Generator	\$ 75,000.00	\$ 0.00

Unmet Need # 3 - Service Area #3 Central Avenue Sidewalk Replacement Service Area:

03L – Pedestrian Malls and Sidewalks - The City of Jasper proposes to rehabilitate approximately 1,900 linear feet (LF) of sidewalks on Central Avenue. The proposed sidewalk work would take place along Central Avenue between Martin Luther King Drive and 8th Street in the City of Jasper.

This service area includes all of the residential housing units located along the section of Central Avenue to receive the new sidewalks between Martin Luther King Drive and 8th Street:

The beneficiaries of the City's Central Avenue sidewalk rehabilitation project proposed in this service area are all of the people living in the residential housing units in the service area whose occupants are the primary users of the sidewalks along Central Avenue. Currently 13 occupied households are located in the Primary Service Area for rehabilitation of the Central Avenue Sidewalks in the service area. These 13 households contain 43 people. 11 of the people living in the households in the service area, or 25.58% are VLI, 26 of the people living in the households in the service area, or 60.47% are LMI and 17 of the people living in the households in the service area or 39.57% have household incomes which are above the LMI income limits. Thus, National Objective 1, Benefit to Low Moderate-Income Persons is realized by this activity.

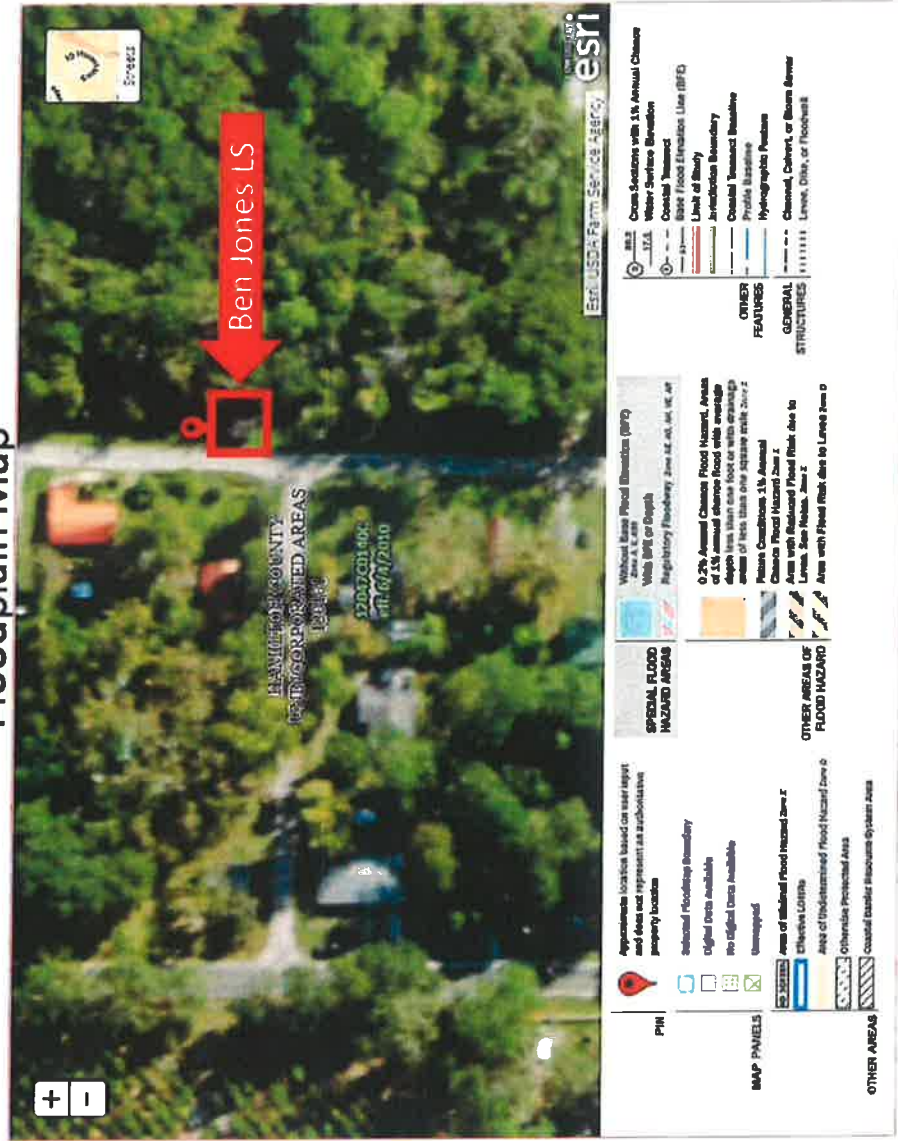
The activity, dollar amounts and estimated percentage benefit to low- and moderate-income persons in Service Area #3 are as follows:

Activity	Description	CDBG Cost	Local Match Funds
03L – Pedestrian Malls and Sidewalks	Install Sidewalks, Curbing, and Gutters	\$172,800	\$ 0.00

Floodplain Map



City of Jasper Service Area #2 Primary and Unmet Need #2 Ben Jones Lift Station Floodplain Map



City of Jasper Unmet Need #3 Service Area #3 Central Avenue Sidewalk Replacement between MLK Dr & 8th St Floodplain Map



THE CITY OF JASPER

2021/2022 CDBG NEIGHBORHOOD

JURISDICTION/SERVICE AREAS MAP

LEGEND

[Red Line]	CITY LIMITS
[Blue Line]	SERVICE AREA #1 - PRIMARY
[Green Line]	SERVICE AREA #2 - PRIMARY
[Yellow Line]	SERVICE AREA #3 - UNMET NEED
[Purple Line]	SIDEWALKS TO BE REPLACED
[Pink Line]	CHAN BRIDGE LIFT STATION
[Red Circle]	BEN JONES LIFT STATION
[Blue Circle]	OCCUPIED HOMES
[Green Circle]	VACANT HOMES
[Yellow Circle]	VLI HOMES
[Orange Circle]	LI HOMES
[Pink Circle]	MI HOMES
[Light Blue Circle]	OVER INCOME HOMES
[Light Green Circle]	COMMERCIAL BUILDINGS
[Light Yellow Circle]	CHURCHES

