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MEETING NOTICE

REGIONAL PLANNING COMMITTEE

There will be a meeting of the Regional Planning Committee of the North Central Florida Regional Planning Council on **March 30, 2017**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:30 p.m.**

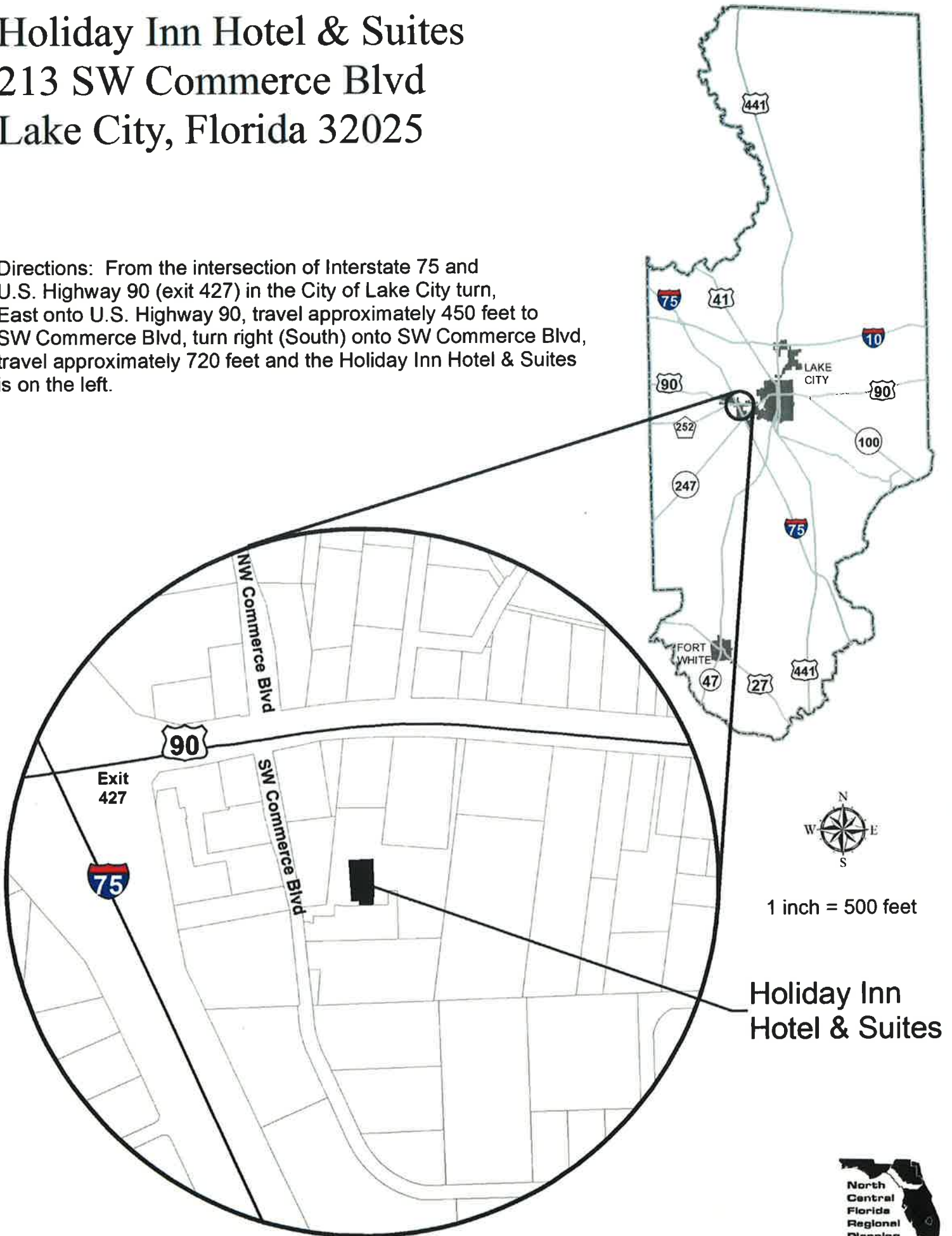
(Location Map on Back)

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

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.





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AGENDA

REGIONAL PLANNING COMMITTEE

Holiday Inn Hotel & Suites
Lake City, Florida

March 30, 2017
6:30 p.m.

	<u>PAGE NO.</u>
I. APPROVAL OF THE SEPTEMBER 22, 2016 MEETING MINUTES	5
II. AGENCY COMMENTS REVIEW ON PROPOSED EVALUATION AND APPRAISAL REPORT-BASED AMENDMENTS TO THE NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN	7

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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

REGIONAL PLANNING COMMITTEE

MINUTES

Holiday Inn Hotel & Suites
Lake City, Florida

September 22, 2016
6:30 p.m.

MEMBERS PRESENT

Beth Burnam, Chair
Charles Chestnut, IV
Scarlet Frisina
William Hunter
James Montgomery
Helen Warren, Vice-Chair

MEMBERS ABSENT

Deloris Roberts
Mike Williams
Stephen Witt

STAFF PRESENT

Steven Dopp

The meeting was called to order by Chair Burnam at 6:32 p.m.

I. APPROVAL OF THE AUGUST 25, 2016 MEETING MINUTES

ACTION: It was moved by Commissioner Warren and seconded by Mr. Montgomery to approve the August 25, 2016 Committee meeting minutes as circulated. The motion carried unanimously.

II. REVIEW OF PROPOSED EVALUATION AND APPRAISAL REPORT-BASED AMENDMENTS TO THE NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN

Mr. Dopp presented the proposed amendments to the North Central Florida Strategic Regional Policy Plan. The Committee reviewed and discussed the proposed amendments.

ACTION: It was moved by Mr. Montgomery and seconded by Commissioner Warren to forward the proposed amendments as circulated to the Council and to recommend that the Council begin the amendment adoption process. The motion carried unanimously.

The meeting adjourned at 6:45 p.m.

Beth Burnam, Chair

3/30/17
Date



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March 23, 2017

TO: Regional Planning Committee Members

FROM:  Steven Dopp, Senior Planner

SUBJECT: Evaluation and Appraisal Report-Based Amendments to the
North Central Florida Strategic Regional Policy Plan Draft 2016
Agency Review Comments

RECOMMENDATION:

Recommend that the Council add Alachua County-owned conservation lands which are equal to or greater than 100 acres in size or are adjacent to a mapped Natural Resource of Regional Significance to Illustration III-D of the proposed Evaluation and Appraisal Report-Based Amendments to the North Central Florida Strategic Regional Policy Plan Draft 2016.

BACKGROUND:

Subsequent to the October 27, 2016 Council meeting, and in accordance with Rule 27E-5, Florida Administrative Code, notification was provided to state agencies, local governments, and regional libraries requesting comments on the proposed Evaluation and Appraisal Report-based Amendments to the North Central Florida Strategic Regional Policy Plan.

The reviewing agencies and local governments had 60 days to forward their comments to the Council. Written comments were received from the Florida Department of Transportation and the Alachua County Department of Environmental Protection. Oral comments were received from the City of Hampton. All of the comments received, with the exception of comments from the Alachua County Environmental Protection Department, were technical comments. The staff has revised the document to reflect these technical comments.

The Alachua County Environmental Protection Department has requested that Illustration III-C, Regionally Significant Natural Resources, Natural Systems, be modified to include all Alachua County areas classified as Priority Class 3 Ecological Greenways by the Florida Department of Environmental Protection, Office of Greenways and Trails. The County Comprehensive Plan contains a map of Critical Ecological Corridors which identifies and maps a Critical Ecological Corridor which is similar in geographic area to the Priority Class 3 area. The applicable maps are attached. Also attached are excerpts from the 2002 Ecological Greenways Report referenced in the letter from the Alachua County Environmental Protection Department as well as excerpts from the 2013 Updating the Florida Ecological Greenways Network Report.

The Alachua County Environmental Protection Department is also requesting the addition of several parcels of county-owned land to Illustration III-D, Regionally Significant Natural Resources, Planning and Resource Management Areas.

Memo to Regional Planning Committee

March 23, 2017

Page 2

It is recommended that Illustration III-C, Regionally Significant Natural Resources, Natural Systems, not be modified to include all Alachua County areas classified as Priority Class 3 Ecological Greenways. In addition, it is recommended that Alachua County-owned conservation lands identified on the Regionally Significant Natural Resources Map located on page 14 of the attached Committee meeting packet which are equal to or greater than 100 acres in size or are adjacent to a mapped Natural Resource of Regional Significance located on the attached Illustration III-D, Regionally Significant Natural Resources, Planning and Management Areas, be added to Illustration III-D.

A copy of the complete proposed Evaluation and Appraisal Report-Based Amendments to the North Central Florida Strategic Regional Policy Plan Draft 2016, as approved by the Committee for public review, can be viewed at http://ncfrpc.org/Publications/SRPP/2016/Draft2016SRPP_blue.pdf.

Please do not hesitate to contact me if you have any questions concerning this matter.

Attachment

COMMENTS RECEIVED



SK SD

Florida Department of Transportation

**RICK SCOTT
GOVERNOR**

1109 South Marion Avenue
Lake City, FL 32025-5874

**JIM BOXOLD
SECRETARY**

January 26, 2017

Scott Koons, AICP
Executive Director
North Central Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603

Dear Mr. Koons,

We have received your letter December 19, 2016. Attached is the requested copy of the FDOT District Two comment letter to the proposed Evaluation and Appraisal based Amendments - North Central Regional Planning Council, Strategic Regional Policy Plan. In accordance with Chapter 186, Florida Statutes, FDOT District Two comments were submitted to the State Review Agency and the Governor's Office of Policy and Budget on January 4, 2017.

Sincerely,

Greg Evans.
District Secretary

Attached

cc. James Knight, P.E, FDOT D2
Larry Parks, P.E., FDOT D2
Karen Taulbee, AICP, FDOT D2

RECEIVED

FEB 01 2017

**NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL**



Florida Department of Transportation

RICK SCOTT
GOVERNOR

2198 Edison Avenue MS 2806
Jacksonville, FL 32204-2730

JIM BOXOLD
SECRETARY

January 4, 2017

Stuart Pollins, Policy Chief
Governor's Office of Policy and Budget, 1802 The Capitol
400 South Monroe Street
Tallahassee, FL 32399

SUBJECT: Proposed Evaluation and Appraisal Report based- to the North Central Florida Strategic Regional Policy Plan

Dear Mr. Pollins,

The Florida Department of Transportation (FDOT) has reviewed the proposed Evaluation and Appraisal Report based-amendments and 1:100,000 scale maps of Natural Resources of Regional Significance to the North Central Florida Strategic Regional Policy Plan (SRPP) per Chapter 186, Florida Statutes.

Objections

FDOT has no objections.

Comments

FDOT has no comments.

Recommendations

None

Thank you for coordinating the review of the SRPP with FDOT. If you have any questions, please do not hesitate to contact me by email: Ameera.Sayeed@dot.state.fl.us or call: (904) 360-5647.

Sincerely,

Ameera Sayeed, AICP, GISP
FDOT D2 Growth and Development/Modeling Supervisor

CC: Scott R. Koons, AICP, Executive Director, North Central Florida Regional Planning Council

Steve Dopp

From: Scott Koons
Sent: Wednesday, January 11, 2017 11:56 AM
To: Steve Dopp
Subject: FW: SRPP comment

From: Sayeed, Ameera [<mailto:Ameera.Sayeed@dot.state.fl.us>]
Sent: Tuesday, January 10, 2017 1:46 PM
To: Scott Koons
Cc: Austin, Brian
Subject: SRPP comment

The Executive Summary Regional Goals do not match the Regional Goals for each section of the Plan. For example, in Chapter V (Regional Transportation), Regional Goal 5.5 is not included in the Executive Summary. Instead Regional Goal 5.7 is duplicated as Goal 5.6 and 5.7 in the Executive Summary. Ensure that the numbering in each chapter is consistent throughout the Plan. For example, in Section 3 of Chapter V (Regional Transportation), Subsection d. should be labeled as Subsection b. The previous Subsections b. and c. have been removed from the plan.

Thank you for coordinating the review of the SRPP with FDOT.

Ameera F. Sayeed AICP, GISP
District Growth and Development/Modeling Supervisor
FDOT District Two
Jacksonville Urban Office
2198 Edison Avenue MS 2806
Jacksonville, Florida 32204
Office: (904) 360-5647
Cell: (386) 623-6733
ameera.sayeed@dot.state.fl.us



Alachua County Environmental Protection Department

Chris Bird, Director

January 5, 2017

Stuart Pollins, Policy Chief
Executive Office of the Governor, Policy and Budget
1802 The Capitol
400 South Monroe Street
Tallahassee, Florida 32399

Dear Mr. Pollins,

Alachua County staff reviewed the Draft 2016 Strategic Regional Policy Plan and have the following comments related to the proposed Evaluation and Appraisal Report-based amendments and map of Natural Resources of Regional Significance.

The eastern portions of the Alachua County identified as Priority Class 3 in the State Ecological Greenways Network should be added to the Map of Natural Resources of Regional Significance and included in Table 4.1 as Natural Resources of Regional Significance based on the high vulnerability of the Priority Class 1 and 2 areas in this region to development or more intensive agriculture and this is based on Statewide growth pressure models and current development trends in the region. Priority Class 1 and 2 areas are currently included in Table 4.1. Priority Class 3 lands in areas with high growth pressure are recognized as having the same high priority as Priority Class 1 and 2 areas in the Identification of Critical Linkages Within the Florida Ecological Greenways Network report (see page 7, https://www.dep.state.fl.us/gwt/FGTS_Plan/PDF/Critical_Linkages_Report.pdf) and therefore should be included in Table 4.1 and added to the maps for Natural Systems of Regionally Significant Natural Resources.

There are several properties that have been recently acquired by the Alachua County Parks and Conservation Lands that should be added to the local government-owned land that is included in Table 4.1 and mapped. Attached is a map of these recently acquired properties. Please contact Sandra Vardaman, at 352-264-6803 if you need additional information on these properties.

If you have any questions related to these comments please do not hesitate to contact me at 352-264-6801 or Stephen Hofstetter, Natural Resources Program Manager, at 352-264-6811.

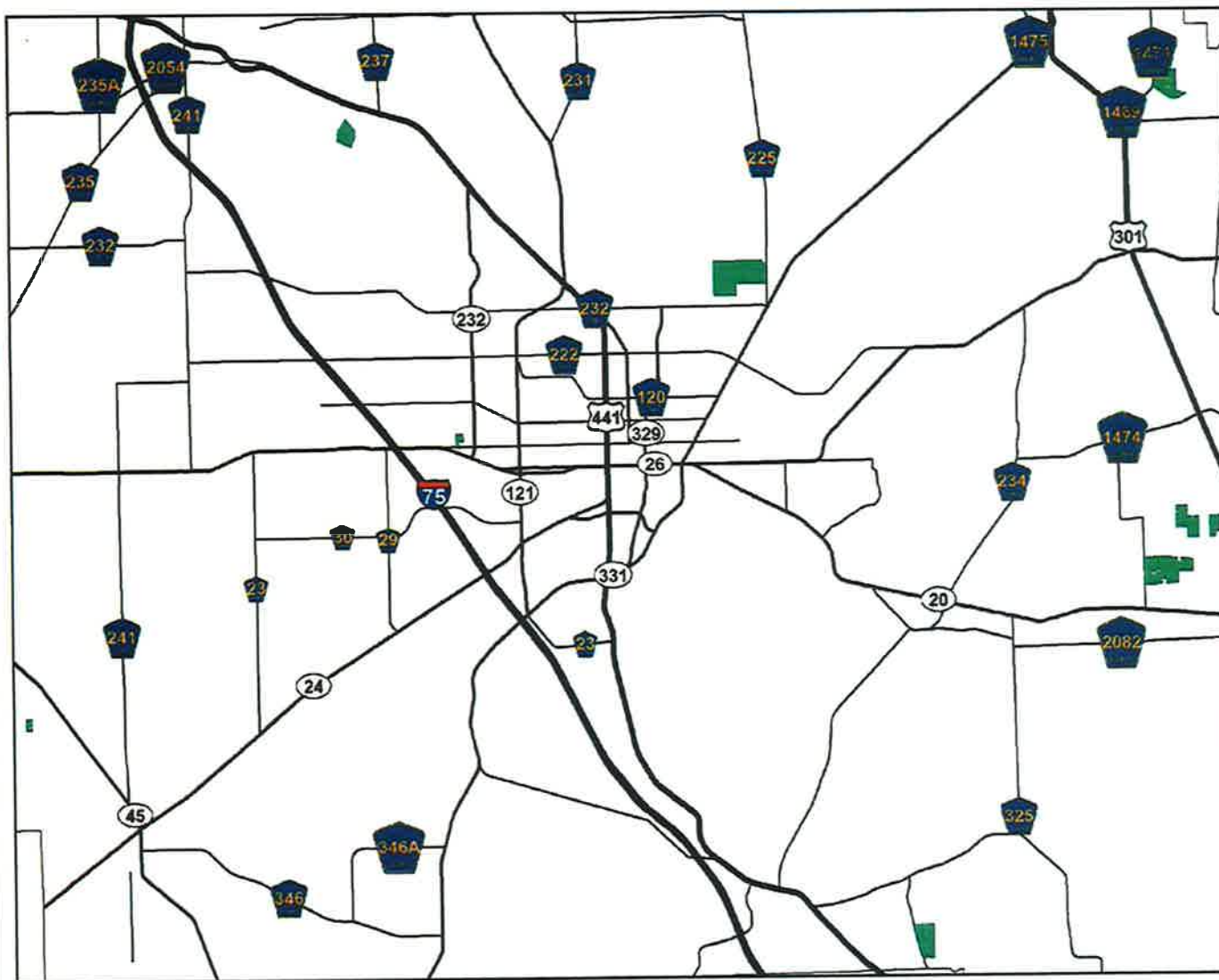
Sincerely,



Chris Bird

CC: Dr. Lee Niblock, County Manager
Scott Koons, NCFRPC

NCFRPC Regionally Significant Natural Resources



Legend

- NCFRPC_parcel
- CountyBoundary



0 9,000 18,000 36,000 54,000 72,000 Feet

DISCLAIMER: This map and the spatial data it contains are made available as a public service, to be used for reference purposes only. The Alaska County Environmental Protection Department provides this information AS IS without warranty of any kind. The quality of the data is dependent on the various sources from which each data layer is obtained.

Identification of Critical Linkages Within the Florida Ecological Greenways Network

A report prepared by the
University of Florida, GeoPlan Center
for the
Florida Department of Environmental Protection, Office of Greenways & Trails
July, 2002



University of Florida
GeoPlan Center



Florida Department of Environmental
Protection,
Office of Greenways & Trails

For more information, contact:

**Dr. Tom Hctor
University of Florida, GeoPlan Center
P.O. Box 115704
Gainesville, FL 32611-5704
Phone: 352-392-50374**

Or

**Jim Wood, Assistant Director
Office of Greenways & Trails
Florida Department of Environmental Protection
3900 Commonwealth Blvd., MS 795
Tallahassee, FL 32399-3000
Phone: 850-245-2052**

Identification of Critical Linkages Within the Florida Ecological Greenways Network

Introduction

Since 1995, The University of Florida has been working with the Florida Department of Environmental Protection to assist in the development of the Florida Statewide Greenways Plan. The University of Florida was asked to develop a decision support model to help identify the best opportunities to protect ecological connectivity statewide. Geographic information systems (GIS) software was used to analyze all of the best available data on land use and significant ecological areas including important habitats for native species, important natural communities, wetlands, roadless areas, floodplains, and important aquatic ecosystems. All of this information was then integrated in a process that identified a statewide Ecological Greenways Network containing all of the largest areas of ecological and natural resource significance and the landscape linkages necessary to link these areas together in one functional statewide network. The process was collaborative and overseen by three separate state-appointed greenways councils. During the development of the model, technical input was obtained from the Florida Greenways Commission, Florida Greenways Coordinating Council, state, regional, and federal agencies, scientists, university personnel, conservation groups, planners and the general public in over 20 sessions. When the modeling was completed, the results were thoroughly reviewed in public meetings statewide as part of the development of the Greenways Implementation Plan completed in 1999. The results indicated that approximately 50 percent of the state is potentially suitable for inclusion within a statewide ecological greenways system (Carr et al. 1999; Hootor et al. 2000). In order to focus protection efforts, the University of Florida was asked to develop and apply a process to assess the relative significance of features within the Ecological Network.

Ecological Greenways Prioritization Process

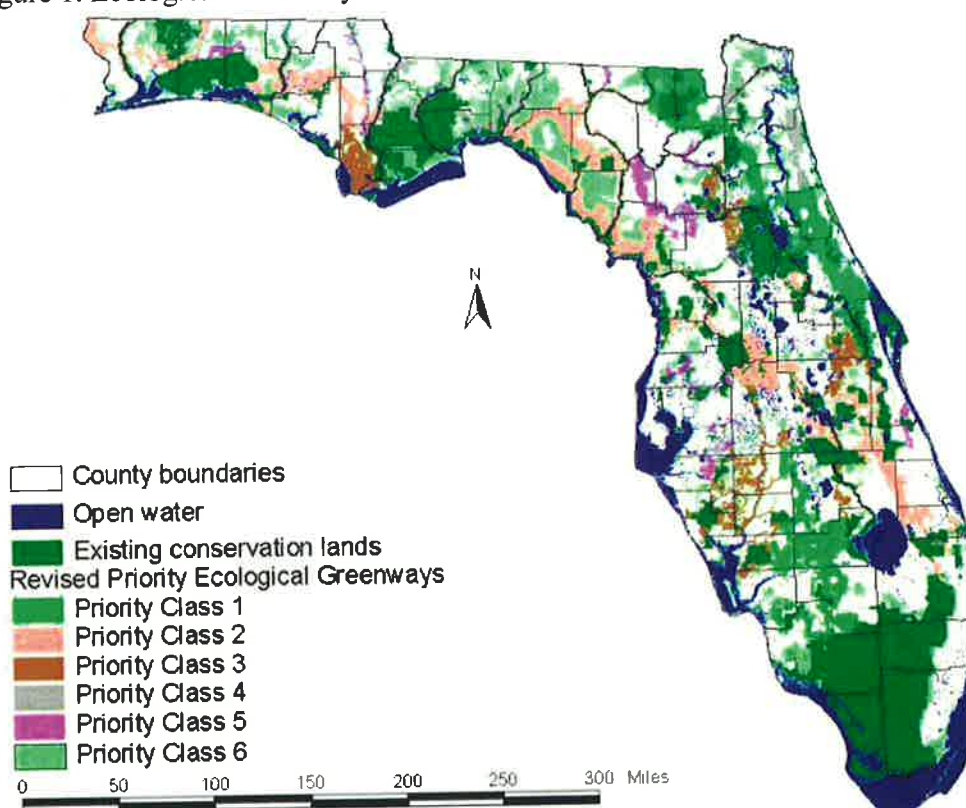
The ecological greenways were prioritized in a two-step process (Figure 1). First, two meetings with staff from the Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, Florida Natural Areas Inventory, the Water Management Districts, and other agencies and groups were conducted to discuss criteria and data for selecting priorities. Based on these meetings, the University of Florida developed a GIS model that refined and modified the original ecological greenways model process to identify features within the results that were high, moderate, or lower priorities for protecting statewide connectivity.

The next step involved separating areas identified as high and moderate priorities into even more refined classes of priority using a general set of criteria. Though the original prioritization was used to support this effort, more refined priorities were needed to serve as a better planning tool both for the Florida Greenways Program implementation process and to support the prioritization of potential conservation areas for the Florida Forever Program (Florida Natural Areas Inventory 2001). The following criteria were used to place potential landscape linkage and corridor projects into more refined priority classes:

- 1) Potential importance for maintaining or restoring populations of wide-ranging species (e.g., Florida black bear and Florida panther)
- 2) Importance for maintaining a statewide, connected reserve network from south Florida through the panhandle.
- 3) Other important landscape linkages that provide additional opportunities to maintain statewide connectivity especially in support of higher priority linkages.
- 4) Importance as a riparian corridor to protect water resources, provide functional habitat gradients, and to possibly provide connectivity to areas within other states.

The application of these criteria resulted in the separation of the Ecological Network into 6 priority classes (Fig. 1). For more information on the prioritization process see the "Ecological Greenways Network Prioritization for the State of Florida" report (Hector et al. 2001).

Figure 1. Ecological Greenways Prioritization Results



Identification of Critical Linkages

The Florida Greenways Program implementation report (1998) included the identification of critical linkages as the next step following prioritization in the process of protecting an ecological greenways network across the state. Critical linkages serve as more defined project areas that are most important for protecting the Florida Ecological

Greenways Network. Such critical linkages are to be approved by the Florida Greenways and Trails Council on an iterative basis as linkages are protected or priorities change over time. Two primary data sets were used to delineate the first iteration of critical linkages. To define linkages that are most critical to the protection of the Florida Ecological Greenways Network, prioritization based on both ecological criteria and level of threat by conversion to development (development pressure) is needed. For ecological-based prioritization, the prioritization process described above that categorized the Florida Ecological Greenways Network into six priority levels was used (Fig. 1; Hootor et al. 2001). Development pressure was modeled by Jason Teisinger (2002) in a process summarized in the following section.

A. Development Pressure Model

The University of Florida's Geoplan Center has been developing a decision support model that indicates growth potential across the state of Florida. The basis of this work is a Master's degree project in the Department of Urban and Regional Planning being completed by Jason Teisinger. Its purpose is to identify areas most likely to be converted from non-urban to urban land use in order to inform land use decisions including agricultural and conservation land protection. A prototype of this model was recently used in the Division of Forestry report for the Rural and Family Lands Protection Act.

This analysis resulted in a Growth Potential map that displays the potential for parcels currently in non-urban land uses to be converted to residential or commercial land uses. The model has four components: Growth Potential based on Location, Historic Growth, Existing Vacant Residential and Projected Future Growth.

1. The Location Influence component is comprised of two analyses: Amenities and Urban Hub Influence. The Amenities analysis illustrates the effect of locational drivers on growth potential. A locational driver is an amenity that drives growth such as roads, proximity to the coast or inland water bodies and existing residential land uses. Areas were ranked based on distance from locational drivers. Ten bands of area radiating out from the amenity capturing 10% increments of residential development were delineated. These radiating bands were ranked 1-10 with the bands closer to the amenity having higher ranks. This was done for each amenity and results were combined to produce the Amenities analysis. The Urban Hub Influence analysis used Metropolitan Planning Organization boundaries to define hubs and the associated population as a measure of influence. The Urban Hub Influence analysis and Amenities analysis were combined to produce the Location Influence component.
2. The Historic Growth Potential component was derived through an analysis of the percent change in residential units and the direct change in residential units between 1992 and 1999 per section per county. This was done using the Public Land Survey System dataset that breaks the state up into townships, ranges and square mile sections and the Department of Revenue tax data tables.
3. The Existing Vacant Residential component was derived by an analysis of the total vacant residential units per section per county for 1999. Sections were ranked 1-10.

4. The Projected Future Growth component utilized the 1990 census growth projections. The analysis measured the projected change in density between 1990 and 2020.

Each of the four final data sets were weighted and combined. Lakes, wetlands, and existing conservation lands were removed resulting in the Final Growth Potential Analysis. The growth potential map is ranked with values of 1-10 with the value of 1 representing areas with lowest potential for conversion to urban land uses and the value of 10 representing areas with the greatest potential for conversion to urban land uses. For identifying critical linkages, the values of 1-10 were lumped into three categories of high, medium, and low growth potential using a statistical optimization procedure called natural breaks (Jenks 1967; Teisinger 2002). The results of this process for the entire state (outside of existing conservation lands and existing development) and within the Florida Ecological Network are contained in Figure 2 and Figure 3.

Figure 2. Statewide Growth Pressure Model Used to Identify Critical Linkages

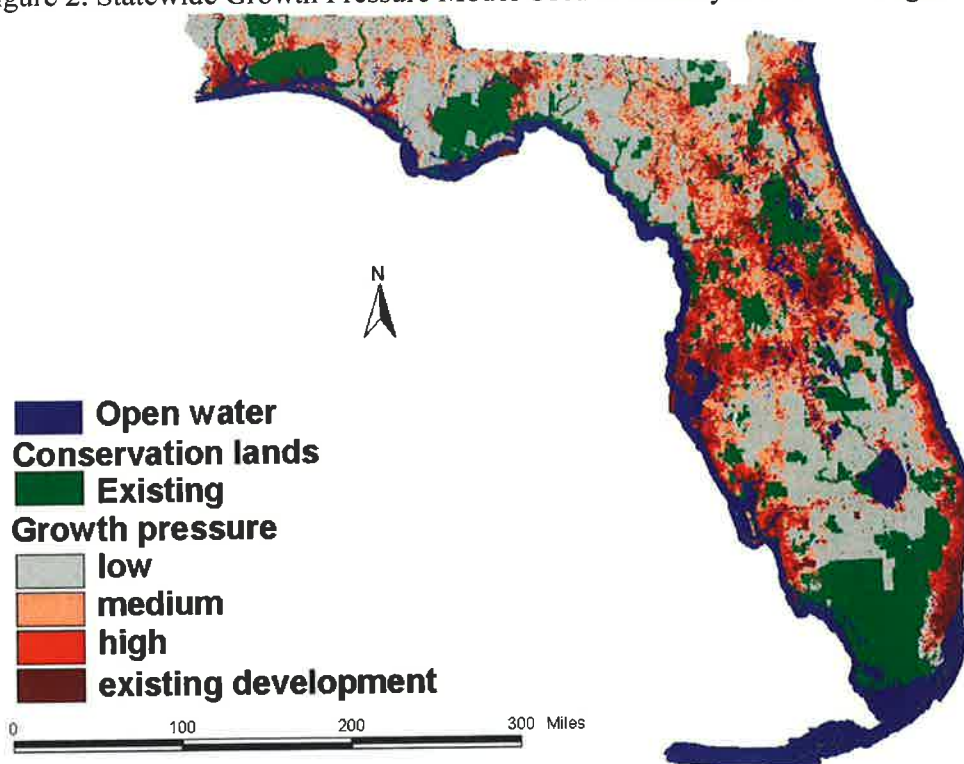
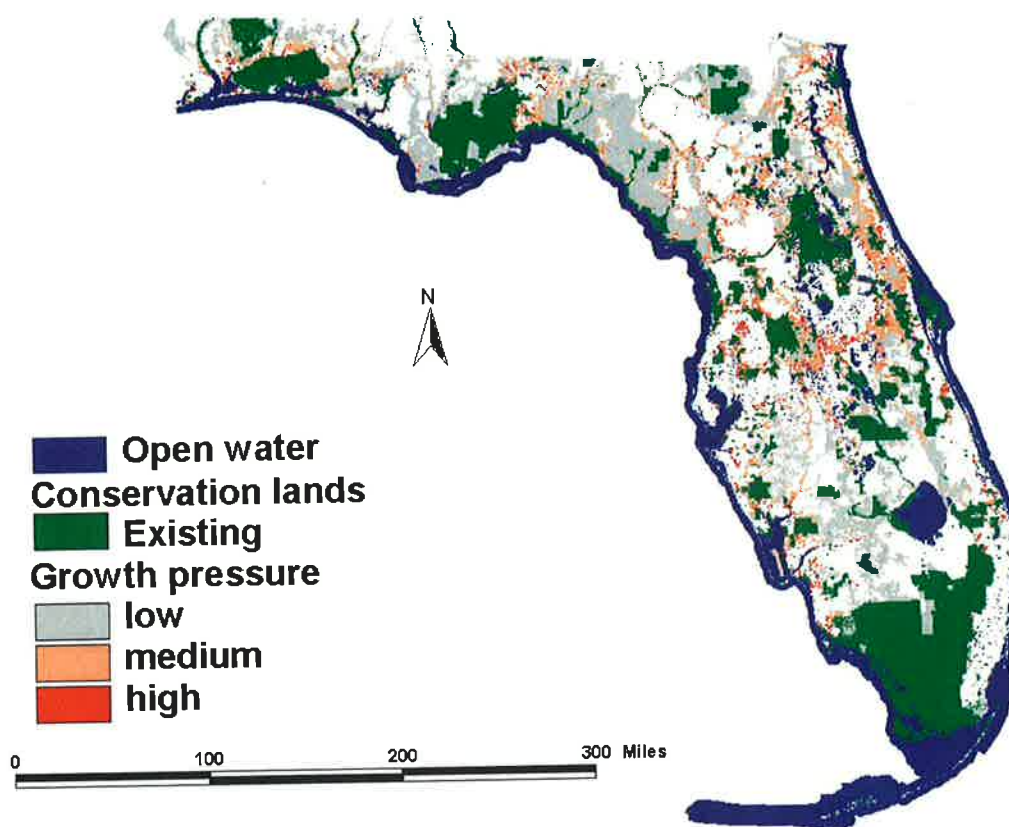


Figure 3. Growth Pressure Model within the Florida Ecological Greenways Network



B. Combination of Ecological Greenways Priorities and Growth Pressure Model

The Ecological Greenways priorities and the growth pressure model results were combined using a matrix. The matrix contains boxes that represent all possible combinations of greenway priorities and growth pressure. When combined, the tendency should be to give higher priority to areas that are part of high priority greenways AND have high growth pressure (for example, see Figure 4). The rationale is that the focus of protection efforts should first be on areas containing the highest priority resources that are most in danger of being lost in the near future. This approach for identifying critical linkages was approved by the Florida Greenways and Trails Council in November, 2001.

The final matrix used in the critical linkage process paired all potential combinations of the six priority levels of ecological greenway priorities and the three levels of growth pressure, which resulted in eighteen unique combinations. Then values of high, medium, or low priority were given to combinations to identify areas with the most significant ecological greenways linkages statewide (Fig. 5). Values were assigned by first selecting the most obvious combinations of high greenway priorities and high to moderate development pressure as having high priority (Priority Class 1 and Class 2 Ecological Greenways with high or moderate growth pressure and Priority Class 3 Ecological Greenways with high growth pressure). It was also decided that all Priority Class 1 Ecological Greenways should receive a high priority rank regardless of development pressure. Two other combinations were added in the high priority group

(Priority Class 4 Ecological Greenways with high growth pressure and Class 3 Ecological Greenways with moderate growth pressure) based on an assessment to determine what additional candidate areas might be added if they were included. To fill out the matrix, all remaining combinations of Priority Class 2 through Class 4 Ecological Greenways and moderate or low growth pressure were assigned medium priority. Priority Class 5 and Class 6 Ecological Greenways were also ranked as moderate priority, and the remaining Priority Class 5 and Class 6 Ecological Greenways were all ranked as low priority.

Tom:

Figure 4. Example of Matrix Combining Ecological Priorities and Vulnerability

Ecological-based Prioritization				
		Low	Medium	High
Vulnerability	Low	Low	Low	Medium
	Medium	Low	Medium	High
	High	Medium	High	High

Figure 5. Matrix Used to Rank Combinations of Ecological Greenways Priorities and Growth Pressure

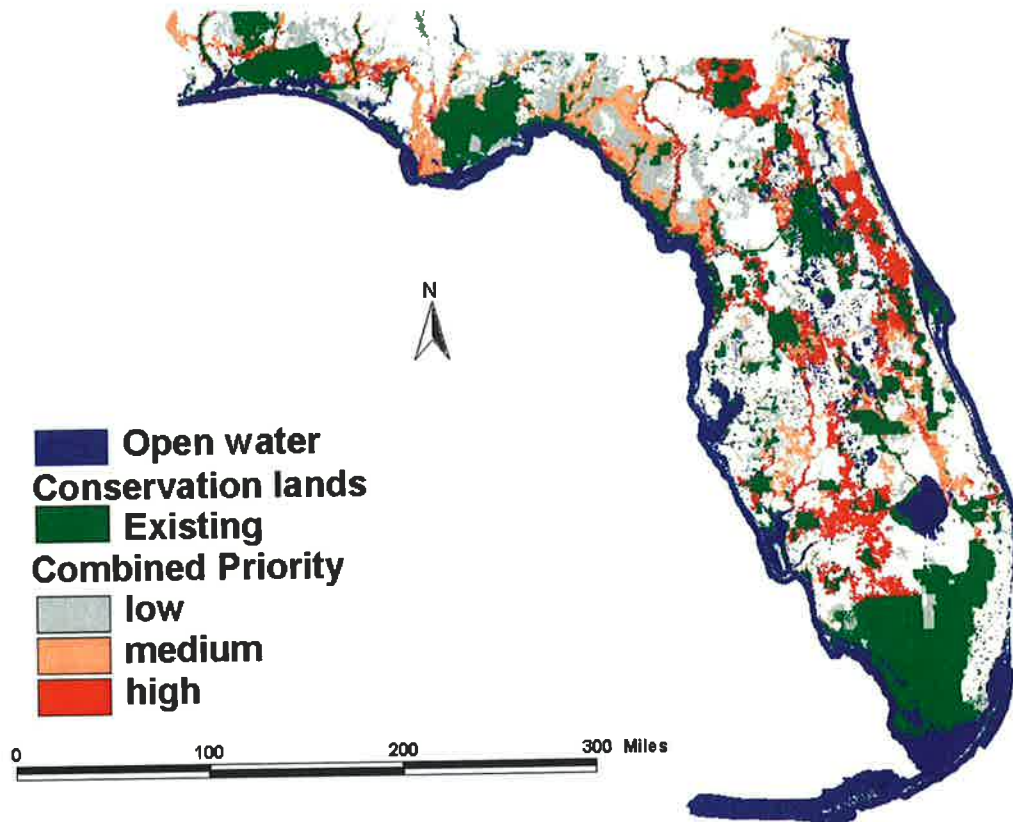
Ecological-based Prioritization							
		Class 6	Class 5	Class 4	Class 3	Class 2	Class 1
Growth Pressure	Low	LOW	LOW	MEDIUM	MEDIUM	MEDIUM	HIGH
	Med.	LOW	LOW	MEDIUM	HIGH	HIGH	HIGH
	High	MEDIUM	MEDIUM	HIGH	HIGH	HIGH	HIGH

C. Identification of Candidate Areas for Critical Linkage Delineation

Using the values in the matrix, a new map data layer was created that combined the Ecological Greenways Priorities and the Growth Pressure Model results into a new

combined prioritization of the Florida Ecological Greenways Network into high, medium, and low priority areas (Fig. 6).

Figure 6. Combined Ecological Greenways Priorities



The Combined Priorities data layer was then used as the base for determining the boundaries of potential project areas that contained areas of high priority and served as linkages between major hubs of existing conservation lands. The intent was to be fairly inclusive so that all potential linkages that contained at least fairly large blocks of high priority, which often represent key areas within a linkage that could be fragmented by development in the near future, were identified as candidates. The result of this process was the delineation of twenty-four critical linkage candidate areas (Fig. 7 and Fig. 8). Due primarily to higher overall development pressure, most candidate areas are in north-central to south Florida, but several are found from the Big Bend west to Pensacola.

Updating the Florida Ecological Greenways Network

FWC Agreement: 10066

Final Report

Date Submitted: July 15, 2013

Dates Covered: July 1, 2010- June 30, 2013

Prepared by:

Dr. Tom Hctor, Conservation Trust for Florida and the University of Florida Center for
Landscape Conservation Planning

UF Department of Landscape Architecture

P.O. Box 115704, Gainesville, Florida 32611

Assisted by:

Michael Volk, University of Florida Center for Landscape Conservation Planning

UF Department of Landscape Architecture

P.O. Box 115704, Gainesville, Florida 32611

Michael Spontak, Geographic Information Systems Consultant,
Florida black bear and Florida panther modeling

156 Morgan Avenue

Saint Augustine, FL 32084

ABSTRACT

The Florida Ecological Greenways Network (FEGN) identifies opportunities to protect large, intact landscapes important for conserving Florida's biodiversity and ecosystem services, and serves as one of the conservation priority foundations for biodiversity and ecosystem protection efforts in Florida. Since the original FEGN boundary was delineated in 1997, many new GIS data layers identifying areas of conservation significance have been developed and land use has continued to change. This project provided the opportunity to complete a comprehensive update of the FEGN using the best available and current data to ensure that the priorities and boundaries remain up to date.

With the help of a Technical Advisory Group (TAG), we identified various relevant state and regional GIS data layers including data from the Florida Natural Areas Inventory's (FNAI) Florida Forever Conservation Needs Assessment, the Florida Fish and Wildlife Conservation Commission's (FWC) Wildlife Habitat Conservation Needs in Florida project, the Critical Lands and Waters Identification Project (CLIP), the Florida Geographic Data Library, the Florida Department of Environmental Protection (FDEP), and Florida panther (*Puma concolor coryi*) and Florida black bear (*Ursus americanus floridanus*) data from the FWC, U.S. Fish and Wildlife Service (USFWS), and the University of Kentucky (UK).

These data were reviewed and discussed with the TAG as potential criteria for identifying Priority Ecological Areas (PEAs), which serve as the conservation priority "building blocks" of the FEGN. We also discussed methods for identifying Hubs based on PEA criteria. Hubs are the larger areas of ecological significance that serve as the sources and destinations in the connectivity analyses used to complete the FEGN.

Connectivity/corridor analyses included assessments for the Florida panther, Florida black bear, riverine corridors, coastal to inland connectivity, xeric habitat connectivity, and general landscape connectivity based on discussions with our TAG. Various tools were employed, but major methods included Maxent habitat modeling, cost distance, and least cost path functions in ESRI's ArcGIS 9.3.1.

The new FEGN is slightly smaller than the previous version; major differences include additional area added in southwest and south-central Florida and less area included in north Florida compared to the previous FEGN. However, the primary areas of ecological connectivity are shared by both the new and previous FEGNs.

The last step in the FEGN update was to assign and update priorities. To start, the current eight priority levels were assigned to the new FEGN boundary. Based on discussions with the TAG, only two revisions to the FEGN priorities were accepted at this point: 1) Consolidation of the former eight priority levels into six by combining Critical Linkages 1 and Critical Linkages 2 into one top priority level, and combining the former Priority 1 and Priority 2 classes into the second highest priority class; 2) Elevating the Wakulla River Priority 3 corridor to a Critical Linkage to address potential sea level rise impacts in the St. Marks National Wildlife Refuge area. We will continue to assess additional changes to the new FEGN priorities as part of current updates to the CLIP database through mid 2014.

- Comparison of the new FEGN base boundary to the new 1-3 meter sea level rise projections using the new statewide Lidar composite (from the same statewide sea level rise impact assessment).

The comparisons to development and sea level rise projections resulted in a set of candidate areas that were presented and discussed with the TAG including:

- 1) Expand the St. Marks Critical Linkage to address SLR south of Tallahassee.
- 2) Consider Critical Linkage or at least P3 status for corridor that circles Tallahassee to the north (to serve as an alternate for St. Marks Critical Linkage).
- 3) Expand Coastal Big Bend Critical Linkage and consider elevating priority of inland Big Bend corridor to address SLR.
- 4) Consider expanding Critical Linkage around strategic areas of the St. Johns River to address potential sea level rise impacts.
- 5) Peace River from P3 to Critical Linkage to provide an additional option to connect south and north Florida.
- 6) Kissimmee to Green Swamp (Four Corners) corridor from P1 to Critical Linkage to provide an additional option to connect south and north Florida.
- 7) Consider assigning higher priority to south to north corridors within north Florida that connect to areas of conservation significance in Georgia and Alabama.

Finally, the discussion of prioritization options with the TAG included consideration of consolidating the previous 8 FEGN priority classes into 6 classes:

- Priority 1 (Critical Linkages): Formerly Critical Linkages 1 and 2
- Priority 2: Formerly Priority 1 and Priority 2

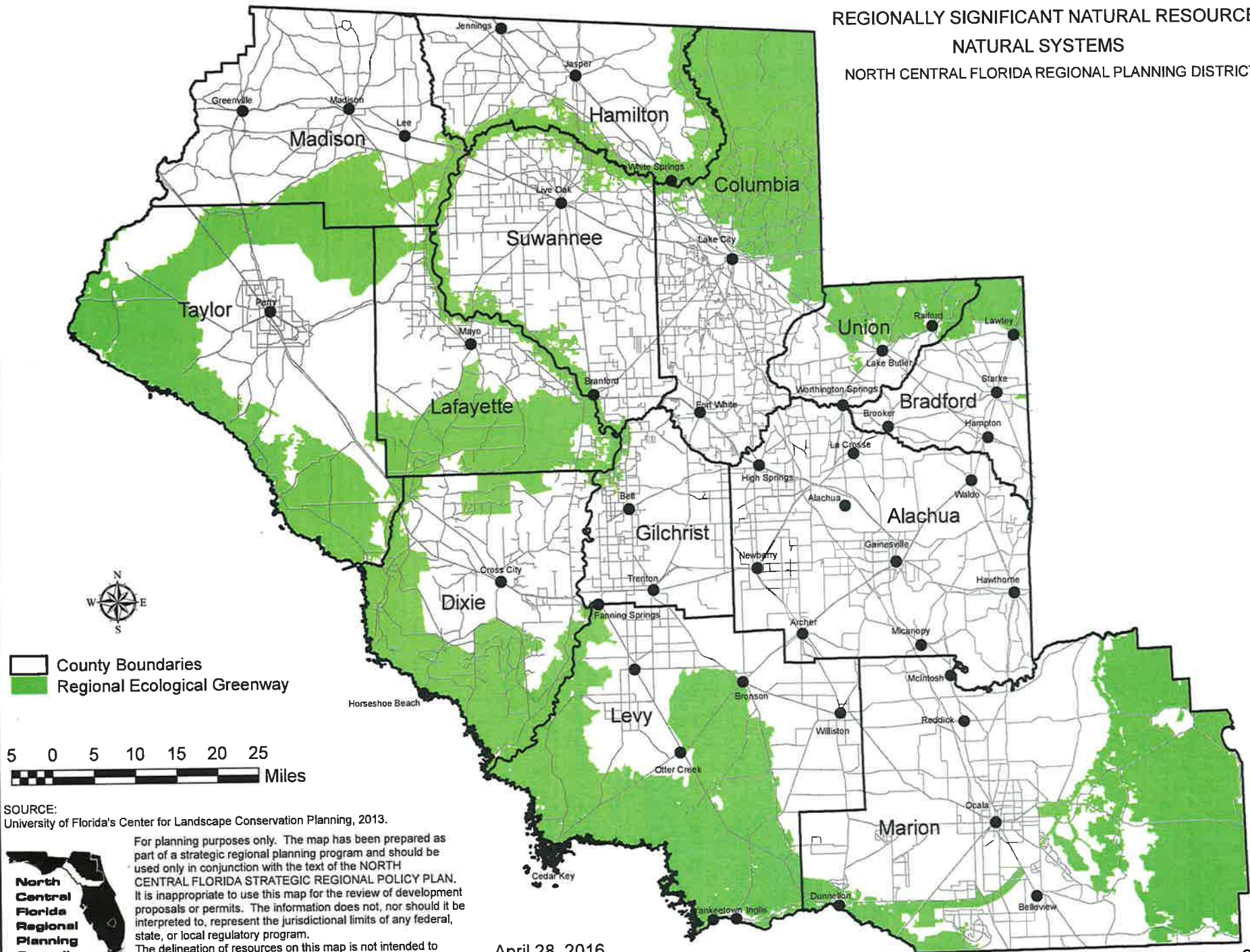
- Priority 3: Formerly Priority 3
- Priority 4: Formerly Priority 4
- Priority 5: Formerly Priority 5
- Priority 6: Formerly Priority 6

**NORTH CENTRAL FLORIDA REGIONAL ECOLOGICAL GREENWAY
AS MAPPED IN ILLUSTRATION III-C
REGIONALLY SIGNIFICANT NATURAL RESOURCES
NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN
EVALUATION AND APPRAISAL REPORT-BASED AMENDMENTS
(PRIORITY 1 AND 2 CRITICAL LINKAGES)**

AND

**ILLUSTRATION III-D
REGIONALLY SIGNIFICANT NATURAL RESOURCES
PLANNING AND RESOURCE MANAGEMENT AREAS
NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN
EVALUATION AND APPRAISAL REPORT-BASED AMENDMENTS**

ILLUSTRATION III-C
REGIONALLY SIGNIFICANT NATURAL RESOURCES
NATURAL SYSTEMS
NORTH CENTRAL FLORIDA REGIONAL PLANNING DISTRICT

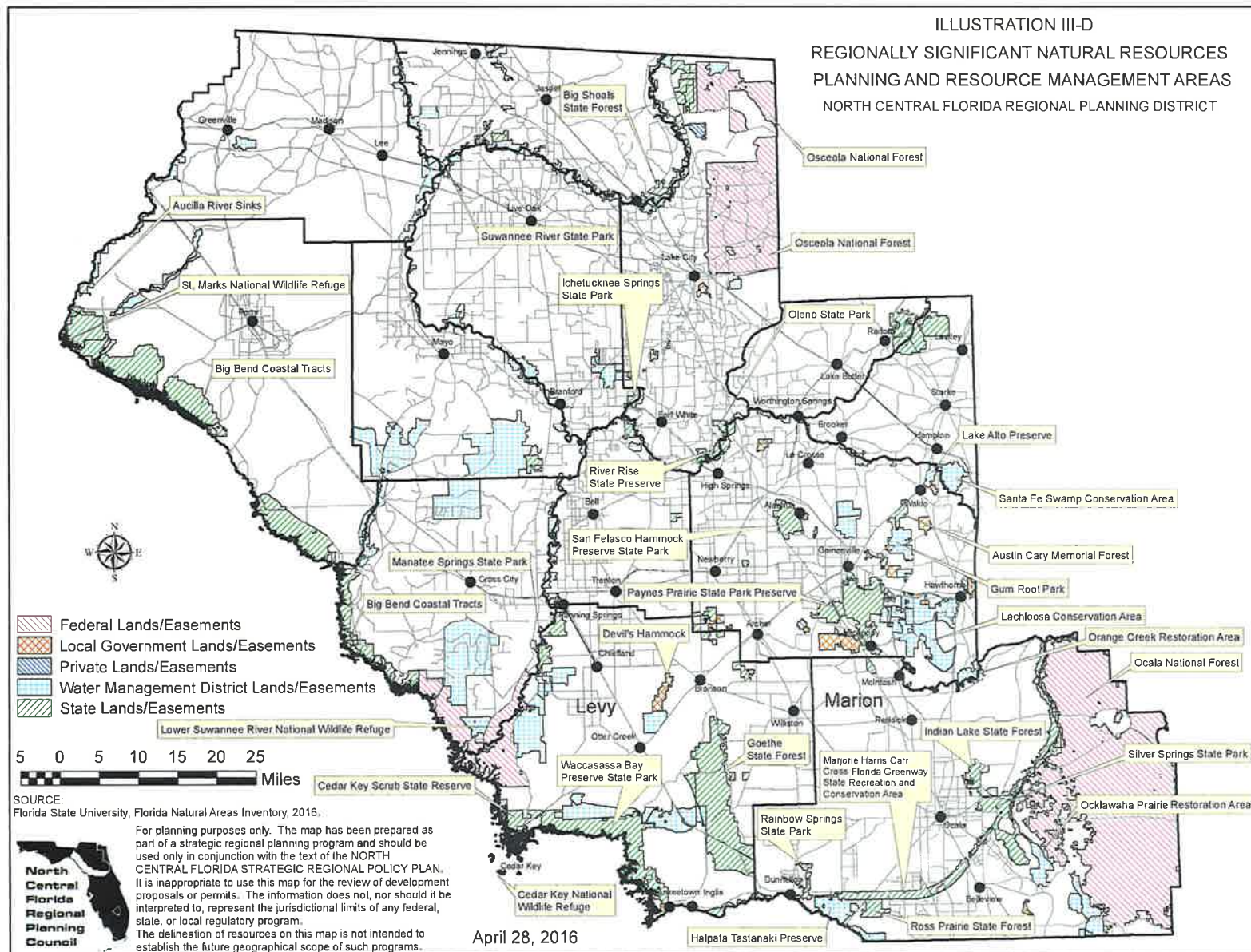


SOURCE:
University of Florida's Center for Landscape Conservation Planning, 2013.



For planning purposes only. The map has been prepared as part of a strategic regional planning program and should be used only in conjunction with the text of the NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN. It is inappropriate to use this map for the review of development proposals or permits. The information does not, nor should it be interpreted to, represent the jurisdictional limits of any federal, state, or local regulatory program. The delineation of resources on this map is not intended to establish the future geographical scope of such programs.

April 28, 2016



**CRITICAL ECOLOGICAL CORRIDORS MAP
FROM THE ALACHUA COUNTY COMPREHENSIVE PLAN**

Critical Ecological Corridors Map

Legend

-  Critical Ecological Corridor
-  Preservation
-  Strategic Ecosystems
-  Municipalities
-  Water Bodies

Data Notes:

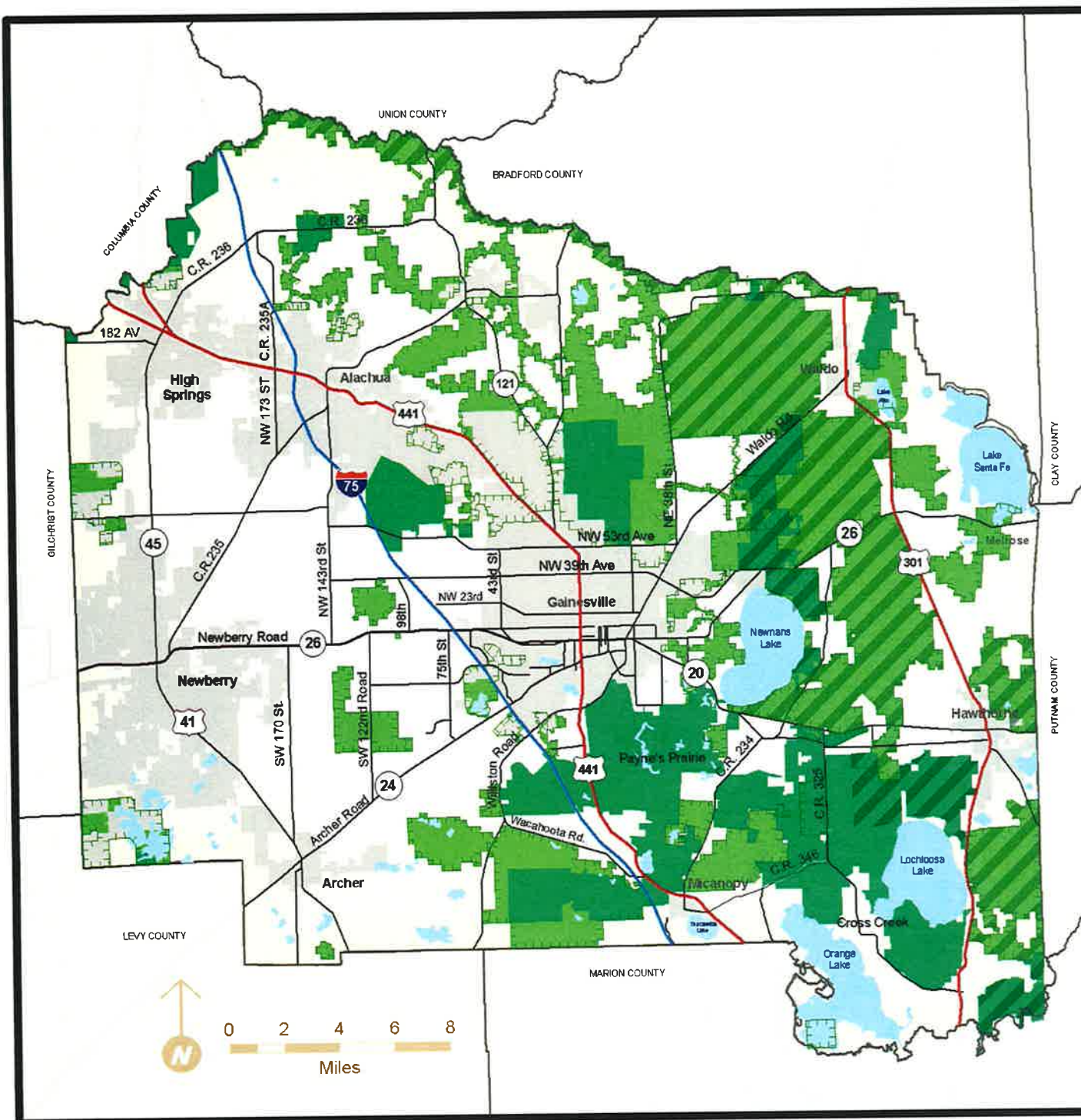
Preservation areas are from the adopted Future Land Use Map, and also includes properties recently acquired by Alachua County Forever within the Critical Ecological Corridor. Strategic Ecosystem areas are from the Strategic Ecosystems Map adopted as part of the Conservation and Open Space Element.

Adopted April 5, 2011

Prepared by:

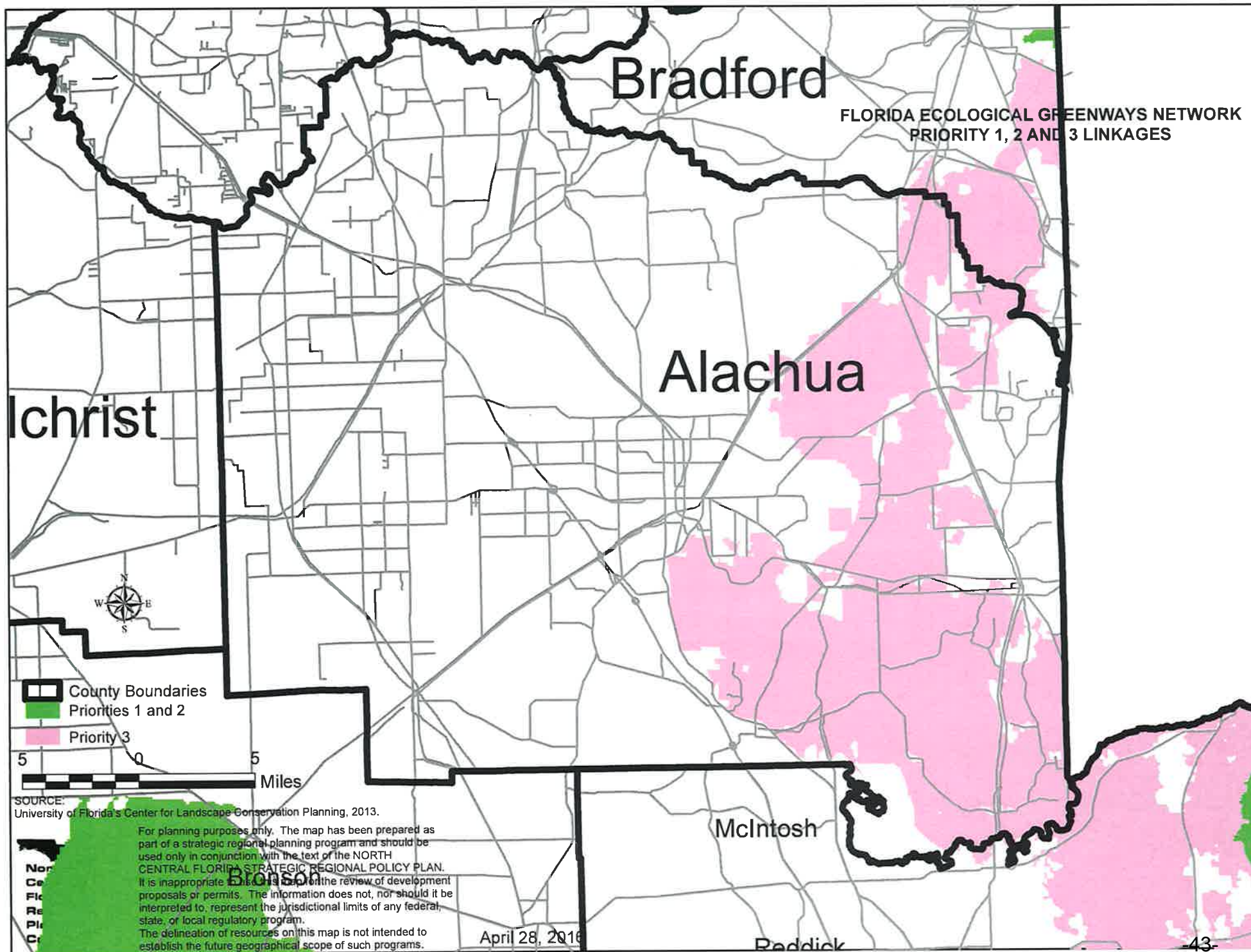
Alachua County
Department of Growth Management
10 SW 2nd Avenue, Gainesville, FL 32601
(352) 374-5249

<http://growth-management.alachuacounty.us/>



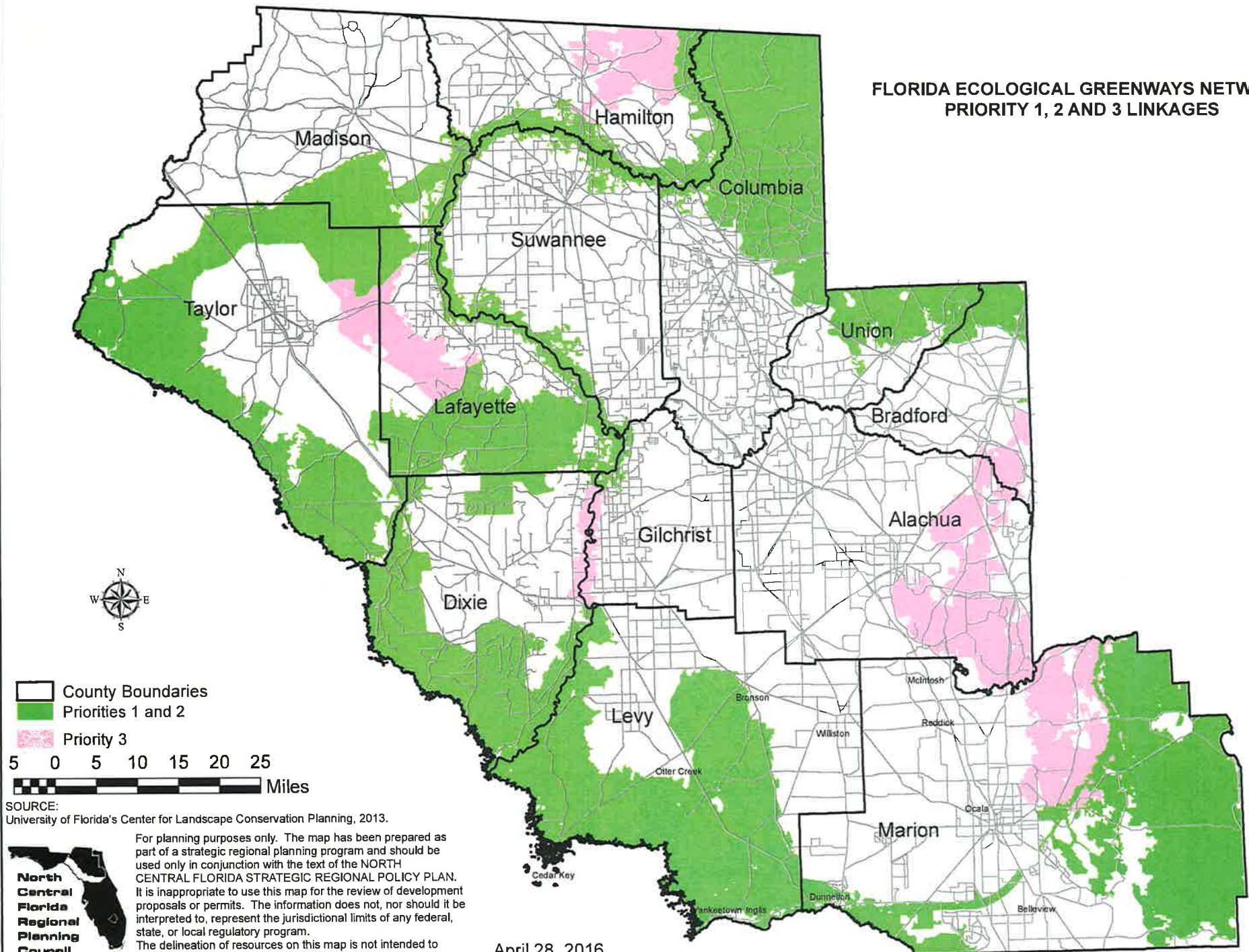
0 2 4 6 8
Miles

**FLORIDA ECOLOGICAL GREENWAYS NETWORK
PRIORITY 1, 2 AND 3 LINKAGES**



April 28, 2016

FLORIDA ECOLOGICAL GREENWAYS NETWORK PRIORITY 1, 2 AND 3 LINKAGES



For planning purposes only. The map has been prepared as part of a strategic regional planning program and should be used only in conjunction with the text of the NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN. It is inappropriate to use this map for the review of development proposals or permits. The information does not, nor should it be interpreted to, represent the jurisdictional limits of any federal, state, or local regulatory program. The delineation of resources on this map is not intended to establish the future geographical scope of such programs.

April 28, 2016

**PROPOSED AMENDMENTS BASED ON
COMMENTS RECEIVED**

North Central Florida Strategic Regional Policy Plan

~~October 2011~~ April 2017

~~This document has been prepared with financial assistance from
the Florida Department of Community Affairs~~

North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida 32653-1603
352.955.2200

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



Executive Summary

A. Affordable Housing

Regional housing affordability issues can be understood in the context of regional housing trends generally, including trends in new construction, tenure, mobile home occupancy, housing quality, and affordability. U.S. Census Bureau data indicates that housing affordability for north central Florida residents worsened between 1990 and 2000. Since 2000, the rate of increase in north central Florida incomes has not kept pace with the rate of increase of housing costs. Furthermore, the available data indicates that housing affordability problems are a regionwide concern.

The regionwide percentage increase in wages between 2000 and 2005 did not keep pace with the regionwide percentage increase in the price of single-family dwelling units. North central Florida wages increased by ~~23.7~~ **18.8** percent during this time period, whereas the cost of a single family dwelling unit increased by ~~80.5~~ **81.9** percent. The relatively high percentage increase in the cost of single-family dwelling units compared to the percentage increase in average annual wages suggests that north central Florida housing is becoming increasingly unaffordable for its residents.

Lower mortgage interest rates result in lower monthly mortgage payments which could allow home buyers to afford homes which are substantially higher priced than might otherwise be expected. In 2000, the nationwide average interest rate on a 30-year mortgage was 8.05 percent. In 2005, the nationwide average interest rate on a 30-year mortgage had declined to 5.87 percent.² Since mortgage rates were higher in 2000 than in 2005, a drop in mortgage interest rates results in lower monthly mortgage payments, thereby increasing the range of housing prices which are affordable to home buyers. It is possible that north central Florida home buyers can afford higher-priced homes in 2005 than in 2000 as a result of a combination of increased wages and reductions in mortgage interest rates.

Reductions in mortgage interest rates helped reduce the impact of increases in the cost of single-family dwelling units during this time period. The region experienced a ~~44.7~~ **45.9** percent increase in the cost of monthly mortgage payments between 2000 and 2005, which is substantially less than the ~~80.5~~ **81.9** percent increase in average sales price. However, even taking into account reductions in monthly mortgage payments as a result of lower interest rates, the ~~44.7~~ **45.9** percent increase in the annual cost of housing between 2000 and 2005 was a significantly faster rate of increase than the ~~23.7~~ **18.8** percent increase in annual wages.

The Council reviews affordable housing analyses for Developments of Regional Impact. While the Development of Regional Impact Adequate (Affordable) Housing Rule provides a useful guide for the determination of affordable housing impacts, it is silent on much of the detailed application of the methodology. Differing interpretations of implementation of the methodology can lead to differing results. Therefore, additional methodology guidance is needed for Development of Regional Impact applicants and the Council, to determine affordable housing supply, demand and the mitigation of identified significant affordable housing impacts.

²As determined by FreddieMac, www.freddie.mac.com/pmms/pmms30.htm.



REGIONAL GOAL 1.1. Reduce the percentage of the region's very low-, low-, and moderate-income households spending 30.0 percent or more of their annual household income on housing.

REGIONAL GOAL 1.2. ~~Mitigate significant affordable housing impacts associated with Developments of Regional Impact.~~

B. Economic Development

~~In January 1978, the North Central Florida Regional Planning Council received its designation as the North Central Florida Economic Development District. The eleven counties in this region include: Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Madison, Suwannee, Taylor and Union counties. All of these counties, with the exceptions of Alachua because it is an urban county, are located within the Governor's third Rural Area of Critical Economic Concern and are actively developing a strategic plan to improve the economic environment of the rural parts of the region.~~

~~The region is experiencing population growth (total population estimated at 480,463 in 2005), but still lags behind the rest of Florida and the nation in terms of wages and wage growth. Poverty rates are still very high, and underemployment is evident in wage rates that in some counties are less than half the national averages. Growth is still primarily from economic migrants, but retirees are starting to move to the area as well, including those that previously lived in South Florida and are looking to find a more sparsely populated location.~~

~~The population in the region is young with a median age of 37.0 for the region compared to 39.7 for the state of Florida. But like the nation which is impacted by the baby boom generation, the population is expected to get older in the next 10 years, with a median age of 39.5 by the year 2020.~~

~~Despite the presence of the state's flagship university in Alachua County, the region's educational attainment lags behind the state as a whole. There is a disparity between the Gainesville area which has a significant capacity for high-skill, high-wage jobs than the rest of the region.~~

~~The 26 state parks in the region, a state university and several state prisons dramatically reduce the ad valorem tax base of the Economic Development District. The taxable value of every North Central county is considerably below the statewide average so low that the combined taxable value of all 11 of north central Florida's counties is less than that of the average Florida county.~~

~~However, the cost of land is still affordable in the region compared to the rest of Florida. Furthermore, the region can utilize programs such as job tax credits to incentivize prospective businesses. Approximately 3,500 acres of industrially zoned land is available for development within the region. The region is emerging as a transportation/distribution center with its good access to both Interstate Highways 10 and 75.~~

~~The largest employment clusters in the region are healthcare, trade, transportation and utilities, tourism and public administration. Of the four clusters, only healthcare is considered a "basic" industry which exports outside of the region to generate wealth.~~

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



REGIONAL GOAL 4.6. Protect Natural Resources of Regional Significance identified in this plan as "Planning and Resource Management Areas."

REGIONAL GOAL 4.7. Maintain the quantity and quality of the region's surface water systems in recognition of their importance to the continued growth and development of the region.

E. Regional Transportation

Regionally significant transportation facilities are those facilities used to provide transportation between cities located both within and outside the region and other specially designated facilities. They include one airport, two interstate highways, ~~nine~~ 10 U.S. highways, ~~25~~ 34 state roads, and ~~four~~ eight public transit system providers.

1. Regional Road Network

The regional road network is comprised of interstate highways, U.S. highways and state roads. Overall, the regional road network consists of ~~1,263.3~~ 1,889.1 miles of roadways, of which ~~177.2~~ 216.8 miles are comprised of interstate highways and ~~1,086.1~~ 1,672.3 miles are U.S. highways and state roads. Additionally, ~~430.3~~ 662.3 miles of the regional road network are designated as part of the Strategic Intermodal System. ~~The regional road network generally provides good transportation service to the region. Nevertheless, in 2009, five of the 44 local governments in the region had at least 10 percent of the regional road mileage within their jurisdiction operating at or above 85 percent of maximum service volumes. If current trends continue, by 2025, the number of local governments in this category is projected to increase to 15. Some communities are experiencing significantly higher percentage of Regional Road Network mileage at or above the 85 percent threshold.~~

~~State funding for roadway modifications to the Regional Road Network is not keeping pace with demand. Excluding the City of Gainesville, the estimated average annual cost ranges between \$39.4 to \$88.6 million, not adjusting for inflation.⁸ Meanwhile, the Florida Department of Transportation Fiscal Year 2010-14 five-year work program schedules \$26.5 million, or \$5.3 million per year, for transportation capacity enhancements, exclusive of the City of Gainesville, to the Regional Road Network.⁹~~

Threatened, or Commercially Exploited as designated in Chapter 5B-40, Florida Administrative Code, or an animal or plant species designated as Endangered or Threatened in Title 50 Code of Federal Regulations Part 17.

⁸~~These figures include addressing an existing \$217.3 to \$340.9 million backlog.~~

⁹~~North Central Florida Regional Planning Council, January 2011. Derived from Florida Department of Transportation 2010/11 - 2013/14 State Transportation Improvement Program (<http://www.dot.state.fl.us/programdevelopmentoffice/federal/STIP/stipfile.xls>) Excludes transit projects, resurfacing, bicycle lanes, landscaping, and similar projects.~~

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



~~North central Florida local governments are not financially able to fund this shortfall. Assuming all county governments levied a 10 mil tax rate, an untapped "surplus" of approximately \$33.6 million which could be raised.¹⁰ These untapped funds could be applied to upgrading the Regional Road Network. Comparable numbers are not readily available for north central Florida municipalities. Assuming they could generate one third of what the counties can generate, the municipalities could add an additional \$11.2 million, raising the local government theoretical total to \$44.8 million per year, well short of the estimated need.~~

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

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

REGIONAL GOAL 5.3. Mitigate adverse impacts to regional transportation facilities associated with enrollment growth at the University of Florida.

REGIONAL GOAL 5.4. Maximize the use of the Gainesville Regional Airport before developing a new regional airport.

REGIONAL GOAL 5.5. Include rail lines and railroads as part of an integrated regional transportation system consisting of the Regional Road Network, regional airports and transit service providers.

REGIONAL GOAL 5.56. Reduce the unmet General Trip demand of the north central Florida Transportation Disadvantaged population.

REGIONAL GOAL 5.67. Increase the percentage of north central Florida residents using public transportation as a primary means of transportation.

¹⁰ ~~North Central Florida Regional Planning Council, January 2011. Derived from Florida Statistical Abstract 2009, Bureau of Business and Economic Research, University of Florida, Tables 23.91 and 23.93.~~



Regional Policy Plan implements the mission statement by balancing sustainable economic development with the protection of Natural Resources of Regional Significance.

The regional plan balances economic development with the protection of Natural Resources of Regional Significance. It seeks the protection of the functions and qualities of Natural Resources of Regional Significance. Therefore, the plan allows development and economic activity within and near Natural Resources of Regional Significance to the extent that such development and economic activity does not significantly and adversely affect the functions of the resource.

Furthermore, the scope of the regional plan goals and policies is limited to Natural Resources of Regional Significance and regional facilities which are specifically identified and mapped in the regional plan, as well as the extent to which the plans of one local government effect other local governments. The type and extent of economic activity which can occur without significantly and adversely impacting a Natural Resource of Regional Significance is framed by the goals and policies of the regional plan.

Although mapped as discrete geographic units, Natural Resources of Regional Significance are really parts of an interconnected natural system extending across and beyond the region. Actions in one part of the system can have significant adverse consequences elsewhere. For example, the Big Bend Seagrass Beds and the fishery it supports are dependent upon fresh water flows from the Suwannee and other coastal rivers. The rivers are in turn dependent upon headwater swamps for their base flows of fresh water. Dredging and filling headwater swamps, such as the Okefenokee Swamp in Georgia and north central Florida's San Pedro Bay and Mallory Swamp, could have negative impacts upon the seagrass beds and coastal fishery. One purpose of the regional plan is to identify Natural Resources of Regional Significance and include strategies to minimize potential adverse impacts to these resources while promoting economic activities such as agriculture and silviculture within these areas, especially where such resources are in private ownership.

Natural resources of regional significance are grouped into five categories: Coastal and Marine Resources, Groundwater Resources, Natural Systems, Planning and Resource Management Areas, and Surface Water Systems. The text, maps, and policies of this element are organized around the five map layers.⁴

Natural resources of regional significance are listed in Table 4.1. The regional plan identifies 213 Natural Resources of Regional Significance. Quantifying the number of identified Natural Resources of Regional Significance is difficult. Several are listed multiple times. Some natural resources, such as **Wes Skiles Peacock Springs State Recreation Area Park**, contain springs which are designated as Natural Resources of Regional Significance in their own right. Areas of High Recharge Potential to the Floridan Aquifer are listed only once. However, the Groundwater Resources map identifies over one million acres as potential high aquifer recharge area. Some resources defy counting. For example, approximately 1,331 parcels of land owned by the Suwannee and St. Johns water management districts are recognized as Natural Resources of Regional Significance. Many of these parcels are adjacent to one another, which could justify grouping them together for a lower parcel count. Instead, they are counted as one natural resource and classified as "Water Management District Lands." Similarly, local government-owned land is counted as one natural resource and classified as Local Government Conservation Areas.

⁴The Floridan Aquifer is not mapped since it underlies the entire region; the Florida Middle Ground and the Okefenokee National Wildlife Refuge are also not mapped as they are outside the region; the Big Bend Seagrass Beds are only partially mapped as much of the resource is located beyond the state's jurisdiction.



NATURAL RESOURCES OF REGIONAL SIGNIFICANCE

Map Layer	Classification	Name	Acreage
<u>Planning & Resource Management Areas</u>	<u>Public Lands</u>	<u>Goethe State Park</u>	
Planning & Resource Management Areas	Public Lands	Gum Root Park	370.00
Planning & Resource Management Areas	Public Lands	Ichetucknee Springs State Park	2,525.00
Planning & Resource Management Areas	Public Lands	Lake Alto Preserve	672.00
Planning & Resource Management Areas	Public Lands	Lochloosa Wildlife Conservation Area	10,352.00
Planning & Resource Management Areas	Public Lands	Lower Suwannee River National Wildlife Refuge	28,634.00
<u>Planning & Resource Management Areas</u>	<u>Public Lands</u>	<u>Lower Suwannee River National Wildlife Refuge</u>	
<u>Planning & Resource Management Areas</u>	<u>Public Lands</u>	<u>Marjorie Harris Carr Cross Florida Greenway State Recreation and Conservation Area</u>	
<u>Planning & Resource Management Areas</u>	<u>Public Lands</u>	<u>Ocala National Forest</u>	
Planning & Resource Management Areas	Public Lands	Okefenokee National Wildlife Refuge	0.00
Planning & Resource Management Areas	Public Lands	O'leno State Park	1,720.00
Planning & Resource Management Areas	Public Lands	Osceola National Forest	109,247.00
Planning & Resource Management Areas	Public Lands	Paynes Prairie Preserve State Park	21,657.00
Planning & Resource Management Areas	Public Lands	<u>Wes Skiles Peacock Springs Conservation Area State Park</u>	1,115.00
Planning & Resource Management Areas	Public Lands	River Rise State Preserve	4,480.00
Planning & Resource Management Areas	Public Lands	St. Marks National Wildlife Refuge	1284.00
Planning & Resource Management Areas	Public Lands	San Felasco Hammock State Preserve	7,129.00
Planning & Resource Management Areas	Public Lands	Santa Fe Swamp Conservation Area	7,403.00

TABLE 4.1 (Continued)

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



3. Regionally Significant Transportation Facilities

Regionally significant transportation facilities are those facilities used to provide transportation between cities located both within and outside the region and other specially designated facilities. They include one airport, two interstate highways, **nine ten** U.S. highways, **25 33** state roads, and **four eight** public transit service providers.⁷

TABLE 5.97

REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES

Type	Name	Description	Length (miles)
Airport	Gainesville Regional Airport	Gainesville	n/a
Public Transit Service Provider	A & A Transit	Designated coordinated community transportation provider for Union County	n/a
Public Transit Service Provider	MV Transportation, <u>Inc.</u>	Designated coordinated community transportation provider for Alachua County	n/a
Public Transit Service Provider	Big Bend Transit, Inc.	Designated coordinated community transportation provider for Madison and Taylor Counties	n/a
Public Transit Service Provider	Gainesville Regional Transit System	Fixed-route public transit service provider for Gainesville and nearby urbanized, unincorporated Alachua County	n/a
Public Transit Service Provider	<u>Levy County Transit</u>	<u>Designated coordinated community transportation provider for Levy County</u>	n/a
Public Transit Service Provider	<u>Marion County Senior Services, Inc.</u>	<u>Designated coordinated community transportation provider for Marion County</u>	n/a
Public Transit Service Provider	<u>Sun Tran</u>	<u>Fixed-route public transit service provider for Ocala and nearby urbanized, unincorporated Marion County</u>	n/a
Public Transit Service Provider	Suwannee Valley Transit Authority	Designated coordinated community transportation provider for Columbia, Hamilton and Suwannee Counties	n/a
Public Transit Service Provider	Suwannee River Economic Council, <u>Inc.</u>	Designated coordinated community transportation provider for Bradford,	n/a

⁷ North central Florida regionally significant facilities and resources, as defined in Rule 27E.005, Florida Administrative Code, consist of Regionally Significant Emergency Preparedness Facilities identified in Table 3.2, Natural Resources of Regional Significance identified in Table 4.1, Regionally Significant Transportation Facilities identified in Table 5.87, and Regionally Significant Facilities and Resources, identified in Section VI.

b. Transportation Concurrency and Proportionate Share

~~Recent amendments to Chapter 163, Florida Statutes, makes~~ traditional transportation concurrency management optional for local government comprehensive plans. If local governments rely on traditional transportation concurrency, ~~recent changes to Chapter 163, Florida Statutes, authorizes~~ the local government to establish minimum level of service level standards for all state roads, including state roads which are part of the Strategic Intermodal System. Additionally, local governments relying on traditional level of service standards must also allow mitigation of transportation impacts through the use of proportionate-share. ~~Proportionate share was previously limited to Developments of Regional Impact. However, recent changes to Chapter 163, Florida Statutes, expands the use of the technique to all development, including development which is below the Development of Regional Impact thresholds.~~

The dollar amount of proportionate share mitigation is determined through a transportation impact study of the project to determine which road segments will fail to meet level of service standards as a result of the development, what it will cost to modify the failing facilities to meet level of service standards, and what proportion of the trips on the failing road network are attributable to the project. The percentage is multiplied by the costs of the transportation projects needed to restore level of service for the failing facilities to determine an amount of money, which is the developer's proportionate-fair share payment.

c. Transportation Planning Best Practices

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

Enhance Road Network Connectivity by

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

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

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



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

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

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

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

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

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

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

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

Promote Access Management Strategies by

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

Develop Multimodal Transportation Systems by

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

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

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



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

Establishing a local public mass transit system.

d. Regional Review of Local Government Comprehensive Plans and Plan Amendments

Transportation impact analysis of local government comprehensive plans and plan amendments conducted by the Council are generally limited to applicable road segments within one-half mile of the property which is the subject of the comprehensive plan and/or plan amendment. The analysis assumes that the subject property is developed to the maximum allowable intensity of use permitted by the Future Land Use Map category. The analysis does not include a trip distribution, although a trip distribution is used by the Council if a trip distribution is provided by the local government. In lieu of a trip distribution analysis, the Council examines what would happen if all of the trips were distributed to all directions of functionally classified road segments. If the resulting analysis finds that a segment of the regional road network will not meet level of service standards, the Council includes an Objection in its report. The Council recommends that the local government conduct a trip distribution analysis for the amendment and should the analysis result in adverse impacts, modify the amendment to prevent the adverse impacts. Such modification could include a reduction in the size of the subject property, a reduction in maximum allowable intensity of use, or a lowering of the adopted level of service standard of adversely impacted regional road segments.

e. Developments of Regional Impact

The regional plan has two alternative approaches for **substantial deviations to previously approved** Developments of Regional Impact **in order** to mitigate significant and adverse impacts to the Regional Road Network. First, significant and adverse impacts are considered to be adequately mitigated if the local government development order contains conditions which maintain the minimum level of service standard for all significantly and adversely impacted segments of the Regional Road Network. Second, impacts to the Regional Road Network are considered to be adequately mitigated when the local government development order contains conditions which implement the proportionate share provisions of Chapter 163, Florida Statutes.

Chapter 163, Florida Statutes, allows Developments of Regional Impact to make a proportionate-share payment/contribution for its significant and adverse traffic impacts. The proportionate share funding provided for a Development of Regional Impact must reflect its share of the cost of all roadway modifications needed to ensure that regional road segments, which are otherwise significantly adversely impacted by the development, can operate at the adopted level of service standard established in the applicable local government comprehensive plan should all of the identified modifications be constructed. Furthermore, the payment for the Development of Regional Impact must be sufficient to pay for at least one transportation modification without the use of additional funds from state or local government.

c. Transportation Demand Management

One of the most significant developments mitigating University-related transportation impacts in the last 10 years is the implementation of an agreement between the Gainesville Regional Transit System and the University to provide University students and employees with prepaid, unlimited access to transit service. The agreement has led to enhancements to the Gainesville Regional Transit System service, including an increase in number of buses, a decrease in headtimes (intervals between buses), and expanded hours of operation for certain bus routes heavily used by University students. A student transportation fee was added in 1998 at a rate of \$0.19 per credit hour to pay for the additional service. The fee has been increased over the years to a rate of ~~\$7.88~~ **9.44** per credit hour in the ~~2011-2012~~ **2015-16** school year. As a result, Gainesville Regional Transit System bus ridership has increased from 2.9 million passengers in 1998 to ~~9.0~~ **10.9** million in ~~2009~~ **2013**. The Campus Master Plan Transportation Element contains a number of policies continuing the relationship between the University and Gainesville Regional Transit System.

d. Off-Campus Park-and-Ride

The University operates two park-and-ride facilities on the western edge of its main campus (Park and Ride Lot #1, located near SW 34th Street at the Cultural Plaza, and Park and Ride Lot #2, located on Hull Road west of SW 34th Street). Furthermore, campus shuttle buses connect the park and ride lots, as well as other on-campus parking facilities, to the main campus. Additionally, Campus Master Plan Transportation Element Policy 3.1 of Goal 2.0 calls for the University to participate with the City and the County and the Gainesville Regional Transit System to examine the feasibility of park and ride facility development and expanded transit service. While the Campus Master Plan proposes the construction of an additional 1,000 parking space near the Ben Hill Griffin, Jr., Stadium and the Stephen C. O'Connell Center adjacent to State Road 26, it also proposes the construction of an additional 888 parking spaces in the western portion of the campus in areas which are currently used, essentially, as park and ride facilities.

Although the University has established and is proposing to expand its park and ride facilities, the current and proposed parking facilities continue to require automobile drivers to use roads which are, or are projected to be, operating below the minimum level of service standard contained in local government comprehensive plans by 2015. The Campus Master Plan Transportation Element Data and Analysis Report notes a trend of student populations moving from west of Interstate Highway 75 to areas closer to campus in the downtown and the West 13th Street corridor. Such movement may make the establishment of park-and-ride facilities unfeasible if located a significant distance from student residences.

e. On-Campus Housing

The Campus Master Plan indicates that on-campus housing is currently available for approximately ~~22~~ **25** percent of the student population. The Housing Data and Analysis Report notes that an additional 835 housing units are needed to maintain the current percent level. In conjunction with increased enrollment, the Capital Improvements Element of the Campus Master Plan calls for two on-campus housing construction projects with the intent of increasing the number of students residing on campus by approximately 800. One of the projects is only partially funded and the other project is completely unfunded. Nevertheless, should neither of these two on-campus housing projects are constructed, the percentage of students housed on-campus will be 20.3 percent in 2015.

