

NORTH CENTRAL FLORIDA REGIONAL PLANNING COMMITTEE
RECOMMENDED REVISIONS TO THE JANUARY 28, 2010
PROPOSED EVALUATION AND APPRAISAL REPORT-BASED AMENDMENTS TO
THE NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN

June 17, 2010

Add new Policy 3.1.8 as follows:

Policy 3.1.8. Encourage local governments to include in their comprehensive plans to require an analysis of public shelter capacity and evacuation times of new development locating within the Coastal High Hazard Area and within coastal storm evacuation areas to ensure that such development is adequately notified of an approaching storm, evacuated in a timely fashion, and does not adversely impact public shelter capacity.

Amend Policy 4.1.5, as follows:

Policy 4.1.5. **Prohibit Discourage** any form of interbasin transfer of water until the receiving jurisdiction has exhausted all available water supply alternatives and conservation measures.

Revise Policy 4.2.5 as follows:

Policy 4.12.5. Remove the Big Bend Seagrass Beds, and the Florida Middle Ground, and a 100-mile buffer area off the Dixie and Taylor counties from the federal government list of areas available for oil, gas, and mineral leasing in the eastern Gulf of Mexico. Remove either the Big Bend Seagrass Beds or an area 35 miles seaward of the coastline of Dixie and Taylor Counties, whichever is of the greater seaward extent, from areas available for oil, gas and mineral leasing in the eastern Gulf of Mexico.

Add new policy 4.2.6 as follows:

Policy 4.2.6. Remove the Florida Middle Ground from areas available for oil, gas and mineral leasing in the eastern Gulf of Mexico.

Renumber existing Policy 4.2.6 and all subsequent policies accordingly.

Add new Policy 4.3.9 as follows:

Policy 4.3.9. Encourage local and regional development of traditional and alternative water supplies.

Amend Policy 4.5.6 as follows:

Policy 4.45.56. When a land use designation change is proposed or an increase in allowable land use density or intensity is proposed, ~~species of special concern~~ **listed species** and their habitat known to exist ~~on-site~~ **within the Regional Ecological Greenways Network** shall be protected. Protection should include, but not necessarily be limited to, the following:

- a) conservation easements;
- b) on and offsite mitigation/conservation banks;
- c) tax breaks;
- d) transferable densities;
- e) management agreements; and,
- f) agriculture and silviculture best management practices.¹

Amend selected Table 5.9 entries as follows:

**TABLE 5.9
REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES**

Type	Name	Description	Length (miles)
Regional Road Network - State Roads	SR 20	From SR 26 to Alachua Co. - Putnam Co. line (FHHS) (<u>SIS</u>)	18.0
Regional Road Network - State Roads	SR 26	From I-75 to U.S. Highway 301 (<u>SIS</u>)	22.0 <u>18.6</u>
Regional Road Network - State Roads	SR 26	From U.S. Highway 301 to Alachua Co. - Putnam County line (<u>SIS</u>)	5.5
Regional Road Network - State Road	SR 100	From US 301 to Bradford Co. - Clay Co. line (<u>SIS</u>)	12.9 <u>10.6</u>
<u>Regional Rail Line</u>	<u>CSX Transportation</u>	<u>From Jefferson County - Madison County line to the Columbia County - Baker County line</u>	<u>85.1</u>
<u>Regional Rail Line</u>	<u>CSX Transportation</u>	<u>From Bradford County - Alachua County line to the Alachua County - Marion County line</u>	<u>33.4</u>
<u>Regional Rail Line</u>	<u>CSX Transportation</u>	<u>From Bradford County - Alachua County line to the City of Newberry</u>	<u>24.2</u>
<u>Regional Rail Line</u>	<u>CSX Transportation</u>	<u>From the City of Hawthorne to the Alachua County - Putnam County line</u>	<u>2.1</u>
<u>Regional Rail Line</u>	<u>CSX Transportation</u>	<u>From Alachua County - Bradford County line to the Bradford County - Clay County line</u>	<u>19.5</u>

¹Ibid.

**TABLE 5.9
REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES**

Type	Name	Description	Length (miles)
<u>Regional Rail Line</u>	<u>CSX Transportation</u>	<u>From Alachua County - Bradford County line to the Bradford County - Clay County line</u>	<u>20.4</u>
<u>Regional Rail Line</u>	<u>CSX Transportation</u>	<u>From the City of Gainesville to the Bradford County - Alachua County line to the City of Newberry</u>	<u>12.4</u>
<u>Regional Rail Line</u>	<u>Florida Northern Railroad</u>	<u>From western Alachua County terminus to the Alachua County - Levy County line</u>	<u>21.7</u>
<u>Regional Rail Line</u>	<u>Georgia and Florida Railnet</u>	<u>From Georgia State line - Madison County line to the City of Perry</u>	<u>48.2</u>
<u>Regional Rail Line</u>	<u>Norfolk Southern</u>	<u>From Georgia State line - Columbia County line to the City of Lake City</u>	<u>47.8</u>

Source: North Central Florida Regional Planning Council, ~~October 2001~~ May 2010.

Delete the first paragraph of the background statement on page V-34 as follows:

~~Development which impacts roadways operating below the minimum LOS level of service standard can still occur in areas not subject to concurrency mitigation and compliance programs authorized by Florida Statutes provided the roadway is classified as Constrained or Backlogged in the local comprehensive plan. A Constrained roadway is one where it is infeasible to add lanes to meet current or future traffic needs due to physical, environmental, or policy constraints. Roadways designated as Constrained can operate at a lower level of service standard through a negotiated agreement between the local government and the Florida Department of Community Affairs. In order to designate a roadway as Constrained, DCA the Department requires additional policies be included in the local government comprehensive plan circulation element which, typically, call for improvements to parallel roads, the installation of special turn lanes, and/or improvements to traffic signal timing.¹ A Backlogged roadway is an unconstrained facility operating at a level of service below adopted minimum LOS level of service standards and not programmed for construction in the first three years of FDOT's Florida Department of Transportation adopted work program or the first three years of the five year schedule of improvements in the local plan's capital improvement element.~~

Revise proposed Policies 5.1.3, 5.1.4, 5.1.6 and 5.1.7 as follows:

¹~~Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, Median Average Annual Daily Traffic Level of Service Report, North Central Florida Regional Planning Council, March, 1995.~~

Policy 5.1.3. Segments of the Regional Road Network designated as part of the Strategic Intermodal System located within municipalities, urban service areas, and urban development areas where such road segments are not subject to alternative concurrency mitigation and compliance programs authorized by Florida Statutes, including but not limited to Transportation Concurrency Exception Areas, and where the local government comprehensive plan does not contain policies which implement transportation planning best practices which enhance road network connectivity, provide parallel local routes to the Regional Road Network, incorporate access management strategies, and develop multimodal transportation systems, **or a financially feasible mitigation plan** shall maintain the minimum level of service standards of the Strategic Intermodal System as established by the Florida Department of Transportation.

Policy 5.1.4. Segments of the Regional Road Network designated as part of the State Highway System but not designated as part of the Strategic Intermodal System located within municipalities, urban service areas, and urban development areas where such road segments are not subject to alternative concurrency mitigation and compliance programs authorized by Florida Statutes, including but not limited to Transportation Concurrency Exception Areas, and where the local government comprehensive plan does not contain policies which implement transportation planning best practices which enhance road network connectivity, provide parallel local routes to the Regional Road Network, incorporate access management strategies, and develop multimodal transportation systems, **or a financially feasible mitigation plan** shall maintain the minimum level of service standards of the Strategic Intermodal System as established by the Florida Department of Transportation.

Policy 5.1.6. Adverse impacts to segments of the Regional Road Network designated as Strategic Intermodal System located outside municipalities, urban service areas, and urban development areas which are not subject to alternative concurrency mitigation and compliance programs authorized by Florida Statutes, including but not limited to Transportation Concurrency Exception Areas, are adequately mitigated by local government comprehensive plans which contain goals and policies which maintain the minimum level of service standard as established by the Florida Department of Transportation, **and which also contain a financially feasible mitigation plan.**

Policy 5.1.7. Adverse impacts to segments of the Regional Road Network designated as part of the State Highway System but not part of the Strategic Intermodal System located outside municipalities, urban service areas, and urban development areas which are not subject to alternative concurrency mitigation and compliance programs authorized by Florida Statutes, including but not limited to Transportation Concurrency Exception Areas, are adequately mitigated by local government comprehensive plans which contain goals and policies which maintain the minimum level of service standard established in local government comprehensive plans, **and which also contain a financially feasible mitigation plan.**

Amend Regional Goal 5.2 and Regional Policies 5.2.1 and 5.2.4 as follows:

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.**

Policy 5.2.1. Provide technical assistance to local governments in preparing and updating Traffic Circulation Elements in local government comprehensive plans **to implement an energy-efficient, interagency coordinated transportation system.**

Policy 5.2.4. Provide technical assistance to local governments seeking funds for transportation modifications **which implement an energy-efficient, interagency coordinated transportation system.**

Add the following Regional Goal 5.5 and associated policies:

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.

Policy 5.5.1. Coordinate rail line expansion plans with the Florida Department of Transportation and with local governments to ensure consistency with local government comprehensive plans, to ensure public safety, and to allow for future increases in the operational capacity of rail lines.

Policy 5.5.2. Review proposals for new rail lines for impacts upon natural resources of regional significance and adjacent local governments.

Renumber existing Regional Goal 5.5 and all subsequent regional goals and policies accordingly.

Add Camp Blanding as a Regional Facility in Section VI, Regionally Significant Facilities and Resources, as follows:

Military Facilities
Camp Blanding