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November 28, 2012

TO: Clearinghouse Committee
FROM: Scott R. Koons, AICP, Executive Director *SRK*
SUBJECT: Meeting Scheduled for December 5, 2012, 3:30 p.m.

One Committee-level review items was recently received by the Council which requires action prior to the next regularly-scheduled Council meeting.

Council procedures allow the Clearinghouse Committee to act on behalf of the Council in the review of local government comprehensive plan amendments which must be acted on prior to the next regularly scheduled meeting of the Council.

Thus, there will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on December 5, 2012. The meeting will be held at the North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida, beginning at 3:30 p.m.

It is procedurally acceptable to conduct the meeting by telephone with those of you who have longer distances to drive to Gainesville. We would, however, request that those members located near Gainesville to attend in person to minimize the complexity and the sometimes confusion which can occur with too many members participating by telephone.

For those attending by telephone conference call, please dial 888.670.3525 at 3:30 p.m. on the day of the meeting.

Enter conference code number 5386341358, then #.



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MEETING NOTICE

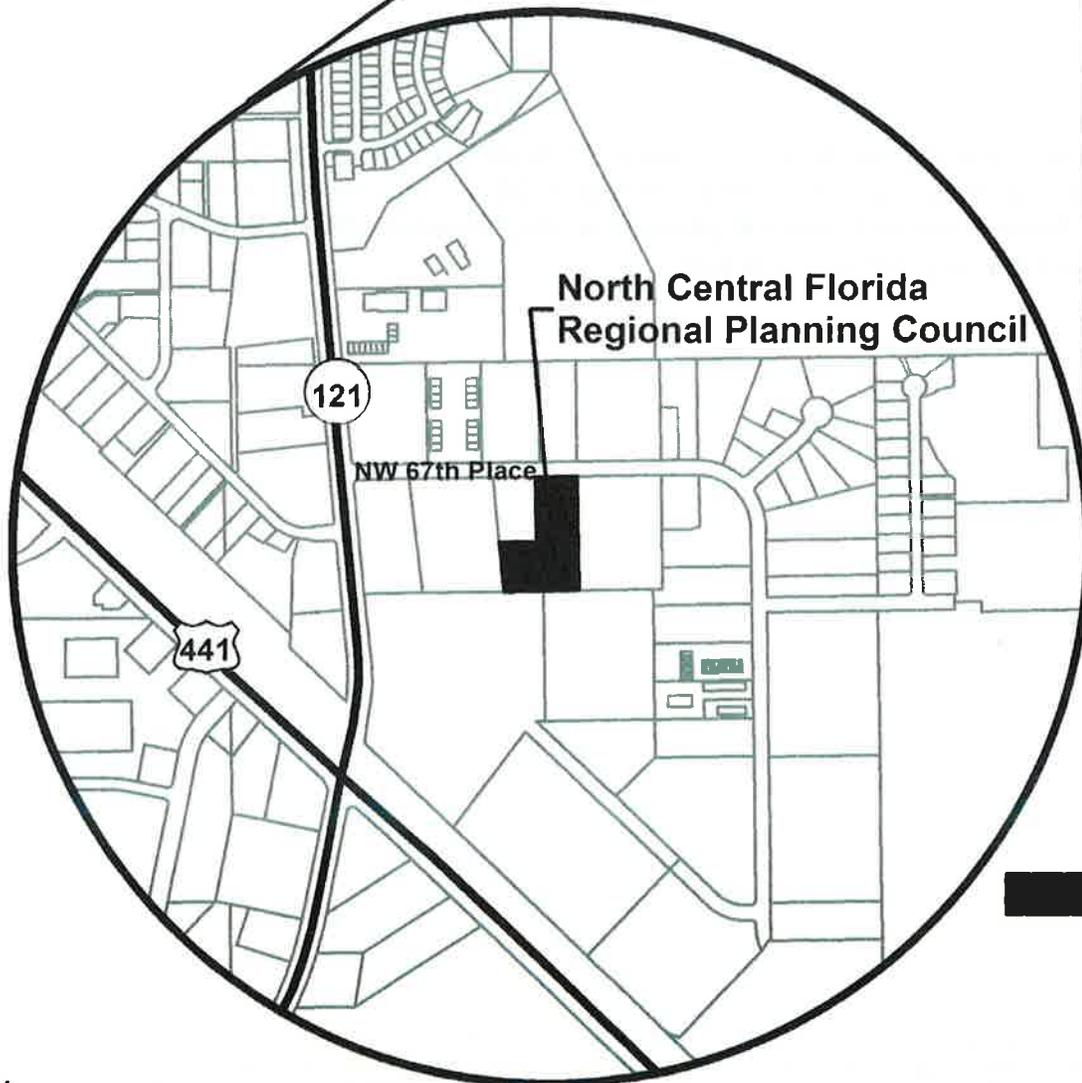
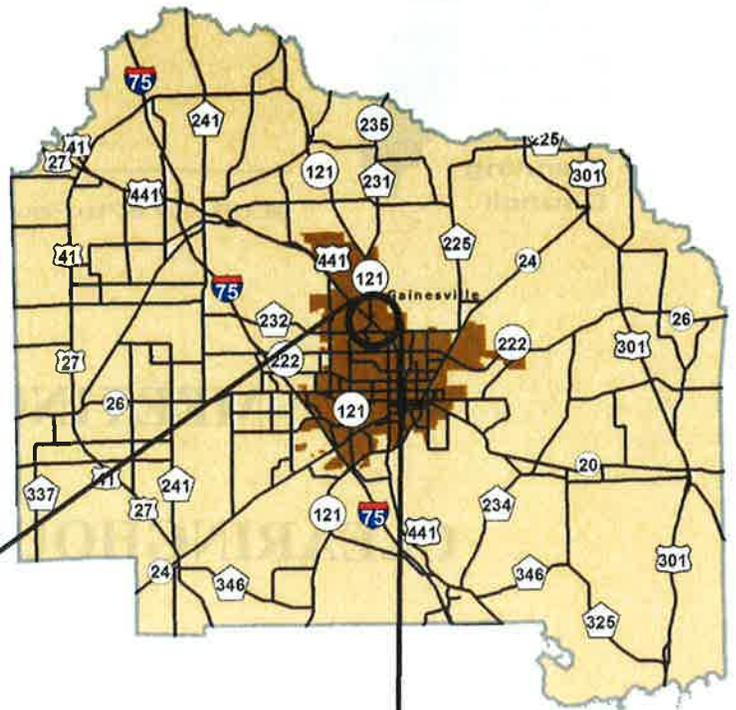
CLEARINGHOUSE COMMITTEE

There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **December 5, 2012**. The meeting will be held at the **North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville**, beginning at **3:30 p.m.**

(Location Map on Back)

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

Directions: From the intersection of State Road 121 (also known as Northwest 34th Street) and U.S. Highway 441 (also known as Northwest 13th Street) in the City of Gainesville head North onto State Road 121 (also known as Northwest 22nd Street), travel approximately 1,000 feet to NW 67th Place, turn right (East) onto NW 67th Place, travel approximately 1,000 feet and the North Central Florida Regional Planning Council is on the right.



1 inch = 1,000 feet

 North Central Florida
Regional Planning Council





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AGENDA

CLEARINGHOUSE COMMITTEE

North Central Florida Regional Planning Council
Gainesville, Florida

December 5, 2012
3:30 p.m.

PAGE NO.

- | | | |
|-----|---------------------------------------------------------------------------|-----------|
| I. | APPROVAL OF THE OCTOBER 25, 2012 MEETING MINUTES | 7 |
| II. | COMMITTEE-LEVEL REVIEW ITEMS | |
| | <u>Local Government Comprehensive Plan Amendments</u> | |
| | #15 - City of Alachua Comprehensive Plan Draft Amendment (DEO No. 12-1ER) | 11 |

*The Florida Department of Economic Opportunity response deadline for the local government comprehensive plan amendment occurs prior to the next regularly-scheduled Council meeting. Therefore, the Committee is to act on behalf of the Council as per Clearinghouse Committee Procedures.

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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

CLEARINGHOUSE COMMITTEE

MINUTES

Holiday Inn Hotel & Suites
Lake City, Florida

October 25, 2012
6:00 p.m.

MEMBERS PRESENT

Alphonso Dowdell
Donnie Hamlin
Sandra Haas, Chair
Wesley Wainwright
Daniel Riddick

MEMBERS ABSENT

Tomas Hawkins, Vice-Chair
James Montgomery
Stephen Witt

OTHERS PRESENT

LaBarfield Bryant

STAFF PRESENT

Steven Dopp

The meeting was called to order at 6:05 p.m. by Chair Haas.

I. APPROVAL OF SEPTEMBER 27, 2012 MEETING MINUTES

ACTION: It was moved by Councilman Dowdell and seconded by Commissioner Wainwright to approve the September 27, 2012 minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

#1 - City of Live Oak Comprehensive Plan Adopted Amendment (DEO No. 12-ESR2)

Mr. Dopp stated that the staff report finds the City comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance; however, impacts to the Regional Road Network and adjoining local governments cannot be determined as the local government submittal package did not contain an analysis of road impacts.

ACTION: It was moved by Commissioner Wainwright and seconded by Commissioner Hamlin to approve the staff report as circulated. The motion carried unanimously.

The meeting adjourned at 6:09 p.m.

Sandra Haas, Chair

Date

COMMITTEE-LEVEL ITEMS

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

Regional Planning Council: North Central FI
Review Date: 12/5/12
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 15
Local Government: City of Alachua
Local Government Item No: Ordinance 1231
State Land Planning Agency Item No: 12-1ER

Date Mailed to Local Government and State Land Planning Agency: 12/6/12

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 amendment package contains numerous amendments to the City Comprehensive Plan which implement the recommendations contained in the City Comprehensive Plan Evaluation and Appraisal Report (see attached excerpts).

The Evaluation and Appraisal Report-based amendments do not propose any changes to the land use classifications or to the intensity of use of lands on the City Future Land Use Map. The City Transportation and Capital Improvements Element retain minimum level of service standards for those segments of the Regional Road Network located within the City. The Conservation and Open Space Element adds an energy conservation Objective and associated policies.

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

The City is bisected by the following roads which are part of the Regional Road Network as identified in the North Central Florida Strategic Regional Policy Plan: Interstate Highway 75, U.S. Highway 441, and State Road 235. The amendments retain minimum level of service standards for all segments of the Regional Road Network located within the City limits at levels which are consistent with the goals and policies of the regional plan. Furthermore, the amendments retain City Transportation Element Policies which implement Transportation Planning Best Practices contained in the regional plan. Therefore, significant adverse impacts are not anticipated to segments of the Regional Road Network as a result of the amendment.

Portions of the City are located within an Area of High Aquifer Recharge Potential to the Floridan Area and a Stream-to-Sink Recharge Area. Additionally, San Felasco Hammock State Park is partially located within the City. No significant changes are proposed to City Comprehensive Plan Policies which would adversely affect these Natural Resources of Regional Significance. Therefore, significant adverse impacts to Natural Resources of Regional Significance are not anticipated as a result of the amendment.

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EXCERPTS FROM THE CITY COMPREHENSIVE PLAN AMENDMENT

FUTURE LAND USE ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL 1: Future Land Use Map-~~2015~~ 2025: The City of Alachua shall maintain a Future Land Use Map in order to effectively guide development in a sustainable manner and to ensure economic prosperity and stability while maintaining a high quality of life for all of its present and future citizens.

Objective 1.1: Agriculture

The City of Alachua shall ~~designate~~ establish an Agriculture land use category in order to maintain agriculture operations within the city limits as well as preserve the rural character and small-town charm of Alachua.

Policy 1.1.a: Residential uses: Residential uses within with Agriculture land use category shall be developed at a maximum density of 1 dwelling unit per 5 acres. The following residential uses are allowed within the Agriculture land use category:

1. Single family, conventional dwelling units
2. Manufactured, modular, and mobile homes, not to include mobile home parks.
3. Accessory dwelling units
4. Group Living, as provided by special exception

Policy 1.1.b: Supporting community services, such as schools, houses of worship, parks and community centers.

Policy 1.1.c: Agri-business uses: Agri-business uses shall be permitted and encouraged within the Agriculture land use category in order to promote, strengthen, and diversify agricultural operations ~~within the city limits~~. These uses shall be limited to a floor area ratio of .50. The following agri-business uses are allowed within the Agriculture land use category:

1. Equestrian centers and boarding facilities;
2. Agriculture;
3. Animal husbandry; animal care; animal sales and services;
4. Horticulture;
5. Event facilities;
6. Nurseries;
7. Farmers markets;
8. Agricultural biotechnological start-ups or incubators;
9. Farm produce stands;

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1. Impacts upon traffic circulation should be anticipated and mitigated through the reservation of right-of-way for road widening and marginal access streets. Access points for ~~strip~~-commercial complexes shall seek to minimize points of conflict by utilizing frontage roads, providing cross access between parcels or installing shared use curb cuts for access driveways to the maximum extent feasible
2. Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of ~~strip~~ commercial development.
3. A sidewalk or bicycle path shall be required where appropriate, to provide convenient access to surrounding residents and to reduce traffic volumes on the roadways.

Policy 1.3.f:

The City of Alachua shall pursue the establishment of activity centers to guide the placement and design of commercial and business areas.

1. The City of Alachua shall ~~establish~~ maintain a Gateway Activity Center at the interchange of US 441 and Interstate 75. ~~The City shall establish the boundaries of the activity center based on the conceptual map provided herein and relevant regulations through a public planning process that will involve property owners as well as the public at large.~~ The boundaries of the Gateway Activity Center shall be based on the Generalized US 441/I-75 Activity Center Map provided in the Future Land Use Map Series. The intent of ~~establishing~~ this activity center is to welcome existing and future residents and visitors to the City of Alachua, and to promote Alachua as an attractive, vibrant, and economically prosperous community.
2. The City of Alachua shall establish the US 441 corridor as a Corporate Corridor Activity Center. The City shall consider establishing the boundaries of the activity center and relevant regulations through a public planning process ~~that will involve property owners as well as the public at large.~~ The intent of establishing this activity center is to implement ~~the~~ economic development objectives of the ~~Vision 2010 Plan~~ and to promote a coordinated development plan to maximize existing and future land use patterns and preserve the function of the US 441 corridor.

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technology industries, to provide a variety of job opportunities to the citizens of Alachua and the North Central Florida Region.

Policy 1.5.a: Industrial: Industrial areas of the future land use map, and industrial uses, are generally intense uses that require large land area and convenient access to transportation facilities, such as roads, highways, and rail lines. Industrial uses, such as warehousing and manufacturing, shall be located and designed in such a manner as to prevent unwanted impacts to adjacent properties.

1. The Industrial land use category may include warehouse distribution facilities subject to the following standards:

Type of warehouse	Size of building	Manufacturing	Building Area Coverage
Regional Warehouse	100,000 sq.ft maximum	None permitted	50% maximum
Bulk Warehouse	1.5 million sq.ft maximum	None permitted	50% maximum
Heavy Distribution	500,000 sq.ft. maximum	None permitted	40% maximum

2. The Industrial land use category may include manufacturing facilities subject to the following standards:

Type of manufacturing	Size of building	Manufacturing	Warehousing	Building Area Coverage
Manufacturing/Assembly	300,000 sq.ft. maximum	75% of total area maximum	<u>No Maximum</u>	40% maximum

3. The Industrial land use category may include flex facilities subject to the following standards:

Type of flex	Size of building	Manufacturing	Warehousing	Building Area Coverage
Research and Development	150,000 sq.ft. maximum	75% of total area maximum (may include labs and	<u>No Maximum</u>	50% maximum

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		offices)		
Office Showroom	150,000 sq.ft. maximum	None permitted	60% warehousing/ 20% retail showroom maximum	50% maximum
Multitenant	120,000 sq.ft.	None permitted	60%retail/ 40%warehousing	50% maximum

Policy 1.5.b: The Industrial land use category may also include industrial service uses, office/business parks, biotechnology and other technologies, business incubators, self-storage facilities, a limited amount of retail sales and services, traditional neighborhood design planned developments, employment center planned developments, outdoor storage yard or lots, and construction industry uses either as allowed uses or with special exceptions.

Policy 1.5.c: Waste and salvage operations, including but not limited to, junk yards, landfills, and recycling drop off centers, may be allowed by special exception in the Industrial land use category. These operations shall address impacts, such as noise, lighting, fumes, odors, hazardous materials, pests, and other performance standards established by City, State and Federal regulations. These operations shall not be located adjacent to residential districts.

Policy 1.5.d: The City shall develop performance standards for industrial uses in order to address the following:

1. Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage roads and/or shared access;
2. Buffering from adjacent existing/potential uses;
3. Open space provisions and balance of proportion between gross floor area and site size;
4. Adequacy of pervious surface area in terms of drainage requirements;
5. Placement of signage;
6. Adequacy of site lighting and potential impacts of lighting upon the surrounding area. Lighting should be designed to minimize impacts and preserve the ambiance and quality of the nighttime sky by reducing light trespass and light pollution on adjacent properties by utilizing lighting at an appropriate intensity, direction and times to ensure light is not overused or impacting areas where it is not intended;

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Policy 1.6.c: In addition to consistency with the Comprehensive Plan, the proposed location of a new or expanded public education facility shall be reviewed and considered in accordance with the standards and procedures prescribed in the Public School Facilities Element.

Policy 1.6.d Public schools are encouraged to be located proximate to urban residential areas when possible.

Objective 1.7: Recreation:

The City of Alachua shall designate a Recreation land use category for all publicly or privately owned recreational lands, however, in order to provide the opportunity for recreation activities, recreational uses may be allowed outside of the Recreation land use category.

Policy 1.7.a: City-owned recreation facilities: The City of Alachua shall provide for a hierarchy of parks to include regional, community, neighborhood and pocket parks. These facilities will make available a wide array of active and resource based recreation activities to residents inside and outside of the City limits.

Policy 1.7.b: Community gardens: Community gardens shall be allowed throughout existing and new residential areas to provide residents with an opportunity to grow vegetables, herbs and flowers, learn about nutrition and the environment, beautify the neighborhood, and build a sense of community.

Policy 1.7.c: Other recreation uses in all districts: Recreation uses, such as neighborhood parks or commercial recreation, shall be allowed in other land use categories as appropriate.

Policy 1.7.d: Publicly owned recreation uses shall be limited to an intensity of less than or equal to .25 floor area ratio while privately owned recreation uses within this land use category shall be limited to less than or equal to 0.05 floor area ratio.

Objective 1.8: Conservation:

The City shall create a Conservation land use category for lands on which certain identifiable features, such as flowing surface water bodies, wetland systems, flood plains, wellfield protection areas, unique geologic characteristics, and listed plant and wildlife habitat require enhanced oversight and regulatory protection. Land use regulations for designated conservation areas will consider the vulnerability of susceptible features and vary accordingly. Conservation areas will

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5. Conservation of materials, financial resources and energy through efficient design of infrastructure.

Policy 2.1.b: Employment Center Planned Development (PD): The City shall establish employment center planned development (PD) district regulations as a development option for planned office and industrial park development for use within commercial and industrial land use categories. Those regulations shall be developed to achieve the following:

1. Planned office and industrial park development in a campus-like setting. A limited percentage of medium or high-density residential development may be integrated or mixed with office and/or industrial park development.

Policy 2.1.c: Traditional Neighborhood Design Planned Development (PD): The City shall establish traditional neighborhood design planned development district regulations that may be used within the residential and commercial land use categories. Those regulations shall be developed to achieve the following:

1. A mix of high quality neighborhood residential uses and a limited amount of supporting retail and office services in a traditional neighborhood design.
2. A fully integrated, mixed use, pedestrian-oriented neighborhood designed with identifiable centers and edges. Edge lots should be readily accessible to retail, office and recreation by nonvehicular means.
3. Street networks are interconnected, blocks are small, and both are designed to adequately accommodate vehicles, to respect pedestrians, and to form public spaces.
4. Civic buildings and public squares or recreation areas are given prominent sites throughout the development.
5. Developments seamlessly linked to its surroundings. Edge areas should be compatible with surrounding uses and designed to provide for a seamless transition. This subpolicy does not mean that the density or lot size or use of the edge will be the same as the surrounding use.

Policy 2.1.d Commercial Planned Development: The City shall establish commercial planned development (PD) district regulations as a development option for planned commercial development within commercial and high density residential land use

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categories. Those regulations shall be developed to achieve the following:

1. A functional mix of mixed-use retail, commercial, and office development. A limited amount of medium to higher density residential development may be integrated with commercial and retail uses.——

Objective 2.2: Neighborhood Conservation Districts:

For neighborhoods that do not qualify for historic district designation or that do not opt for historic designation, the City ~~shall~~ may develop an optional neighborhood conservation overlay district to protect special character and physical features.

Policy 2.2.a: Program: The City shall establish neighborhood conservation overlay district regulations that would allow for the establishment of design and development standards that are unique to a particular area or neighborhood in order to protect special characteristics or physical features. Once established, this program would be initiated by interested neighborhoods.

Policy 2.2.b: The City shall consider implementing its ~~Neighborhood Conservation districts through the broader scope of the Neighborhoods of Distinction neighborhood planning program. This program will provide planning support to~~ strengthen and beautify existing residential neighborhoods, protect important neighborhood values and character, and promote appropriate infill.

1. ~~The pilot neighborhood for the Neighborhoods of Distinction program will be the College Heights neighborhood. The City will work with the community to develop standards for the neighborhood that will be adopted in the Comprehensive Plan by December 2005.~~

Objective 2.3: Conservation subdivision standards:

The City shall develop conservation subdivision regulations for use within the Agriculture land use category. These regulations shall establish a process for designing residential developments around the principle of the conservation of sensitive environmental features, areas of open space and rural character that define Alachua, and areas of active agricultural pursuits.

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2. Held in common ownership by a homeowners' or master owners' association.
3. Use of a condominium agreement approved by the City.
4. Dedication of easement to the City. The title to the open space would be held by the association. However, the open space would be accessible to all residents of the City. A maintenance agreement would be developed between the developer, association and the City.
5. Transfer of easement to a private conservation organization.

Objective 2.4: Landscaping and Tree Protection Standards:

The City shall adopt landscaping and tree protection standards in order to achieve the aesthetic design values of the community and preserve tree canopies, as well as specimen protected, heritage and champion trees.

Policy 2.4.4a: Landscaping: General – The City shall require landscaping plans to be submitted with each nonresidential and multiple family residential site plan. The minimum landscaped area shall be 30% of the development site. Landscaping designs shall incorporate principles of xeriscaping, where feasible. The City shall develop a list of preferred planting materials ~~pallet~~ to assist in the landscape design. Landscape plans shall include a ~~mixture of~~ perimeter and internal site landscaping.

Policy 2.4.4b: Landscaping: Buffering – A buffer consists of horizontal space (land) and vertical elements (plants, berms, fences, walls) that physically separate and visually screen adjacent land uses ~~that may not be fully compatible~~. The City shall establish buffer yard requirements that are based on the ~~nature~~ compatibility of the adjacent uses and the desired result of the buffer.

Policy 2.4.4c: Tree Protection: The City shall require the preservation of heritage trees and champion trees when possible. Standards shall be set for determining the health and safety risks associated with heritage and champion trees both on individual residential lots, and existing and proposed developments.

Policy 2.4.4d: Tree Protection: The City shall establish standards for the preservation of regulated trees. Particular attention shall be ~~paid~~ given to preserving specimen and preferred species

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The City of Alachua shall encourage property owners to maintain and improve buildings, grounds, streetscape and vistas and encourage settlement and revitalization of established neighborhoods.

Policy 3.1.4a: Street, sidewalk, utility, and other improvements undertaken by the City in designated historic districts shall be consistent, where practical, with the historic character of those districts.

Policy 3.1.2b: Any project sponsored by or under the authority of the City, either financially or administratively, which involves rehabilitation or construction of new buildings within a designated historic district shall be consistent, where practical, with the historic character of those districts.

Policy 3.1.3c: In consultation with the Florida Department of Transportation and Alachua County where appropriate, the City shall evaluate traffic circulation patterns and plans in designated historic districts in order to slow or limit ~~damaging arterial and cut-through~~ traffic.

Policy 3.1.4d: To protect and preserve historic resources, the City shall consider measures, such as Transfer of Development Rights, cluster developments, easements, loan pools, revolving funds and conservation areas or districts for historic or archaeologically significant lands in its land development regulations.

Policy 3.1.5e: The use of tax increment financing as a mechanism to promote the improvement of deteriorated designated historic districts shall be considered.

Policy 3.1.6f: The City shall continue to improve and develop parks in designated historic districts, and it shall also plan the creation of ~~safe~~-multi-use paths in such areas.

Objective 3.2:

The City shall continue to update the historic resources inventory.

Policy 3.2.4a: The City shall work to expand its inventory of historic properties which may be accomplished by preparing new Florida Site Files for previously undocumented properties as they become 50 years old and by updating existing site files

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Policy 4.3.4a: The City shall encourage redevelopment through special development regulations incorporated into the land development regulations, which include but are not limited to, flexible landscaping and buffering requirements, flexible setbacks, reduced parking requirements, increased densities and/or intensities, where appropriate, and priority reservation of facility capacity. Where possible, the City will coordinate with the developer and the Suwannee River Water Management District to implement reduced, off-site, or alternate stormwater facilities.

Objective 4.4: Central City Area:

The City shall encourage infill, redevelopment and neighborhood preservation within an area that shall be designated the Central City Area ~~overlay district~~.

Policy 4.4.4a: The City shall consider establishing a Central City Area overlay district in accordance with the conceptual area map contained herein. The Central City Area shall encompass those areas within the original city limits that are not a part of the ~~Downtown Community~~ Community Redevelopment Area or the Historic District.

Policy 4.4.2b: ~~The City shall establish t~~The Central City Area overlay district ~~boundaries, as well as policies to~~will promote infill and redevelopment that is consistent with and respectful of the existing housing and commercial development, ~~by January 2007.~~

GOAL 5: Development Standards: The City shall include provisions through its comprehensive plan amendment process, development review process and in its land development regulations for development standards that address natural features and availability of facilities and services. These development standards will strive to protect natural resources and public facility resources while allowing for innovative and flexible development patterns.

Objective 5.1: Natural features:

The City shall coordinate Future Land Use designations with appropriate topography, soils, areas of seasonal flooding, wetlands and habitat during review of proposed amendments to the Future Land Use ~~map~~ Map and the development review process. Natural features may be included as amenities within a development project.

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Policy 5.1.a: Topography: The City shall protect the natural topography of the City, including steep and seepage slopes, by requiring new development to include techniques to minimize negative impacts on the natural terrain. An emphasis will be placed on retaining the natural function of seepage slopes during development. Additionally, retention of existing native vegetation will be encouraged as one method of protecting slopes.

Policy 5.1.b: Soils: The City shall ensure soil protection and intervention measures are included in the ~~site development~~ review process.

Policy 5.1.c: Flood prone areas: The City shall require as part of the development review process the identification of FEMA flood zone areas. Where necessary, ~~minimum base~~ flood elevations and minimum finished floor elevations shall be surveyed and established. The City shall also require finished floor elevations on subdivision plats, site plans and building permit plans when necessary to determine compliance with flood prone area regulations. The City shall establish standards for a limitation on filling in flood prone areas.

Policy 5.1.d: Wetlands: The City shall utilize statewide wetland delineation methodology in accordance with Florida Administrative Code (FAC) and regulations adopted by the FDEP and the Suwannee River Water Management District.

Policy 5.1.e: Habitat: The City shall require as part of the development review process, an inventory of listed species for all new developments in areas identified as known habitat for listed species if listed species are known to exist in close proximity to the development. The survey shall include detailed information regarding type, quantity, location, and habitat requirements for any listed species identified. A de minimus threshold for properties required to complete the inventory shall be established in the City's Land Development Regulations.

Objective 5.2: Availability of facilities and services:

~~All new development shall be planned and constructed concurrently with the availability of facilities and services necessary for the development.~~ The City shall

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utilize a concurrency management system to ensure that the adopted level of service standards are maintained.

Policy 5.2.4a: All new development shall meet level of service requirements for roadways, potable water and sanitary sewer, stormwater, solid waste, public schools, and improved recreation in accordance with LOS standards adopted in the elements addressing these facilities.

Policy 5.2.2b: The concurrency management system provisions of the land development regulations shall specify the period for which certification of level of service compliance shall be valid until actual development pursuant to a final development order or Ch. 163, Florida Statutes, development agreement has commenced.

Policy 5.2.3c: The City shall prepare and annually update a the 5-year multi-year Capital Improvement Plan—Program as an implementation mechanism of this document in accordance with the Capital Improvements Element of this Plan. The 5-year Capital Improvement Program shall be incorporated by reference into the Capital Improvements Element.

GOAL 6: Nonconforming Uses and Vested Rights: The City shall establish standards and processes for addressing nonconforming uses and vested rights. The City shall strive to eliminate or reduce uses that may be inconsistent with the community's character and future land uses.

Objective 6.1: Nonconforming uses:

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

Policy 6.1.4a: The City shall reduce existing land uses that are deemed to be inconsistent with the provisions of this Comprehensive Plan through regulations addressing them as non-conforming land uses.

Policy 6.1.2b: The City's land development regulations shall include the following provisions for nonconforming lots, structures and uses of land or structures:

- a. Nonconforming lots of record shall be recognized within any zoning district in which single-family dwellings are

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GOAL 7: Utilities and wellfield protection: The City shall ensure the availability of suitable lands for utility facilities necessary to support development, as well as protecting existing wellfield sites and future wellfield sites.

Objective 7.1: Expansion and extension of utilities:

The City shall make available, through easement or acquisition, suitable lands for utility facilities necessary to support existing and future development.

Policy 7.1.4a: The City shall require utility easements as part of the development review process.

Policy 7.1.2b: The City shall aggressively plan for the acquisition of future sites for utility facilities, such as potable water well sites, potable water storage tanks and plants, wastewater treatment facilities, lift stations, stormwater facilities, electric facilities, and telecommunications facilities.

Policy 7.1.3c: The City shall limit any extension of public centralized potable water and sanitary sewer geographic service areas to the corporate limits of the City unless issues of public safety arise.

Objective 7.2: Wellfield protection:

The City shall ensure protection of its current and future wellfield sites through strict adherence to the adopted wellfield protection plan and inclusion of ~~overlay districts for wellfields~~ identification of wellfield protection areas on the Future Land Use Map Series.

Policy 7.2.4a: A 500' radius area, known as the primary protection zone, shall be maintained around each city-owned potable water well. The primary protection zone is a conditional development zone. Low impact development that limits density and conditions uses so that the community wellheads are protected from contamination shall be permitted. In no instance shall development be permitted that conflicts with Chapter 62-521 - Wellhead Protection of the Florida Administrative Code (FAC).

Policy 7.2.2b: A secondary zone shall be maintained around each city-owned potable water well primary protection zone. This secondary zone is expanded from the primary zone at a 10-degree angle on both sides of its base to allow for variations

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City of Alachua Comprehensive Plan Future Land Use Element
in the angle of ground water flow and extending in an upflow direction. The secondary zone shall be managed as a low-density development zone.

Policy 7.2.3c: The City shall coordinate with the Suwannee River Water Management District on a plan to utilize the wellfield site located to the northwest of the city limits, or any future sites.

GOAL 8: Countywide Visioning and Planning Process (CVPC) Conceptual Urban Reserve Land Use Map: The City of Alachua shall recognize the CVPC Conceptual Land Use Map adopted on May 19, 2005, and as may be revised pursuant to the Boundary Adjustment Act (BAA), in order to implement its vision for the City of Alachua and to guide land use and future development within its Urban and Extra-Territorial Reserve Areas.

Objective 8.1:

The City of Alachua recognizes the ~~foregoing~~ concepts and visions intended to guide annexation, development and land use within its Urban Reserve Areas.

Policy 8.1.4a: ~~The areas surrounding Newnansville and Hague along CR 235 to the east of CR 241 and west of CR 237 are~~ is historically and environmentally sensitive areas. We believe that these areas should have Special Area Studies conducted. Special consideration must be given to this area to preserve its historic and environmentally sensitive characteristics. The plan for Newnansville would ~~Future land uses within this area may also take into account the efforts being made to establish long term preservation objectives, such as creation of the San Felasco Conservation Corridor.~~

Policy 8.1.2b: ~~The area along CR 237 to the south of CR 235 around Medical Manager and the IFAS Dairy Unit should remain Agricultural and become an area where the City could promote Agri-Business activities.~~

Policy 8.1.3c: ~~The area near Meltech located north of US Highway 441, south of the CSX rail line, and between the intersections of US Highway 441 and Southern Precast Drive and US Highway 441 and NW 77th Terrace should be shown~~ designated as Industrial.

Policy 8.1.4: ~~The area owned by John Freeland, to the west of Turkey Creek, and north of San Felasco Hammock State Park (SFHSP), should be shown as Medium Low Density~~

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~~Residential, with a preservation buffer along the property line near SFHSP.~~

Policy 8.1.5d: ~~The area that runs north of the City limits, located north of the City's urban core along CR 241, should remain Agricultural, since most of this area is environmentally sensitive with many areas of wetlands and floodplains in order to preserve the rural character and natural features of the area.~~

Policy 8.1.6: ~~The area along the south side of US 441 should be shown as Mixed Use Medium Density Residential since it is between two employment centers. This designation would allow for residential opportunities in close proximity to Progress Corporate Park, Alachua Professional Center and the future site of a satellite campus of Santa Fe Community College.~~

Policy 8.1.7: ~~The area along CR 235 at CR 235A should be designated as Mixed Use Medium Density Residential to promote housing locations close to major employment centers, such as the Dollar General and planned Wal-Mart Distribution Centers.~~

Policy 8.1.8e: ~~The San Felasco Hammock State Park should~~ shall be designated as Conservation.

Policy 8.1.9: ~~The area currently within the existing and proposed Urban Reserve Area to the north of the city limits should remain Agriculture with publicly-owned conservation areas designed as Conservation.~~

Policy 8.1.10: ~~Those areas within the existing and proposed Urban Reserve Areas to the west of the existing city limits should be designated as Very Low Density Residential, to reflect the character of the existing residential development in this area.~~

Objective 8.2:

The City of Alachua recognizes the concepts and vision intended to guide development and land use in areas which have been annexed into its jurisdiction.

Policy 8.2.a: The area surrounding the intersections of CR 235A and CR 235 and CR 235A and CR 2054 should be designated to support mixed use development which will promote housing locations close to major employment centers.

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Policy 8.2.b: The area to the west of the Turkey Creek Development of

Regional Impact and north of San Felasco Hammock State Park (SFHSP) should be designated as Moderate Density Residential, with a 100 foot minimum conservation buffer along all property lines adjacent to SFHSP.

Policy 8.2.c: The area south of US Highway 441 between the intersections of US Highway 441 and Cellon Creek Boulevard and US Highway 441 and Turkey Creek Boulevard should support mixed use development. This designation would allow for residential opportunities in close proximity to major employment centers, such as Progress Corporate Park and Santa Fe College's Perry Center for Emerging Technologies, supported by commercial development that serves these residential areas.

GOAL 9: Water and Wastewater Service:

The City will ensure that new development within the corporate limits, where potable water and wastewater service are available, as defined in Policy 1.2.a and Policy 4.2.a of the Community Facilities and Natural Groundwater Aquifer Recharge Element of the Comprehensive Plan, shall connect to the City of Alachua's potable water and wastewater system.

Policy 9.1: Any new development within a Commercial and/or Industrial Future Land Uses Map Designation within the corporate limits, where potable water and wastewater service are available, as defined in Policy 1.2.a and Policy 4.2.a of the Community Facilities and Natural Groundwater Aquifer Recharge Element of the City of Alachua Comprehensive Plan, shall connect to the City of Alachua's potable water and wastewater system.

Policy 9.2: Any new residential subdivision within the corporate limits, where potable water service is available, as defined in Policy 4.2.a of the Community Facilities and Natural Groundwater Aquifer Recharge Element of the City of Alachua Comprehensive Plan, regardless of size, that is within either a Residential or Agriculture Future Land Use Map Designation shall connect to the City of Alachua's potable water system. Any new residential subdivision within the corporate limits, where wastewater service is available, as defined in Policy 1.2.a of the Community Facilities and Natural Groundwater Aquifer Recharge Element of the City of Alachua Comprehensive Plan, regardless of size, that is



CITY OF ALACHUA



GENERALIZED US 441/I-75 ACTIVITY CENTER MAP



Legend

-  Municipal Boundary
-  Streets
-  Generalized US 441/I-75 Activity Center Area

Prepared by the City of Alachua
Planning & Community Development Department
Prepared on August 30, 2012

DISCLAIMER: Data is provided "as is" without warranty of any representation of accuracy, timeliness, or completeness. The burden of determining accuracy, timeliness, or completeness for use rests solely on the requestor. The City makes no warranties, expressed or implied, as to the use of the data. The requestor acknowledges and accepts the limitations of the data, including the fact that the data is dynamic and in a constant state of maintenance.

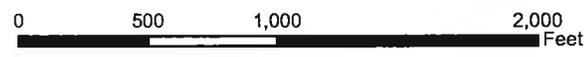


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City of Alachua Comprehensive Plan ~~Traffic Circulation-Transportation Element~~

TRAFFIC CIRCULATION-TRANSPORTATION **ELEMENT**

GOAL, OBJECTIVES AND POLICIES

GOAL 1: Provide for a traffic circulation system, which serves existing and future land uses.

Objective 1.1: Level of Service

The City shall establish a safe, convenient and efficient level of service standard for all motorized and non-motorized transportation systems.

Policy 1.1a: Establish the Level of Service Standards as noted below at peak hour for the following roadway segments within the City.

Segment Number	Segment Description	Lanes	Functional Classification	Area Type	Existing LOS (2012)	Projected 2025 LOS
1	I-75 (From SNCL of Alachua to US441)	6/D	Freeway	COMM	<u>C</u>	C
2	1-75 (From US 441 to SCL of Alachua)	6/D	Freeway	COMM	<u>B</u>	C
3	US 441 (From NW 126 th Ave to CR 2054)	4/D	PA Principle Arterial	Urban Trans	<u>C</u>	D
4	US 441 (From CR 2054 to SR 235)	4/D	PA Principle Arterial	Urban Trans	<u>C</u>	D
5	US 441 (From SR 235 to NCL of Alachua)	4/D	PA Principle Arterial	Urban Trans	<u>C</u>	D <u>E</u>
6	US 441 (From CR 25A to NW 126 th Ave)	4/D	PA Principle Arterial	Urban Trans	<u>B</u>	D
7	US 441 (From MPO Boundary to CR 25A)	4/D	PA Principle Arterial	Urban	<u>B</u>	D
8	SR 235 (From CR 2054 235/241 intersection to US 441)	2/U Bays	Major Collector	Comm	<u>C</u>	D
9	SR 235 (From US 441 to NCL of Alachua)	2/U Bays	Major Collector	Comm	<u>C</u>	D

County-maintained minor arterials (urban and rural): LOS D

County-maintained collectors (urban): LOS D

County-maintained collectors (rural): LOS C

Objective 1.2: Access Management

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The City shall establish access management standards and coordinate with Alachua County and the Florida Department of Transportation to maintain access management standards, which promote safe and efficient travel.

Policy 1.2.a: The City shall control the number and frequency of connections and access points of driveways and ~~roads~~ streets to arterial and collector ~~roads~~ streets by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, or subsequent provision,

Policy 1.2.b: The City shall establish the following access point requirements for City ~~roads~~ streets:

1. permitting 1 access point for ingress and egress purposes to a single property or development;
2. permitting 2 access points for ingress and egress to a single property or development if the minimum distance between the two access points exceeds 20 feet for a single residential lot or 100 feet for nonresidential development and new residential subdivisions;
3. permitting 3 access points for ingress and egress to a single property or development if the minimum distance between each access point is at least 100 feet for residential and non-residential development; or
4. permitting more than 3 access points for ingress and egress to a single property or development where a minimum distance of 1000 feet is maintained between each access point.

Policy 1.2.c The City of Alachua will incorporate within the Land Development Regulations provisions, which address the following:

1. frontage road requirements
2. mandatory off-street loading and parking, including ADA requirements
3. ~~intersection/interchange locational restrictions for land uses, including distance requirements for access cuts near intersections and interchanges~~
4. building setback requirements
5. design standards (i.e., acceleration and deceleration lanes, turning radii, signalization, etc.)
6. intersection spacing standards
7. minimum maintenance responsibility requirements
8. sight distance standards

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~~Traffic Circulation~~ Transportation Element

9. incentives to mitigate poor traffic access/hazardous situations
10. standards to eliminate traffic conflicts ~~with~~ between vehicular traffic and bicyclists and pedestrians
11. highway safety
12. commercial signage/utilities restrictions within rights-of-way
13. FDOT Access Management Classification System and Standards
14. traffic calming methods
15. placement of street trees

Objective 1.3: Parking

The City shall require innovative parking lot design for multiple-family and non-residential developments, including the provision of bicycle parking, pedestrian-friendly design, and landscaping.

Policy 1.3.a: The City shall establish minimum and maximum parking standards in order to avoid excessive amounts of underutilized parking areas.

Policy 1.3.b: The City shall establish standards that emphasize shared parking and deferred parking facilities to provide flexibility for businesses and to discourage excessive parking areas.

Policy 1.3.c: The City shall establish incentives for the use of pervious surfaces in parking lot design for parking which exceeds the minimum parking standards.

Policy 1.3.d: The City shall require landscaping within parking areas, with an emphasis on ~~shade~~ canopy trees. The City shall consider establishing incentives for landscaping in excess of minimum standards.

Policy 1.3.e: The City shall establish standards for parking facility design that ~~safely separates~~ adequately separates pedestrians from vehicular traffic and delineates pedestrian crossing zones.

Policy 1.3.f: The City shall establish bicycle parking facility standards based on type of use within developments.

Policy 1.3.g: The City shall require spaces to accommodate persons with physical disabilities as required by the Americans with Disabilities Act.

Objective 1.4: Bicycle and Pedestrian Standards

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The City shall work with ~~public and private entities~~ to develop a network of bicycle and pedestrian facilities to which connect all areas of the City through key connections.

Policy .1.4.a: The City shall, ~~for~~ require any development which is ~~required to provide a~~ must obtain site plan or any development requiring ~~platting, subdivision approval to provide~~ include requirements for additional right-of-way width for bicycle and pedestrian ways ~~to be provided for~~ along all proposed collector and arterial roadways ~~streets, as integrated or parallel transportation facilities.~~

Policy 1.4.b: The City shall ~~map and incorporate into this element policies for circulation of recreation traffic consider establishing regulations to encourage multimodal transporation facilities, including bicycle facilities, exercise lanes, pedestrian pathways, trails, and multiple-purpose pathways, and riding facilities by January 1, 2006.~~

Policy 1.4.c: The City shall require ~~walkable~~ pedestrian paths within subdivisions and within new developments and to be connected ~~these paths with~~ to paths outside the development.

Policy 1.4.d: The City shall work with the Suwannee River Water Management District, Alachua County, and any other public or private entities to implement ~~the SRWMD regional trail systems and other transportation plans related to non-vehicular transportation the Alachua County Bicycle Master Plan.~~

Objective 1.5: Linking Land Use and Transportation

The City shall require that all traffic circulation improvements be consistent with and complement the future land uses on the Future Land Use Map.

Policy 1.5.a: The City shall, as part of the capital improvement scheduling of roadway improvements, review all proposed roadway improvements to determine if such improvement will further the direction of the Future Land Use Element. Where the roadway is operated and maintained by another jurisdictional authority, the City shall notify such jurisdiction, in writing, if any identified roadway improvement plans are not consistent with the provisions of the Future Land Use Element.

Policy 1.5.b: In order to establish the link between land use and
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transportation; the City shall establish the following roadway classifications and develop design standards for development along each type of roadway. These design classifications will also guide highway and roadway beautification projects.

1. Alleys: One-way or two-way service corridors providing access to the rear of residential lots or commercial buildings. Alleys can be up to 30' in width.
2. Neighborhood Streets: Two-way vehicular movements. Parallel parking and sidewalks are allowed on one or both sides of the street. Neighborhood streets can be from 30' to 60'.
3. Drives: ~~Separate~~ These roadways separate a developed area from undeveloped area. May have curb and gutter on developed side and swale on undeveloped side. Right of way width varies on number of travel lanes.
4. Roads: These roadways provide Access to residential neighborhoods. May have an urban or rural cross-section.
5. Avenues: (Equivalent of collector streets) ~~More~~ These roadways consists of more than one travel lane. Emphasis on design The design should be planted emphasize-medians with landscaping and with sidewalks should be located on both sides of the roadway, separated from travel lanes by parking or plantings verge. Sidewalks and bike lanes may be included when ~~median~~ right of way widths permit.
6. Boulevard: (Equivalent of arterial streets) ~~Large~~ These roadways are large, multi-lane roadways. Emphasis on design The design should be emphasize wide, planted medians, with sidewalks separated by a planting verge.

Policy 1.5.c:

To the extent feasible, the City shall require new developments which are compatible with adjacent existing development to interconnect with one another through one of the following methods:

1. Through the extension of a public road ~~street~~ from one project to another;
2. Through the extension of a sidewalk from one project to another;
3. Through the extension of a multi-purpose trail from one project to another.

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~~Policy 1.5.d: To the extent feasible, the City shall only require new developments to connect with existing developments if the existing neighborhood desires such interconnectivity.~~

Objective 1.6: Coordination with State and County Transportation Plans

The City shall coordinate its traffic circulation planning efforts with the Florida Department of Transportation and Alachua County for consistency with their Transportation Improvement Plans.

Policy 1.6.a: The City shall, during the capital improvements planning process for roadway improvements, review the proposed roadway improvements that will be completed as part of the implementation of the Florida Department of Transportation 5 - Year Transportation Plan so that such capital project planning is complementary and consistent with the state roadway improvement planning.

Policy 1.6.b: The City shall coordinate with Alachua County to ensure that necessary improvements to county-maintained roadways within the City limits are reviewed and scheduled in the County's Transportation Improvement Plan.

Policy 1.6.c: The City shall review the Alachua County Corridor Design Manual for its impact on the design and construction of roadways within the City limits. The City may consider and adopt appropriate design standards from the Corridor Design Manual.

Objective 1.7: Right of way

The City shall provide for the protection of future rights of way and seek out rights of ways for new corridors as necessary.

Policy 1.7.a: The City shall establish provisions, which require a structure to provide a minimum setback as measured from the centerline of the right-of-way for new or realigned collector and arterial ~~roads~~streets.

Policy 1.7.b: The City shall ~~establish~~ maintain a ~~future corridors map~~ Future Traffic Circulation Map that ~~will~~ delineates approximate locations for new roadway corridors to accommodate future growth and development, while enhancing the traffic circulation system, ~~by January 2006~~.

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Goal 2: Protect and enhance the long-term viability of the roadway network in the City of Alachua.

Objective 2.1:

The City of Alachua shall continue the application of proportionate share payments, encourage the use of parallel transportation facilities and the use of Transportation Demand Management and Transportation System Management (TDM & TSM) programs to protect and enhance the long-term viability of the roadway networks of the City of Alachua, Alachua County, and the State of Florida.

Policy 2.1.1: Through continued coordination with public and private development, the City of Alachua will incorporate TDM and TSM elements into the provision of establishing multi-modal transportation opportunities where practicable and appropriate.

Policy 2.1.2: TDM strategies shall focus on transportation alternatives, including but not limited to, rail lines, ride sharing, flextime, increased transit usage, walking, and bicycling.

Policy 2.1.3: TSM strategies shall focus on increasing the efficiency, safety, and capacity of existing transportation systems. Techniques to achieve TSM shall include facility design treatments, access management programs, high occupancy vehicle (HOV) lanes, targeted traffic enforcement, and intelligent transportation systems (ITS).

Policy 2.1.4: All modes of transportation shall be analyzed, during the planning and design review stages, for practicability and appropriateness for inclusion in new development and redevelopment opportunities.

CONSERVATION AND OPEN SPACE ELEMENT

GOALS, OBJECTIVES AND POLICIES

GOAL 1: To conserve, protect, manage and restore the natural and environmental resources of the City by emphasizing stewardship and understanding that environmental issues transcend political and geographical boundaries.

OBJECTIVE 1.1: Conservation Designations

The City shall provide additional protection to particularly sensitive natural resources, habitats and ecosystems by establishing conservation designations, with specific uses, buffers and management protocol.

Policy 1.1.a: The City shall ~~create~~ establish a conservation land use category for publicly or privately owned lands on which certain identifiable features, such as flowing surface water bodies, wetlands, flood plains, wellfield protection areas, unique geologic characteristics, and listed plant and wildlife habitat require enhanced oversight and regulatory protection. Land use regulations for designated conservation areas will consider the vulnerability of susceptible features and vary accordingly.

Policy 1.1.b: The City shall coordinate with the State to designate ~~as a Conservation Area, the~~ portion of San Felasco Hammock Preserve State Park ~~that lies within~~ City limits as Conservation.

Policy 1.1.c: The City shall cooperate with external agencies responsible for managing specific conservation areas to ensure that development activities ~~work in concert with~~ to achieve protection and conservation strategies.

Policy 1.1.d: The City shall coordinate with federal, state and local government agencies to appropriately incorporate recreation, observation and learning opportunities afforded by conservation areas into the City's Recreation Program. Further, the Recreation Department ~~can aid~~ may assist in public education and outreach efforts for designated lands.

OBJECTIVE 1.2: Native Communities and Ecosystems

The City shall preserve and protect native communities and ecosystems, particularly those considered endangered or threatened.

Policy 1.2.a: The City shall ensure that land use designations, development practices and regulations protect native communities and ecosystems, and environmentally sensitive lands.

Policy 1.2.b: The City shall work with the County and/or other appropriate agencies to create an updated inventory of native communities, ecosystems, and environmentally sensitive lands ~~to be completed~~

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Conservation and Open Space Element

Policy 1.8.e: The City shall prohibit the unauthorized disposal and burning of waste within the City.

OBJECTIVE 1.9: Agriculture and Silviculture

The City shall promote agricultural and silvicultural activities that protect, preserve, and enhance the natural resources of the City.

Policy 1.9.a: The City shall encourage all agriculture and silviculture ventures to adopt a stewardship approach. Agriculture and silviculture operations will be encouraged to participate in programs offered by the Suwannee River Partnership, and the U.S Department of Agriculture Forest Service.

Policy 1.9.b: The City shall encourage agriculture and silviculture operations to operate under the most applicable and recent best management practices (BMPs). The City shall rely on the following: the Florida Department of Agriculture and Consumer Services (FDACS) Silviculture Best Management Practices; Florida Green Industries Best Management Practices for Protection of Water Resources in Florida.

Policy 1.9.c: The City shall promote farming incentive programs, such as the Suwannee River Partnership, which are based on agricultural and silvicultural BMPs.

OBJECTIVE 1.10: Wetlands

The City shall protect and preserve wetland values and functions from adverse, human caused, physical and hydrologic disturbances.

Policy 1.10.a: The City shall utilize statewide wetland delineation methodology in accordance with Florida Administrative Code and regulations adopted by the DEP and the Suwannee River Water Management District.

Policy 1.10.b: The City shall conserve wetlands by prohibiting, where the alternative of clustering all structures in the non-wetland portion of the site exists, any development or dredging and filling which would alter their natural functions. If no other alternative for development exists, the City shall allow only minimal residential development activity in those areas designated as wetlands within this Comprehensive Plan and that such development activity comply with the following densities and performance standards:

1. Residential dwelling units not more dense than 1 dwelling unit per 5 acres subject to the following minimum performance standards:
 - a. Residences and any support buildings must be built on

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pilings of sufficient height to exceed by 1 foot the highest recorded flood level in the wetland. If there is not flooding data available, residences and any support buildings must be built at least 2 feet above the highest seasonal water level.

- b. Clearing or removal of native vegetation shall not exceed 1/2 acre per 5 acres, except that where a ratio of 1 dwelling unit per 5 acres is employed ~~employed~~ utilized, the clearing or removal of native vegetation shall not exceed a total of 1/4 acre ~~for each~~ per 5 acres area. Exotic vegetation may be removed without regard to this limitation provided that, of the area cleared of exotic vegetation exceeds the applicable 1/2 acre or 1/4 acre limitation, or is replanted with native wetland vegetation.
- c. No dredging or filling (except for pilings to support the residence and support buildings or poles providing utility services) shall be allowed, except that a walking path or driveway to the residence may use permeable fill if it is designed with a sufficient number and size of culverts to allow the natural flow of water to continue.
- d. Drain fields for septic tanks and gray water shall be located outside the wetland.
- e. Where a ratio of 1 dwelling unit per 5 acres is employed the following provisions shall also apply;
 - (1) Clustering of units shall be located in the perimeter areas of the wetlands; and
 - (2) A restrictive or conservation easement to preserve open space shall be established.

Or:

- 2. Residential dwelling units not more dense than 1 dwelling unit per 3 acres such to the following minimum performance standards:
 - a. Residences must be built on pilings of sufficient height to exceed by 1 foot the highest recorded flood level in the wetland. If there is no flooding data available, residences must be built at least 2 feet above the highest seasonal water level.
 - b. All support buildings and other support facilities shall be constructed outside the wetland.
 - c. Clearing or removal of vegetation shall not exceed 1/4

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acre per 3 acres, except that where a ration of 1 dwelling unit per 3 acres is employed, the clearing or removal of native vegetation shall not exceed a total of 1/8 acre ~~for each per 3 acres area~~. Exotic vegetation may be removed without regard to this limitation provided that, if the area is cleared of exotic vegetation exceeds the applicable 1/4 or 1/8 acre limitation, it is replanted with native wetland vegetation.

- d. No driveways, paths or other construction requiring fill (other than pilings for the residence or poles for utilities) will be allowed within the wetland.
- e. All residences shall be connected to a central sewage system owned and operated by the City.
- f. Where a ratio of 1 dwelling unit per 3 acres is ~~employed~~utilized, the following provisions shall also apply:
 - (1) Clustering of units shall be located ~~in~~along the perimeter area of the wetlands; and
 - (2) A restrictive or conservation easement to preserve the open space shall be required.

Policy 1.10.c: The City shall review wetland mitigation and monitoring proposals to allow limited development activity in wetlands and wetland buffers. Applicants must ~~prove~~provide documentation which indicates that the following steps have been taken~~in order~~: the applicant has attempted every reasonable measure to avoid adverse impacts; the applicant has taken every reasonable measure to minimize unavoidable adverse impacts; the applicant has provided adequate mitigation ~~as compensation~~to compensate for wetland impacts. The property owner shall incur any and all expenses associated with wetland mitigation.

Policy 1.10.d: The City shall ~~require~~provide all wetland mitigation and monitoring proposals for review ~~to be reviewed~~ by the County, Suwannee River Water Management District and any other applicable agencies.

Policy 1.10.e: The City shall encourage the dedication of conservation easements to the State, County, water management district or private conservation trust, for wetland preservation.

Policy 1.10.f: The City shall encourage the creation, restoration and preservation of wetlands through partnerships with public and private entities.

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Policy 1.10.g: The City shall require natural vegetative buffers around wetlands to protect the fragile ecosystems they sustain. Buffers, measured from the outer edge of the wetland, shall be created as established in the following table.

Resource Addressed	Required Buffer (feet)
Wetlands less than or equal to 0.5 acre that do not support federally and/or state regulated vertebrate wetland/aquatic dependent animal species.	50' average 35' minimum
Wetlands greater than 0.5 acre that do not support the animal species described above.	75' average 50' minimum
Areas where the animal species described above have been documented within 300 feet of a wetland.	100' average 75' minimum

Policy 1.10.h: As an alternative to Policy 1.10.g, where scientific data is available, specific buffering requirements ~~will~~ may vary according to the nature of the individual wetland and the proposed land use, but in no case will the buffer be less than 35 feet. Buffering requirements will be based on the best available science regarding impacted ecosystems, listed species, wetland function, and hydrologic considerations.

OBJECTIVE 1.11: Open and Green Space

The City shall work to preserve native ecosystems and the natural aesthetic beauty and charm of Alachua by ensuring the provision of open spaces and green linkages throughout the City, designed for the enjoyment of the citizenry.

Policy 1.11.a: The City shall consider offering incentives to developers to include open green spaces beyond the minimum amount required in new developments. These open spaces may be either interior or on the perimeter of the development and may be used to serve passive recreational purposes. Ideally, open spaces may be linked throughout the City, providing greenways for pedestrian and bicycle travel.

Policy 1.11.b: The City shall work to acquire properties on the perimeter, adjacent to, or abutting designated conservation areas in order to create linked greenway corridors. The City will explore options, such as grant funding, conservation easements, and fee simple acquisition, for acquiring properties. Acquisition of properties that would aid in the survival of listed species populations ~~would~~ shall be a priority to the City.

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habitats, ~~identify and eradicate~~ the eradication of aquatic pest
plant species ~~and educate the public about water quality issues.~~

Policy 1.12.d: The City shall require the following buffers for development along surface water bodies. Buffers shall be measured from the outer edge of the water body, and created as established in the following table.

Resource Addressed	Required Buffer (feet)
Surface waters less than or equal to 0.5 acre that do not support federally and/or state regulated vertebrate wetland/aquatic dependent animal species.	50' average 35' minimum
Surface waters greater than 0.5 acre that do not support the animal species described above.	75' average 50' minimum
Areas where the animal species described above have been documented within 300 feet of a surface water	100' average 75' minimum

Policy 1.12.e: The City shall protect the natural function of floodplains, recognizing the role of flood patterns in maintaining water quality and quantity. Flood plain regulations will be based on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM).

Policy 1.12.f: The City shall work with FEMA, SRWMD, DEP and the County to ~~strictly regulate development within the 100-year flood hazard zone special flood hazard areas susceptible to the one percent (1%) annual chance flood established by the FEMA.~~ The City will require development activity to occupy only the non-floodplain portion of a site when feasible; allow dredging and filling within floodplains only if it preserves the natural function of the floodplain and adequately provides for stormwater management; require the ~~lowest minimum~~ floor elevation of any structure to be at least one foot above the ~~FIRM established~~ base flood elevation; and will prohibit the storage of hazardous materials or waste within the floodplain, and development activity that threatens to raise the 100-year-base flood elevation.

Policy 1.12.g: The City shall restrict the siting of wastewater treatment plants and sprayfield areas in flood prone areas.

Policy 1.12.h: The City shall ~~will attempt~~ remain an active participant in the Santa Fe Springs Working Group, and shall to work with identify and participate in other appropriate working groups and task forces influencing the water resources of the City.

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- City of Alachua Comprehensive Plan Conservation and Open Space Element
- Policy 1.12.i: The City shall restrict the use of chemical, biological and mechanical agents to control aquatic pest plants, animals, insects and fish to those that are consistent with state and federal regulations and are known to minimize impacts on water quality and surroundings.
- Policy 1.12.j: The City shall consider ~~institute~~ ~~instituting~~ a formal water conservation program that includes best management practices (BMPs) such as xeriscaping, effluent reuse, and leak detection schedules for all City properties, facilities and infrastructure.
- Policy 1.12.k: The City shall ~~cooperate~~ may consult with the Suwannee River Water Management District (SRWMD), the Florida Department of Environmental Protection (DEP) and the Alachua County Environmental Protection Department, to ensure that City water resource practices are in compliance with all federal, state and local laws and regulations.
- Policy 1.12.l: The City's Public Services department ~~Department~~ shall continue to review the domestic per capita water consumption and amend domestic per capita water consumption rates as necessary ~~prepare a conservation and reduction program proposal with goals and deadlines~~. The City should consult with the SRWMD and the DEP to determine sustainable consumption values.
- Policy 1.12.m: The City shall continue to maintain an emergency action plan to identify protocol for potable water emergencies. ~~The plan shall identify responsible officials and associated functions, information dissemination techniques and availability of alternative resources.~~
- Policy 1.12.n: The City shall maintain a wellhead protection program to protect the public water supply. Under the program, new and existing wells will be inspected on a regular schedule, and abandoned wells will be closed and sealed; technical analysis will be used to determine the suitability of wellfield expansion or additions; and modifications and additions will be reviewed by the County and the SRWMD.
- Policy 1.12.o: The City shall prohibit the development or expansion of landfills, wastewater treatment plants, and commercial mining operations, within wellhead protection areas.
- Policy 1.12.p: The City shall coordinate with the SRWMD to review plans for new stormwater retention and detention basins, and to monitor existing basins.
- Policy 1.12.q: The City may utilize FGS FAVA maps to identify areas requiring additional monitoring and/or regulation in order to protect the City's ground water resources.

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City of Alachua Comprehensive Plan Conservation and Open Space Element

Policy 1.12.r: The City shall protect groundwater resources by ~~minimizing~~ establishing maximum impervious surface requirements for new development and by providing incentives to developers for utilizing environmentally beneficial techniques and materials, such as pervious materials for parking lots, water reclamation practices, and high filtration landscape design. The incentives ~~can be incorporated into the City's Green Building Program, and should~~ be based on best management practices for water resources protection recommended by the FDEP, Florida Department of Agriculture and Consumer Services, and Florida Department of ~~Community Affairs~~ Economic Opportunity.

Policy 1.12.s: The City shall ~~may~~ work with the Alachua County Extension Service to create a sustainable landscaping and yard care program for development within the City. The objective of the program ~~would could~~ be to create site elevation, soil, fertilization, irrigation, integrated pest management, stormwater runoff management and plant selection guidelines and best management practices for development within the City. The program ~~would may~~ provide continued guidance for long-term yard care, supporting homeowners as they maintain their individual yards. The City shall ~~may~~ provide educational materials to the public regarding landscaping requirements and recommendations. ~~The Extension Service would provide additional, individual assistance to developers for the design of environmentally sensitive landscaping that meets the City's green building standards~~

Policy 1.12.t: The City shall ~~investigate the feasibility of creating~~ continue to utilize a utility billing system that encourages reduced consumption. ~~The system should provide incentives for low usage and might be based on either of the following water conservation rate structures: increasing block rates, where as water use increases, the cost to the user increases in two or more steps; or seasonal pricing, where the rate is higher during the season of peak demand.~~

Policy 1.12.u: The City shall, ~~by January 2005,~~ consider adopting an official water conservation policy to prevent drought related water shortages. These procedures ~~will should~~ be consistent with applicable SRWMD policy, and ~~will should~~ specify the City's role in water conservation and drought management. Prior to establishment of this policy, the City shall use "Waterwise Florida Landscapes: Landscaping to Promote Water Conservation Using the Principles of Xeriscape™" ~~from Florida's water management districts.~~

Policy 1.12.v The City shall utilize the most current Water Supply Assessment prepared by the Suwannee River Water Management District to plan for the current and projected needs and sources for water resources.

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OBJECTIVE 1.13: Energy Conservation

The City shall encourage and promote the conservation of energy resources to reduce negative impacts upon the environment.

Policy 1.13.a The City should promote and encourage energy efficient building techniques in new development and redevelopment which will result in less energy demand.

Policy 1.13.b The City shall require new development and redevelopment to provide pedestrian and/or multi-use pathways to encourage bicycling and walking, thereby reducing the consumption of fossil fuels.

Policy 1.13.c The City shall encourage energy conservation through the implementation of a net metering program which provides for the interconnection of customer-owned renewable generation systems to the City's electric system.

Policy 1.13.d The City should work to educate the public on energy conservation practices and incentive programs available to reduce energy consumption.

GOAL 2: Human Interactions and Impacts

To provide for positive interaction between residents and natural resources, while minimizing negative impacts to the environment.

OBJECTIVE 2.1:

The City shall conserve natural resources by educating the public about the impacts of humans on natural resources and the benefits of employing conservation and stewardship practices.

Policy 2.1.a: The City shall partner with the Alachua County School Board, Alachua County Environment Protection Department, Florida Department of Environmental Protection (DEP), Suwannee River Water Management District, University of Florida Institute of Food and Agricultural Services, Santa Fe Community College and other appropriate agencies to provide environmental education to residents of all ages.

Policy 2.1.b: The City shall provide developers with best management practices based on the best available science, to ensure that developers are informed of methods for minimizing environmental impacts.

Policy 2.1.c: ~~The City shall~~ should consider publicly recognizing individuals, organizations, businesses and projects that embody environmental stewardship ~~as defined by the Comprehensive Plan.~~

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City of Alachua Comprehensive Plan

Conservation and Open Space Element

- Policy 2.1.d: The City shall ~~consider providing~~ incentives in its ~~Green Building Program~~ for developers to enhance natural resources in their developments.
- Policy 2.1.e: The City shall coordinate with the FDEP Division of Recreation and Parks, Alachua County, and private entities to provide opportunities for the public to interact with natural amenities.
- Policy 2.1.f: The City shall recognize the global nature of environmental protection by providing the public with educational materials about emerging environmental concerns ~~such as climate change and endocrine disruption~~.

CAPITAL IMPROVEMENTS ELEMENT

GOAL, OBJECTIVES AND POLICIES

GOAL 1: The City shall ~~adopt and implement~~ maintain a Capital Improvements Program to provide needed public facilities and services to its citizens in a manner that protects investments in existing facilities, maximizes the use of existing facilities, and promotes orderly, compact growth.

Objective 1.1:

The City shall provide capital improvements to correct the existing and projected deficiencies, maintain the adopted levels of service, replace or repair obsolete or worn out facilities, and accommodate desired future growth.

Policy 1.1.a: The City shall include all projects of \$25,000 or larger, identified in the other elements of this plan as necessary to maintain adopted levels of service or correct existing deficiencies in the five-year Capital Improvements Plan.

Policy 1.1.b: The City shall assess the level of service for the public facilities which have adopted level of service standards established by the Comprehensive Plan, on an annual basis, prior to or concurrent with the City's budget process.

Policy 1.1.b.1: The City shall identify those existing or projected public facility needs, which occur or are projected to occur, due to deficiencies in the maintenance of adopted level of service standards. Projected needs will be based on growth rate and development approvals.

Policy 1.1.c: ~~The 5-Year Schedule of Capital Improvements shall be reviewed on an annual basis and modified as necessary in accordance with F.S. 163.3187 or 163.3189 in order to maintain a financially feasible 5-Year Schedule of Capital Improvements. The City shall schedule only those capital improvement projects which are consistent with the goals, objectives, and policies of this Comprehensive Plan and which do not exceed the City's fiscal capacity.~~

The City shall review the 5-year Schedule of Capital Improvements, in accordance with Chapter 163.3177, F.S., on an annual basis. The City shall only schedule capital improvement projects consistent with the Goals, Objectives, and Policies of the Comprehensive Plan. Further, the City shall consider the financial feasibility of all projects within the

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City of Alachua Comprehensive Plan
Objective 1.2:

Capital Improvements Element

The City shall require that all decisions regarding the issuance of development orders and permits shall be consistent with the development requirements of the Plan, the Land Development Regulations, and availability of public facilities and services necessary to support such development while maintaining the adopted level of service standards adopted for public facilities.

Policy 1.2.a: The City shall use the following level of service standards in reviewing impacts of new development and redevelopment upon the provision of public facilities:

Policy 1.2.a.1: The City shall use the following level of service standards for roadways:

Segment Number	Segment Description	Lanes	Functional Classification	Area Type	LOS
1	I-75 (From SCL of Alachua to US 441)	6/D	Freeway	COMM	C
2	I-75 (From US 441 to SCL of Alachua)	6/D	Freeway	COMM	C
3	US 441 (From NW 126 th Ave to CR 2054)	4/D	PA	Urban Trans	D
4	US 441 (From CR 2054 to SR 235)	4/D	PA	Urban Trans	D
5	US 441 (From SR 235 to NCL of Alachua)	4/D	PA	Urban Trans	D
6	US 441 (From CR 25A to NW 126 th Ave)	4/D	PA	Rural	D
7	US 441 (From MPO Boundary to CR 25A)	4/D	PA	Urban	D
8	SR 235 (From CR 2054 to US 441)	2/U Bays	Major Collector	Comm	D
9	SR 235 (From US 441 to NCL of Alachua)	2/U Bays	Major Collector	Comm	D

County-maintained minor arterials (urban and rural): LOS D

County-maintained collectors (urban): LOS D

County-maintained collectors (rural): LOS C

Policy 1.2.a.2: The City shall establish the following levels of service for sanitary sewer:

Adopted by the Alachua City Commission

(Insert Adoption Date)

**EXCERPTS FROM THE
NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN**



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.

e. 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;

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;

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



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.



C. Regional Goals and Policies

1. Regional Road Network

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 Indicators

1. In 2009, 33.9 miles, or 2.7 percent, of the north central Florida Regional Road Network did not meet the minimum operating level of service standard contained in local government comprehensive plans.
2. In 2009, 23.4 miles, or 5.4 percent, of Strategic Intermodal System roadways within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
3. In 2009, 10.5 miles, or 1.3 percent, of State Highway System roads which were not part of the Strategic Intermodal System within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
4. In 2009, 9 of the 44 local governments in the region had within their jurisdiction have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans.
5. In 2009, 17 of the 44 local governments in the region are projected to have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans by the year 2025.

a. Local Government Comprehensive Plans

Table 5.17 below summarizes Regional Policies 5.1.1 through 5.1.4.



TABLE 5.17

**SUMMARY OF REGIONAL PLAN POLICIES 5.1.1 THROUGH 5.1.4
LOCAL GOVERNMENT COMPREHENSIVE PLANS**

Area	Local Government Comprehensive Plans Containing Transportation Planning Best Practices	Regional Plan Determination of Impacts
Municipalities, Urban Service Areas, Urban Development Areas	Yes	Adequately Mitigated
Municipalities, Urban Service Areas, Urban Development Areas	No	Florida Department of Transportation Level of Service E
Rural Areas	Yes	Florida Department of Transportation Level of Service E
Rural Areas	No	Florida Department of Transportation Level of Service D

Source: North Central Florida Regional Planning Council, 2011.

Policy 5.1.1. Within municipalities, urban service areas, or urban development areas where local government comprehensive plans include goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately. Such local government comprehensive plans and plan amendments within municipalities, urban service areas, or urban development areas shall not be subject to a regional planning council determination of Regional Road Network or extrajurisdictional impacts.

Policy 5.1.2. Within municipalities, urban service areas, and urban development areas where local government comprehensive plans do not include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of E as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

Policy 5.1.3. Outside municipalities, urban service areas, and urban development areas where local government comprehensive plans include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of E as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

Policy 5.1.4. Outside municipalities, urban service areas, and urban development areas where local government comprehensive plans do not include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of D as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

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b. Developments of Regional Impact

Table 5.18 below summarizes Regional Policies 5.1.5 and 5.1.6.

**TABLE 5.18
SUMMARY OF REGIONAL PLAN POLICIES 5.1.5 THROUGH 5.1.6
DEVELOPMENTS OF REGIONAL IMPACT**

Area	Local Government Comprehensive Plans Containing Transportation Planning Best Practices	Regional Plan Determination of Impacts
Municipalities, Urban Service Areas, Urban Development Areas	Yes	Local Comprehensive Plan Level of Service Standard
Municipalities, Urban Service Areas, Urban Development Areas	No	Local Comprehensive Plan Level of Service Standard
Rural Areas	Yes	Local Comprehensive Plan Level of Service Standard
Rural Areas	No	Local Comprehensive Plan Level of Service Standard

Source: North Central Florida Regional Planning Council, 2011.

Policy 5.1.5. The significant and adverse transportation impacts to the Regional Road Network created by a Development of Regional Impact shall be considered adequately mitigated where the local government development order contains conditions which either maintain the minimum level of service standard established in local government comprehensive plans for all significantly and adversely impacted portions of the Regional Road Network consistent with Section 380.06, Florida Statutes, or where the local government development order mitigates impacts to the Regional Road Network through the use of proportionate share consistent with Section 163.3184, Florida Statutes, and Rule 9J-2.045, Florida Administrative Code.

Policy 5.1.6. For purposes of Policy 5.1.5, the minimum level of service standard for the Regional Road Network shall be as established in local government comprehensive plans.

Policy 5.1.7. All proportionate share funds generated by anticipated significant and adverse impacts to the Regional Road Network as a result of Developments of Regional Impact shall be used to make transportation modifications identified in the local government development order which benefit the Regional Road Network.

2. Coordination and Assistance

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.

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