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November 19, 2013

TO: Clearinghouse Committee
FROM: Scott R. Koons, AICP, Executive Director 
SUBJECT: Meeting Scheduled for November 26, 2013, at 3:00 p.m.

One Committee-level review item 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.

Therefore, there will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on November 26, 2013. The meeting will be held at the North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida, beginning at 3:00 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 3:00 p.m. on the day of the meeting.

Enter conference code number 5386341358, then #.



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MEETING NOTICE

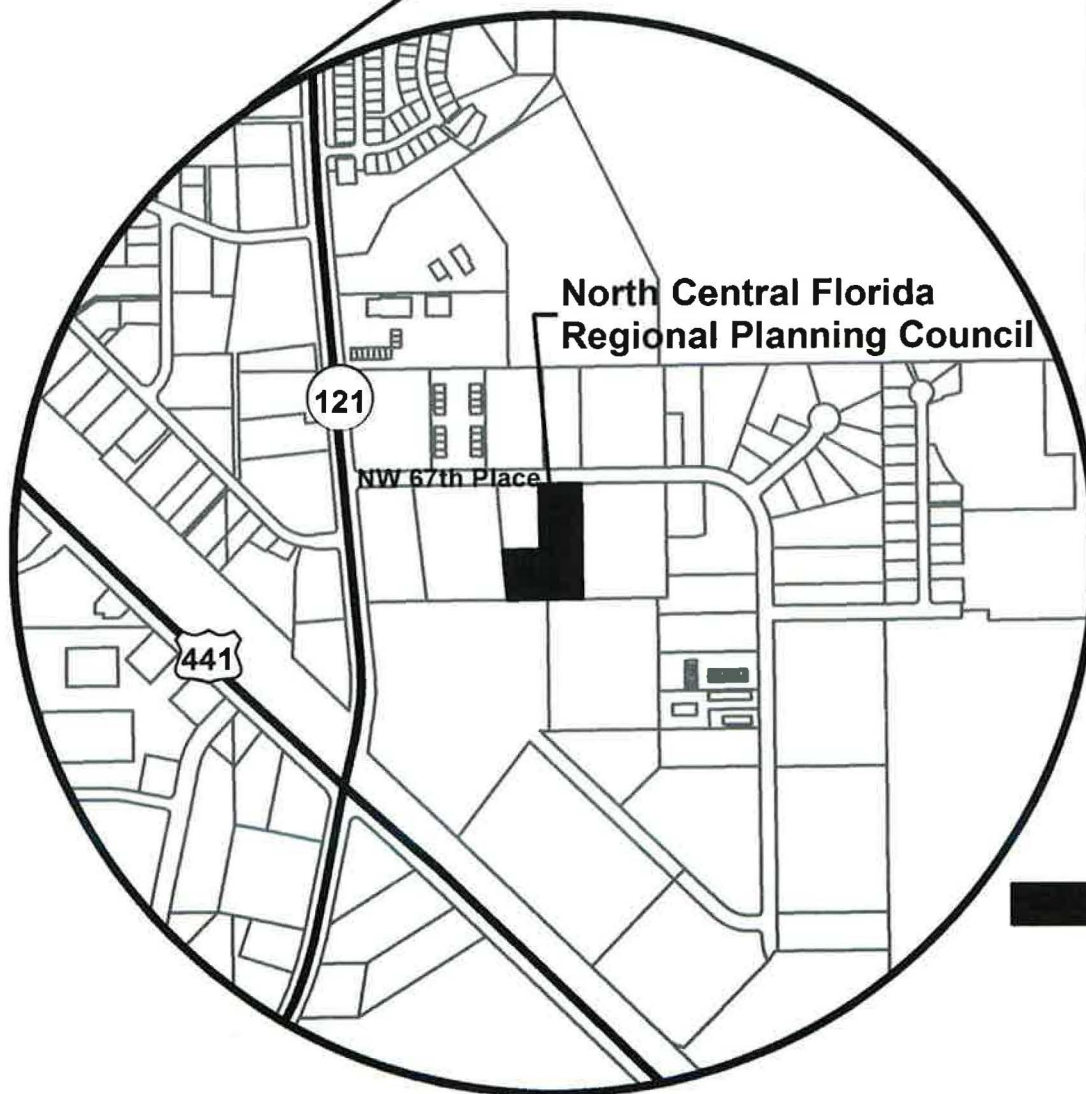
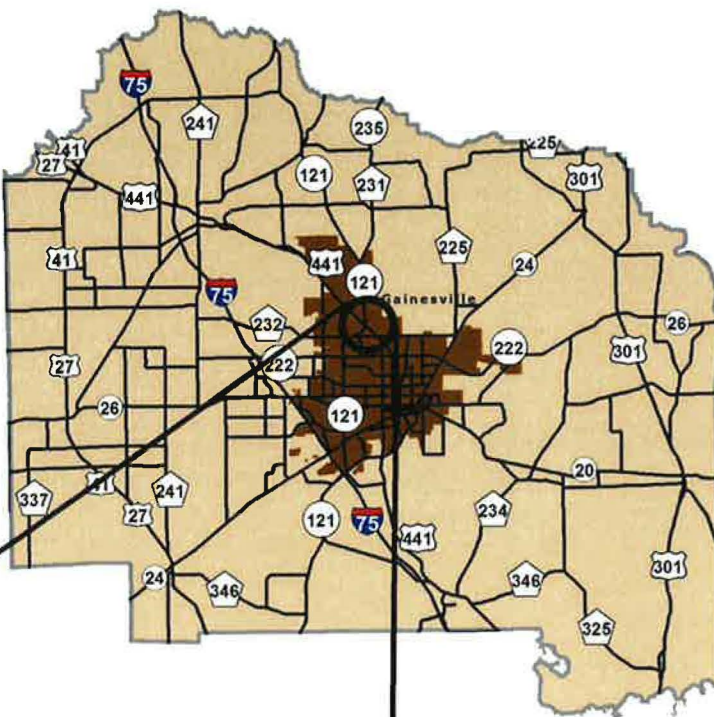
CLEARINGHOUSE COMMITTEE

There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **November 26, 2013**. The meeting will be held at the **North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville**, beginning at **3:00 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

November 26, 2013
3:00 p.m.

PAGE NO.

- | | | |
|-----|---|-----------|
| I. | APPROVAL OF THE OCTOBER 24, 2013 MEETING MINUTES | 7 |
| II. | COMMITTEE-LEVEL REVIEW ITEMS | |
| | <u>Local Government Comprehensive Plan Amendments</u> | |
| | #6 - City of Newberry Comprehensive Plan Draft Amendment (DEO No. 13-3ESR)* | 13 |

*The statutory 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 Council Procedures.

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

CLEARINGHOUSE COMMITTEE

MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

October 24, 2013
6:00 p.m.

MEMBERS PRESENT

Beth Burnham
Jim Catron
Sandra Haas, Chair
Donnie Hamlin
Thomas Hawkins, Vice-Chair
Stephen Witt
Mike Williams

MEMBERS ABSENT

James Montgomery
Wesley Wainwright

STAFF PRESENT

Steven Dopp

Chair Hass called the meeting to order at 6:02 p.m.

I. APPROVAL OF THE SEPTEMBER 26, 2013 MEETING MINUTES

ACTION: It was moved by Mayor Witt and seconded by Commissioner Catron to approve the September 26, 2013 minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

- #2 - Suwannee County Comprehensive Plan Adopted Amendment (DEO No. 13-2ER)
- #4 - Columbia County Comprehensive Plan Draft Amendment (DEO No. 14-1ER)

Mr. Dopp stated the staff reports for the two items find that the local government comprehensive plans, as amended, are not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjacent local governments.

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

#1- City of Newberry Comprehensive Plan Adopted Amendment (DEO No. 13-1ESR)

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, regional facilities or adjacent local governments.

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

#3- Plum Creek Sector Plan, Council Recommendations for the Long-Term Master Plan

Mr. Dopp stated that the staff report recommends forwarding the following recommendations to Plum Creek, Alachua County and the Florida Department of Economic Opportunity:

1. The long-term master plan contain goals, policies and/or commitments which prevent, minimize and/or mitigate impacts to regional transportation facilities identified in the regional plan in a manner consistent with the goals and policies of the regional plan;
2. The long-term master plan contain goals, policies and/or commitments which prevent, minimize and/or mitigate impacts to regional transportation facilities identified in the strategic regional policy plans of the Northeast Regional Council and the Withlacoochee Regional Planning Council;
3. The long-term master plan contain an analysis of impacts to the anticipated lifespan of the New River Regional Landfill;
4. The long-term master plan contain goals, policies and/or commitments which prevent, minimize, and/or mitigate impacts to Natural Resources of Regional Significance identified in the regional plan in a manner consistent with the goals and policies of the regional plan;
5. The long-term master plan include a commitment to address affordable housing impacts using the North Central Florida Regional Planning Council methodology, as amended; and
6. The long-term master plan include language which directs each detailed specific area plan be treated as a stand-alone project for purposes of affordable housing impact analysis.

ACTION: It was moved by Commissioner Hawkins and seconded by Mr. Williams to amend and approve the staff report as amended with the following additional recommendations:

1. The long-term master plan consider a light-rail connection from the development area to the City of Gainesville; and
2. The long-term master plan contain goals and policies which encourage coordination with the Cities of Gainesville and Hawthorne for the extension of centralized water and sanitary sewer service to the development area.

The motion carried unanimously.

The meeting adjourned at 6:30 p.m.

Sandra Haas, Chair

11/26/13

COMMITTEE-LEVEL ITEMS

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

Regional Planning Council: North Central FL
Review Date: 11/26/13
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 6
Local Government: City of Newberry
Local Government Item No.: CPA 13-03
State Land Planning Agency Item No.: 13-3ESR

Date Mailed to Local Government and State Land Planning Agency: 11/27/13

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

City item CPA 13-03 reclassifies 36.7 acres from Agriculture to Planned Development on the City Future Land Use Plan map (see attached).

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

The subject property is located adjacent to State Road 26, which is identified and mapped in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network. The local government data and analysis report notes that the subject property, if developed to its highest allowable intensity of use, could generate a maximum of 622 peak-hour trips. The local government data and analysis report indicates that sufficient unused capacity exists on the adjoining segment of State Road 26 to operate at the minimum level of service standard should the subject property be developed to its maximum allowable intensity of use.

However, significant adverse impact may occur to the adjoining segment of State road 26 located between U.S. Highway 27/41 and SW 266th Street. This segment of the regional road Network, which is also part of the Strategic Intermodal System, is the subject of a long-term concurrency management program between the City and the Florida Department of Transportation. Under the terms of the agreement, a State Road 26 bypass is to be constructed around the City by the end of June 2016.

The subject property is located within the City Transportation Enhancement Area. As such, Transportation Circulation Element Policy 11.5.9 applies to the subject property. This policy notes, that all proposed development within the Transportation Enhancement Area shall a) promote public transportation by incorporating transit oriented design features in a manner that will accommodate public transit facilities; b) encourage walkability, and the design of multi-modal features into the development; c) be designed to reduce impacts to the state road system by incorporating features into the development such as right-of-way preservation, right-of-way donation and limitations to vehicular access, to reduce reliance on the state road system for short trips.

Regional Plan Policy 5.1.1 states that impacts to the Regional Road Network as a result of additional development are considered to be adequately mitigated in municipalities which implement Transportation Planning Best Practices (see attached). While City Transportation Circulation Element Policy 11.5.9 includes some Transportation Planning Best Practices, it is recommended that the City include additional Transportation Planning Best Practices contained in the regional plan as goals and policies in the City Comprehensive Plan.

The City is located within an Area of High Recharge Potential to the Floridan Aquifer, a Natural Resource of Regional Significance as identified and mapped in the North Central Florida Strategic Regional Policy Plan. Nevertheless, significant adverse impacts are not anticipated to occur as the City Comprehensive Plan contains adequate policy direction to prevent or mitigate significant adverse impacts to the Natural Resource of Regional Significance (see attached).

The City Comprehensive Plan map of high aquifer recharge areas is based on a recharge map prepared by the Suwannee River Water Management District. The City recharge map was the same map used in the regional plan prior to the 2011 amendment to the regional plan. However, the regional plan now uses the Alachua County Aquifer Vulnerability Area map to identify high recharge areas in Alachua County. It is recommended that the City replace its aquifer recharge map with the Alachua County Aquifer Vulnerability Area map and also replace references in various City Comprehensive Plan policies to the Suwannee River Water Management District map with references to the Alachua County map.

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

Adverse extrajurisdictional impacts are not anticipated to occur to adjoining local governments as a result of the amendment.

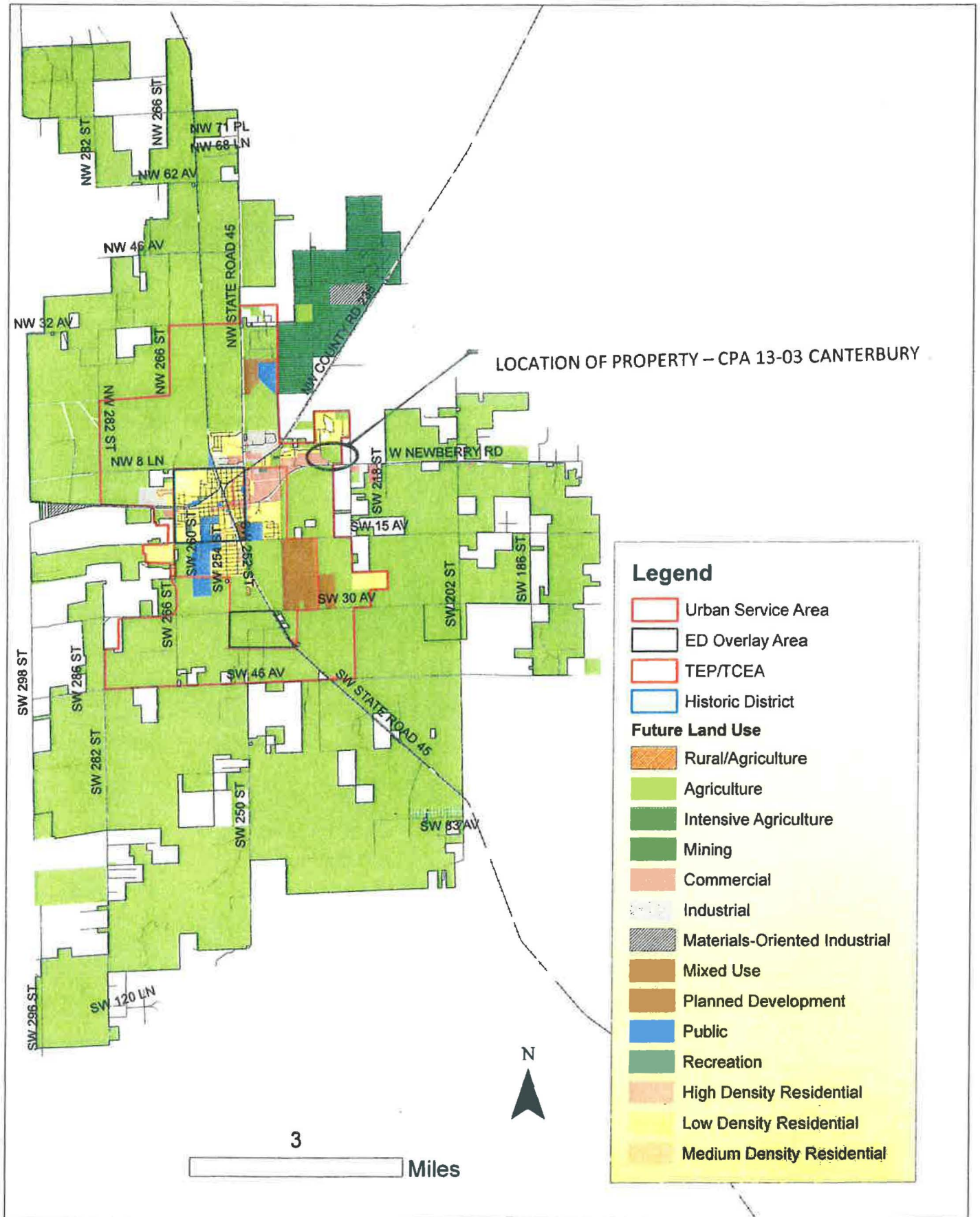
Request a copy of the adopted version of the amendment?

Yes ☒ No ☐

Not Applicable ☐

It is recommended that these findings be forwarded to the City and the Florida Department of Economic Opportunity.

Newberry Future Land Use



EXCERPTS FROM THE CITY COMPREHENSIVE PLAN

Newberry, Florida, Code of Ordinances >> PART II - CODE OF ORDINANCES >> APPENDIX A - COMPREHENSIVE PLAN >> V. - CONSERVATION ELEMENT >>

V. - CONSERVATION ELEMENT

INTRODUCTION

The following goal, objectives and policies constitute the Conservation Element providing for the promotion of the conservation, use and protection of the city's natural resources. The data collected for this plan element and its analysis, contained in the city's data and analysis document, are not part of this plan element but provide a basis for its formulation.

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

The Future Land Use Plan map addresses conservation future land use as defined above. The conservation future land use category shown on the Future Land Use Plan map identifies lands which have been designated "conservation" for the purpose of protecting natural resources or environmental quality. At present, there are no conservation uses within the city. Therefore, until such time as there are areas designated for the protection of a natural resource, this category, although listed, will not be shown on the Future Land Use Plan Map.

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

CONSERVATION GOAL, OBJECTIVES AND POLICIES

GOAL V — Conserve, through appropriate use and protection, the resources of the city to maintain the integrity of natural functions.

Objective V.1. The city's land development regulations, by June 1, 1992, shall protect air quality through the appropriate siting of development and associated public facilities.

Policy V.1.1. The city's land development regulations shall require that all appropriate air quality permits are obtained prior to the issuance of development orders, so that minimum air quality levels established by the Florida Department of Environmental Regulation are maintained in the city.

Objective V.2. The city, in order to protect the quality and quantity of current and projected water sources, hereby establishes a 300 foot wellfield protection area around community water system wells. In addition, the city in order to protect high aquifer recharge areas, as designated by the map entitled Recharge Potential of the Floridan Aquifer System, Alachua County, Florida, dated February 11, 2000, prepared by the Suwannee River Water Management District shall limit development in these areas as specified in policy IV.5.5 of this Comprehensive Plan.

Policy V.2.1. The city shall as part of the development review process require the coordination of development plans with the Florida Department of Environmental Regulation and the water management district to assist in monitoring uses which may impact the city's current and projected water sources.

Policy V.2.2. The city shall protect the present water quality classification established by the Florida Department of Environmental Regulation by prohibiting industrial uses, commercial uses and intensive agricultural uses, such as milking barns and chicken houses, to be located adjacent to the city's surface water bodies.

Policy V.2.3. The city shall identify and make recommendations, where appropriate, for the purchase of environmentally sensitive lands under the Conservation and Recreation Lands Program or Save Our Rivers Program.

Policy V.2.4. The city's land development regulations shall require a 35-foot natural buffer around all wetlands and prohibit the location of residential, commercial and industrial land uses within the buffer areas, but allow resource-based recreational activities within buffer areas.

Policy V.2.5. The city, by June 1, 1992, shall, through the development review process, require that post-development runoff rates and pollutant loads do not exceed pre-development conditions.

Policy V.2.6. The city's land development regulations shall require all new development to maintain the natural functions of natural flood storage, pollution attenuation, in wetlands and 100-year flood prone areas.

Policy V.2.7. The city shall require all structures to be clustered on the non-flood prone portion of a site or where the entire site is in a flood prone area, structures shall be elevated at least two feet above the highest adjacent grade.

Policy V.2.8. The city shall conserve wetlands by prohibiting, where alternatives for development exist, any development or dredging and filling which would alter their natural functions. If no other alternative for development exists, mitigation will be considered as a last resort using criteria established within F.A.C. chapter 17-312, rules of the Florida Department of Environmental Regulation, in effect upon adoption of this Comprehensive Plan.

Policy V.2.9. The city shall support the water management district in their conducting of water conservation programs by assisting with public information programs for water use restrictions in the case of a water shortage.

Policy V.2.10. The city shall comply with the plans of the water management district for the emergency conservation of water sources through assisting the water management district with public information programs for any water use restrictions in the case of water shortage.

Policy V.2.12. The city shall, as part of the development review process, prohibit the use of drainage wells and sinkholes for stormwater disposal in high aquifer recharge areas, as designated by the map entitled Recharge Potential of the Floridan Aquifer System, Alachua County, Florida, dated February 11, 2000, prepared by the Suwannee River Water Management District in order to maintain the natural features of these areas.

Policy V.2.13. The city shall as part of the development review process require the maintenance of the quantity and quality of surface water runoff within natural drainage basins by prohibiting any development which may diminish or degrade the quality and quantity of surfacewater runoff within the city.

Policy V.2.14. The city, prior to granting approval of a site and development plan, for construction or expansion shall require that all hazardous waste generators and facilities are duly permitted as required by F.S. ch. 403, by the Florida Department of Environmental Regulation. In addition, the city, prior to the issuance of a certificate of land development regulation compliance, shall require that all existing hazardous

waste facilities or uses which generates hazardous waste show proof of such permit prior to a change in occupancy.

Policy V.2.15. The quality and quantity of ground and surface water shall not be significantly altered through extraction operations. The city's land development regulations shall include provisions that specify when water quality and quantity monitoring activities at extraction sites shall be required for review by the city. Costs for providing water quality and quantity monitoring at extraction sites shall be borne by the extractor.

Objective V.3. The city shall include within the land development regulations for development review, provisions for the conservation, use and protection of soils, minerals, and native vegetative communities, by June 1, 1992.

Policy V.3.1. The city shall require within the land development regulations that any mining permit be coordinated with the Florida Department of Natural Resources so that mineral resources are conserved and used appropriately.

Policy V.3.2. The city shall review topographic, hydrologic and vegetative cover factors during the development review process in order to protect and conserve the natural functions of soils.

Policy V.3.3. The city shall require that forest resources be managed as provided in Silviculture Best Management Practices Manual, published by the Florida Department of Agriculture and Consumer Services, Division of Forestry, Revision, May 1990, for the multiple uses of recreation, wildlife habitat, watershed protection, erosion control and maintenance of water quality.

Objective V.4. The city shall, upon adoption of this Comprehensive Plan, identify as provided in policy V.4.3, and protect native wildlife and their habitats, including state and federally protected plant and animal species (endangered, threatened and species of special concern), within proposed development sites and protect these natural resources from impacts of development.

Policy V.4.1. The city shall cooperate with the Florida Game and Fresh Water Fish commission in the monitoring and inventorying of wildlife and wildlife habitats within the city.

Policy V.4.2. The city shall assist in the application and compliance with all federal and state regulations which pertain to endangered and rare species.

Policy V.4.3. The city shall require the evaluation of impacts to endangered, threatened, or species of special concern by requiring as a condition of permit approval of all proposed subdivisions of land into 25 or more lots and multifamily, commercial and industrial developments of 50 acres or more a survey of the site for the presence of state and federally protected plant and animal species. In addition, if protected species are found on the site or would be affected by the development, a specific management plan shall be required from the developer, including necessary modifications to the proposed development, to ensure the preservation of the protected species and their habitat. The inventory and management plan shall be done in consultation with the Game and Freshwater Fish Commission, but the final approval of the management plan shall be by the city.

Policy V.4.4. The city shall address, during the development review process, the mitigation of development activities within environmentally sensitive areas by prohibiting any development or dredging and filling which would alter their natural functions. If no other alternative for development exists, mitigation will be considered as a last resort using criteria established within F.A.C. chapter 17-312, rules of the Florida Department of Environmental Regulation.

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

North Central Florida Strategic Regional Policy Plan

October 2011

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

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

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



Chapter V

Regional Transportation

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



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Chapter V: Regional Transportation

A. Conditions and Trends

1. Introduction

The region is served by four public transit system service providers, two major and three shuttle/commuter air carriers, one passenger and three freight rail systems, one bus line, and the regional road network. Due to its rural nature, north central Florida is heavily dependent upon automobile and truck transportation. Generally, the existing motor vehicle ground transportation and rail freight transportation systems are adequate.

2. Public Transit

Public transit is lightly utilized in north central Florida. The Gainesville Regional Transit System is the region's only community with a fixed-route public transit system. Paratransit services are available throughout the region provided by Big Bend Transit, Inc., the Suwannee River Economic Council, A & A Transport, MV Transportation, and Suwannee Valley Transit Authority. The Gainesville Regional Transit System also provides paratransit services in Alachua County. Intercity bus transportation is provided by Greyhound Bus Lines. The carrier stops in the following north central Florida municipalities: Gainesville, Hawthorne (bus stop), Waldo (bus stop), Starke, Lake City, and Perry.¹

The region's rural character and low population density does not easily lend itself to the provision of public transit systems. Correspondingly, only a small percentage of the region's population use public transit. As indicated in Table 5.1 only 1.5 percent of year 2000 north central Florida workers age 16 and over reported using public transportation as their means of transportation to work. Alachua County, which includes Gainesville's fixed-route bus system, had the highest percentage of workers using public transit at 2.4 percent. Lafayette County reported the lowest usage at 0.0 percent. The table also reveals a decline in public transit usage between 1990 and 2000.

¹Greyhound Bus Lines, Inc., July 8, 2009, <http://www.greyhound.com/home/TicketCenter/en/locations.asp?state=fl>

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;



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.

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



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.

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