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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

MEETING TIME 6:15 P.M.

There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **October 22, 2026**. The meeting will be a hybrid meeting in-person at the **Holiday Inn Hotel and Suites, Suwannee Room, 213 Southwest Commerce Boulevard, Lake City, Florida**, and via Communications Media Technology at **6:15 p.m.**

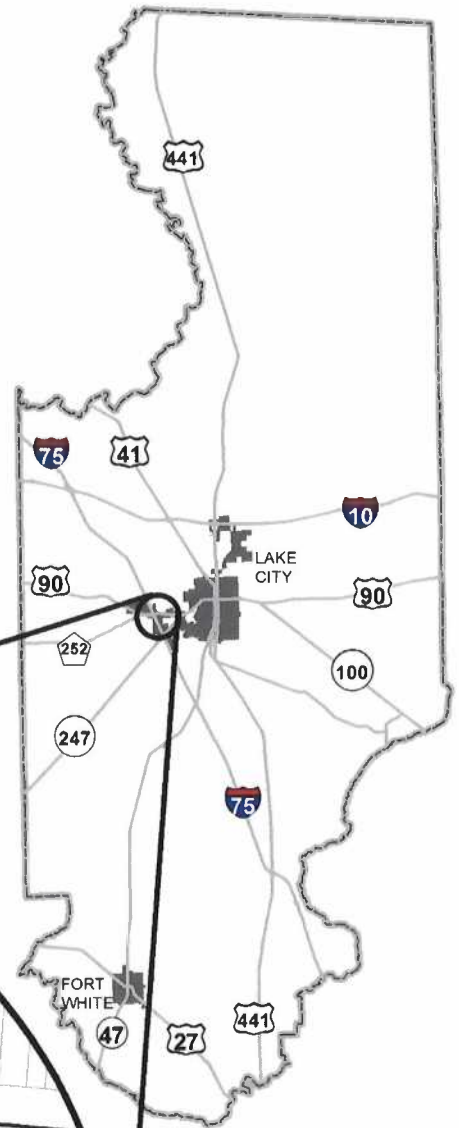
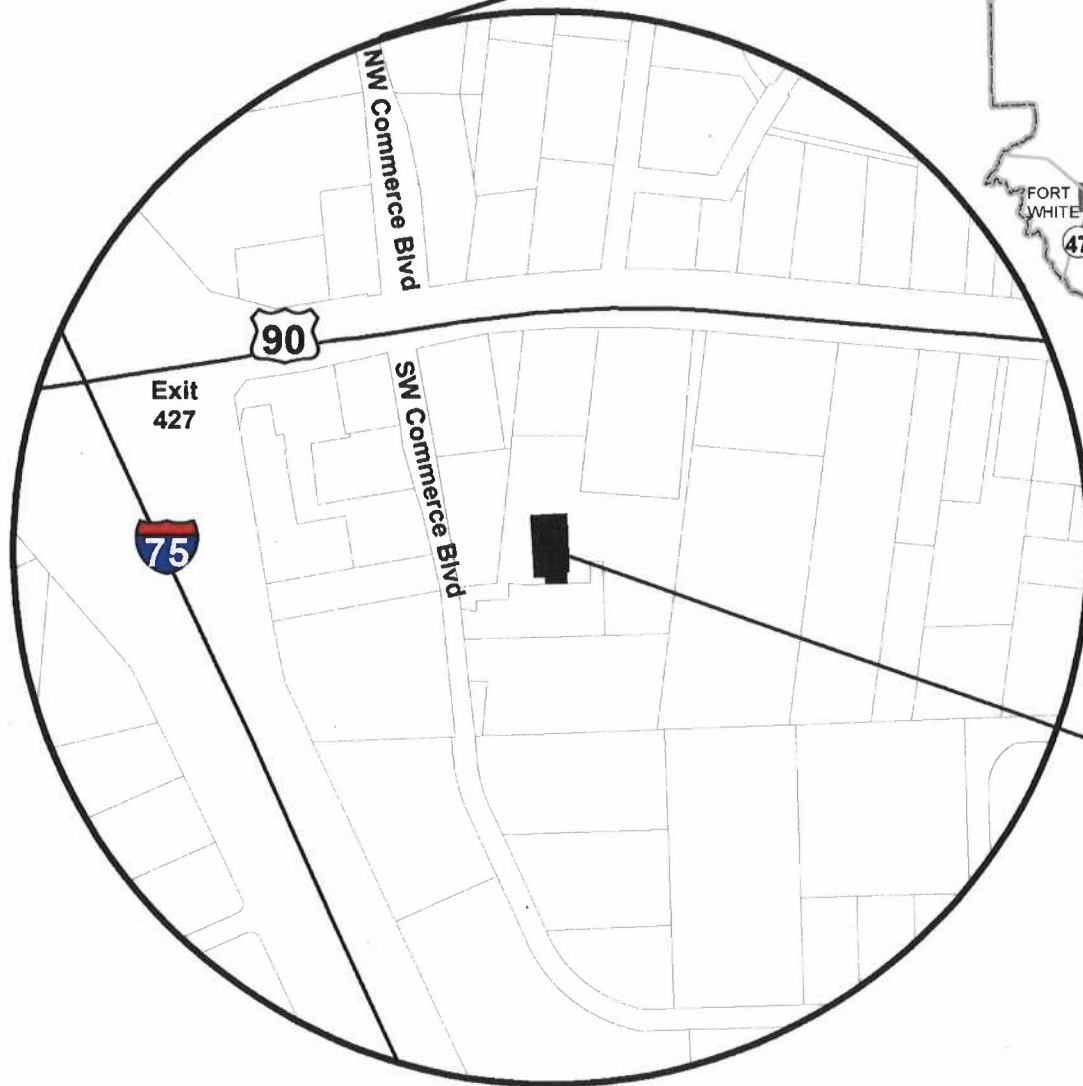
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CONFERENCE CODE: 381 777 570

Holiday Inn Hotel & Suites

213 SW Commerce Blvd
Lake City, Florida 32025

Directions: From the intersection of Interstate 75 and U.S. Highway 90 (exit 427) in the City of Lake City turn, East onto U.S. Highway 90, travel approximately 450 feet to SW Commerce Blvd, turn right (South) onto SW Commerce Blvd, travel approximately 720 feet and the Holiday Inn Hotel & Suites is on the left.



1 inch = 500 feet

Holiday Inn
Hotel & Suites





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AGENDA CLEARINGHOUSE COMMITTEE

Hybrid Public Meeting
Holiday Inn & Suites
213 Southwest Commerce Boulevard
Lake City, Florida and
Via Communications Media Technology

October 22, 2026
6:15 p.m.

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IV. STAFF-LEVEL REVIEW ITEMS	
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V. PUBLIC COMMENTS	
The Committee welcomes you to this meeting. This time is set aside for our citizens and general public to address the Committee. If you would like to address the Committee, please complete a form, come forward when you are called, and state your name for the record. Please also limit your comments to not more than three minutes. Your participation is welcomed.	

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
CLEARINGHOUSE COMMITTEE
MINUTES

Hybrid Meeting
Holiday Inn Hotel and Suites
213 Southwest Commerce Boulevard
Lake City, Florida and
Via Communications Media Technology

September 24, 2026
6:15 p.m.

MEMBERS PRESENT IN PERSON

James Howell, Chair
Ricky Jernigan
Diane Landry, Vice-Chair
Kevin Parnell

MEMBERS ABSENT

Melissa Hendrix
Johnny Hiers
J. P. Moore
Jody Stephenson

MEMBERS PRESENT VIA
MEDIA TECHNOLOGY
COMMUNICATIONS
FOR QUORUM

STAFF PRESENT

Scott Koons - In-Person
Garrison Vandegrift - In-Person

Donald Long

COMMUNICATIONS
MEDIA TECHNOLOGY
(NOT FOR QUORUM)

None

Chair James Howell noting a quorum being present called the meeting to order at 6:40 p.m.

I. APPROVAL OF THE AGENDA

Chair Howell requested approval of the agenda as presented.

ACTION: It was moved by Vice-Mayor Landry and seconded by Commissioner Parnell, to approve the September 24, 2026 Clearinghouse Committee Agenda as presented. The motion carried unanimously.

II. APPROVAL OF THE AUGUST 27, 2026 MEETING MINUTES

ACTION: It was moved by Commissioner Parnell and seconded by Vice-Mayor Landry, to approve the August 27, 2026 Clearinghouse Committee meeting minutes as circulated. The motion carried unanimously.

IV. COMMITTEE-LEVEL REVIEW ITEMS

#53 - Alachua County Comprehensive Plan Draft Amendment (FC No. 26-3ESR)

Mr. Koons presented a revised staff report for Item #53 and stated that the revised staff report for Item #53 finds the comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjoining local governments.

ACTION: It was moved by Commissioner Parnell and seconded by Vice-Mayor Landry to recommend that the Council approve the revised staff report for Item #53 as circulated. The motion carried unanimously.

V. STAFF--LEVEL REVIEW ITEMS

Mr. Koons reviewed the following staff-level review items for informational purposes.

#54 - Alachua County - Community Development Block Grant 25DB - H07
Housing Rehabilitation - Environmental Review

#55 - City of High Springs - Community Development Block Grant 25DB - N07
Neighborhood Revitalization - Notice of Intent

#56 - City of Williston - Community Development Block Grant 25DB - N09
Neighborhood Revitalization - Notice of Intent

#57 - Town of Micanopy - Community Development Block Grant 25DB - N013
Neighborhood Revitalization - Concurrent Notice

VI. PUBLIC COMMENTS - None

The meeting adjourned at 6:47 p.m.

James Howell, Chair

10/22/26
Date

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

Regional Planning Council: North Central FI
Review Date: 10/22/26
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 58
Local Government: City of Williston
Local Government Item No.:
State Land Planning Agency Item No.: 26-1ER

Date Mailed to Local Government and State Land Planning Agency: 10/23/26 (estimated)

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENT

The City is amending its comprehensive plan based on an evaluation completed by the City to reflect changes in state requirements pursuant to Section 163.3191, Florida Statutes. More specifically, the item amends the Future Land Use Map as well as the text of the Future Land Use Element; the Transportation Element; the Infrastructure Element; the Economic Development Element; the Conservation Element; the Recreation and Open Space Element; the Public Schools Facilities Element; the Intergovernmental Coordination Element; and the Capital Improvements Element (see attached excerpts).

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

The City is bisected by U.S. Highways 27, Alternate 27 and 41 as well as State Road 121, all of which are identified in the North Central Florida Strategic Regional Policy Plan as regionally significant facilities. Nevertheless, significant adverse impacts are not anticipated to occur to these regional roads as a result of the amendment since the amendment does not result in an increase in intensity or density of use.

The City is not located within any Natural Resources of Regional Significance as identified and mapped in the regional plan.

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

The City Comprehensive Plan, as amended, is not anticipated to create significant adverse impacts to adjoining local governments.

Request a copy of the adopted version of the amendment?

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

Yes _____ No _____

Not Applicable _____ **X** _____

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN**

Chapter 3 Transportation Element

Goals, Objectives and Policies

GOAL 1

Provide a safe, convenient and energy efficient transportation network to meet present and future demands.

Objective 1.1

The City shall provide for a safe, convenient and efficient motorized and non-motorized transportation system.

Policy 1.1.a The City hereby states, by adoption in the comprehensive plan, the following peak hour LOS standards shall apply for each functionally classified facility type.

- Arterial Roadways – Peak Hour Level of Service D
- Collector Roadways – Peak Hour Level of Service D
- Florida Interstate Highway System (FIHS) – Peak Hour Level of Service C

Policy 1.1.b The City, through the Land Development Code and review process, will ~~establish analysis and review criteria to implement~~ analysis and review criteria for roadways and intersections ~~should including~~ e-traffic flow and quality levels of traffic based on performance measure like vehicle speed, density, and congestion. Roadways unable to obtain the adopted LOS due to environmental constraints or are not financially feasible will be identified as constrained or backlogged roadways.

Policy 1.1.c The City, along with County and State of Florida, will continue to maintain the existing system of collectors and ~~work~~ to widen those pavements which do not meet minimum width standards ~~in accordance with the capital budgeting process~~.

Policy 1.1.d No additional roads will be constructed or paved until the existing system of collector roadways is brought up to acceptable standards.

Policy 1.1.e A priority list of transportation projects will be developed annually for evaluation as part of annual update of the Capital Improvements Element. The list should include the project's physical location and what other information is available. The list shall include projects impacting alternative transportation facilities including sidewalks, bikeways and multi-use trails.

Policy 1.1.f To reduce the interruption of continuous traffic at intersections where the entering or crossing of a major street is hazardous, additional traffic signals may be needed. When the City Council determines that additional traffic signals may be necessary, the City shall request that the Florida Department of Transportation conduct the required engineering studies. An investigation of the need for traffic signal controls should be conducted in accordance with the Manual on Uniform Traffic Control Devices.

Policy 1.1.g Williston shall ~~continue to~~ be served by a comprehensive network of functionally classified roads designed to provide access and mobility as appropriate to each street's individual purpose. The network shall encompass all planned and existing roadways. The City Council hereby adopts the arterial, collector and local City street system indicated in the existing and future transportation map series. ~~indicated by Map 3-1 to Map 3-8.~~

Objective 1.2

By consistent implementation of Land Development Regulations as part of the growth management process, the City of Williston will achieve safe and convenient access to and mobility between major trip producers and attractors, future land uses, and special generators, which could also support future increase in transit services provided within the community.

Policy 1.2.a The City will control the connections and access points of driveways and roads to roadways through its Zoning Regulations and Subdivision Regulations.

Policy 1.2.b All future subdivisions will be required to install roads that meet the minimum applicable standard specifications in the City of Williston Code of Subdivision Regulations.

Policy 1.2.c Where a subdivision abuts on or contains an existing or proposed arterial street, the Zoning Board and City Council may require marginal access streets.

Policy 1.2.d Connections and access points of driveways and roads to the state, federal and local highway network shall be in accordance with Rule 14-97, F.A.C. relating to Florida Department of Transportation access management standards. Specific design criteria for turning lanes, aprons, radii and other design and construction standards will guide and determine subdivision regulations, the zoning ordinance and a City public works manual.

Policy 1.3 The following Levels of Service are hereby adopted and shall be maintained for existing or previously permitted development and for new development or redevelopment in the City or in the City utility service area:

Roadway:	Level of Service
Arterial Level of Service	"D" Peak Hour
Collector Level of Service	"D" Peak Hour
Florida Interstate Highway System (FIHS)	"C" Peak Hour

GOAL 2

Coordinate with and utilize the regional transportation planning process and applicable planning documents including the Florida Transportation Plan and FDOT's adopted 5-Year Work Program to better plan and maintain a financially feasible, energy efficient, multi-modal system.

Objective 2.1

To forward a unified strategy of corridor management, as implemented through municipal land development regulations, right-of-way needs shall be formally identified and a priority schedule for acquisition and preservation shall be established to protect existing and planned transportation routes from encroachment. In support, access controls and transportation system management techniques shall [continue to be](#) likewise applied through the Land Development Regulations.

Policy 2.1.a All planned developments, regardless of size or location, shall provide a section line right-of-way dedication for future road construction. This requirement may be modified or waived in circumstances where pre-existing development or geologic features such as sinkholes and quarries would create a non-functional road. On the existing transportation network, all planned development shall be set back from the road centerline according to subdivision regulations.

Policy 2.1.b The City shall [continue to enforce](#) the Williston Land Development Regulations to ensure that all new construction complies to setback regulations.

Policy 2.1.c The widths of the City rights-of-way vary from 25 feet to 100 feet and about 185 acres, or 34% of the total developed land in Williston consists of streets and street rights-of-way.

The minimum street right-of-way widths for the City of Williston are as follows:

Type of Road	Minimum Right-of-Way Widths Arterial Specified by DOT
--------------	---

Secondary Arterial	100 feet
Collector Streets	60-80 feet
Minor Streets	50 feet
Marginal Access Streets	40 feet

Policy 2.1.d The City shall implement ~~a-its established~~ program for mandatory dedications or fees as a condition of plat approval for acquiring necessary rights-of-way. Where existing right-of-way width is inadequate, the developer shall dedicate that portion necessary to meet or exceed those standards as established in the Existing Street System Regulation, design standards and policies in this plan as condition to receiving any zoning approval or zoning change.

Policy 2.1.e All new private roads shall be constructed to the same standards as City streets.

Objective 2.2

Through plan adoption, coordinate the transportation system with the future land uses shown on the Future Land Use Map or map series.

Policy 2.2.a The City will utilize the definitions and requirements provided by the Land Development Regulations so as not to preclude identification of any mass transit corridors at such a future time when feasible or appropriate.

Policy 2.2.b The Williston City Council will consider regulation of commercial strip development along major highways. Such an ordinance might include, but not be limited to:

- a. Criteria to be considered in reviewing rezoning applications;
- ~~b.~~ Minimum standards for curb cuts, setbacks, frontage roads, etc. according to the functional classification of the highway system.
- ~~b-c.~~ how best to accommodate parking demand.

Policy 2.2.c Through consistent application of the Land Development Regulations and as directed by the Future Land Use Element, the City will seek approve residential development at planned densities as measured by block, zoning district and neighborhood levels.

Policy 2.2.d The City will continue to utilize the Community Redevelopment Agency (CRA) to coordinate redevelopment activities to increase density, intensify use of the downtown creating a pedestrian oriented center, and to provide parking in sufficient quantities to support expanded use.

Policy 2.2.e The City shall coordinate with the Community Redevelopment Agency to ensure expanded pedestrian access and parking supplies exist for the downtown. The Community Redevelopment Agency may act to advise the Williston Planning and Zoning Commission and the City Council on redevelopment programs and incentives.

Policy 2.2.f The City will review its Land Development Regulations to ensure it promotes transit supportive development practices.

Objective 2.3

On an annual basis, update the Williston 5-year schedule of capital improvements to coordinate with the plans, programs and improvements contained in the Florida Department of Transportation's adopted 5-year Work Program.

Policy 2.3.a City staff shall review other applicable public transportation plans to determine where the City's comprehensive plan content conform to state, regional and County transportation planning GOALS.

Policy 2.3.b The City will act to forward a regional approach to transportation planning and decision-making, participating in a shared process. On an individual basis the City may evaluate interlocal agreements as possible solutions to transportation for those needs having more than a local component.

Objective 2.4

The provision of motorized and non-motorized vehicle parking, and the provision of bicycle and pedestrian ways will be regulated as new capacity is developed.

Policy 2.4.a The City will continue to evaluate alternative concurrency and parking strategies that reduce traffic congestion and improve the overall economic vitality of downtown Williston, while forwarding solutions to future transportation needs. In addition, the City shall assess parking demand as a critical factor aiding the evaluation of alternatives.

Policy 2.4.b The City of Williston has not designated any official bicycle ways as a part of its comprehensive plan. Such future designation will place a priority upon: First Priority: Linking residential neighborhoods to municipal parks. Second Priority: Linking residential neighborhoods to schools.

Policy 2.4.c The City shall review all proposed development for its accommodations of bicycle and pedestrian traffic needs

Policy 2.4.d The City will encourage developers to provide sidewalks and bicycle paths. This will be done through local development regulations. The city will also make provisions to waive or amend the requirement if the city determines it to be too costly to any of the parties involved in the development.

Policy 2.4.e The City shall meet with the Florida Department of Transportation to discuss the possibility of pursuing a Lane Elimination on N. Main Street to recapture the economic vitality, safety and aesthetics of the downtown Central Business District.

Objective 2.5

The City's transportation system will emphasize safety, aesthetics and may accommodate context sensitive design solutions for the development of new facilities.

Policy 2.5.a The City shall ~~adopt-implement~~ design criteria for landscaping and signs along roadways, and ~~continue to~~ implement a program to landscape and maintain existing median strips and rights-of-way.

Policy 2.5.b The City shall eliminate or minimize roadway designs which lead to hazardous conditions by: requiring the provision of adequate storage and turning areas; prohibiting direct access from driveways and local roads onto high-speed traffic lanes; preventing conflicts between roadway and pedestrian or rail traffic; and, providing adequate capacity for emergency evacuation.

Policy 2.5.c The City Police Department shall prepare annual accident reports for all collector and arterial roads.

Policy 2.5.d The City will require that any sign, obstruction or other feature which creates a hazard or impediment to the safe, convenient flow of persons and vehicles be removed. This will be implemented

via sign controls, zoning and subdivision ordinances and any other methods deemed appropriate.

Policy 2.5.e The City shall continue its tree planting program, whereby trees are planted along certain roads in the City on an annual basis. Flowering trees and shrubs such as crepe myrtle, dogwoods, azaleas and red buds are appropriate.

Objective 2.6

The City adopted an Airport Master Plan and intends to keep that plan current and to implement its policies.

Policy 2.6.a Adverse structural and non-structural impacts to natural resources onsite and offsite shall be avoided or mitigated.

Policy 2.6.b The City of Williston and Levy County have implemented airport zoning controls through their Land Development Regulations. The City and County will schedule meetings to discuss instituting a process whereby Williston shall receive extraterritorial notification of land use changes, density increase or zoning relief requests within noise contours and under protected air space as defined by the Williston Airport Master Plan.

Policy 2.6.c. The City of Williston hereby adopts by reference the City's Airport Master Plan as amended by Airport Master Plan Update approved in October 2017.

Policy 2.7.c. The City should pursue discussions with the regulatory agencies regarding the reinstatement of the grass runway.

Objective 2.7

Airport development will provide for adequate onsite traffic circulation and driveway access linking to the arterial and collector road network, as shown on the map series contained in this element, creating intermodal links between air travel with other available modes of transport.

Policy 2.7.a Improvements to the airport will be in accordance with the adopted plan, applicable state and federal aviation plans, and all related directives for a civil aviation facility.

Policy 2.7.b The City shall work with the Federal Aviation Administration (FAA), Florida Department of Transportation (FDOT) and other state and federal agencies to address the required traffic improvements needed to support the Williston Municipal Airport and preserve development potential. Should site impact analysis determine roadway improvements are warranted, the City will list those mitigation projects in its 5- year comprehensive plan as privately or publicly funded improvements.

Policy 2.7.c As recommended by the 2017 Airport Master Plan Update, the City will review its airport zoning standards to ensure that air space protection requirements are consistent with the current requirements of Chapter 333 of the Florida Statutes. Code review should also include land use compatibility and intergovernmental planning standards.

Policy 2.7.d The City shall adopt and support land use policies that protect the airport from new development and redevelopment that is deemed to be incompatible with the Airport Master Plan. Airport zoning and land use standards shall provide standards that prevent obstructions of aircraft operations by intersecting the airport's clear zones, approach zones, Runway Protection Zones (RPZs), transition surface, horizontal surface, and conical surfaces. In support of this effort, the City shall adopt airport compatibility

and zoning standards consistent with Chapter 333, Florida Statutes, and Part 77, Federal Aviation Regulation.

Policy 2.7.e All building regulations – floor area ratios (FAR) and height shall be promoted to guarantee the continued efficient operation of the airport and ensure public safety.

Policy 2.7.f The City of Williston shall pursue and coordinate interlocal agreements with Levy County to require noise disclosure information be distributed for all new land purchases within 2,000 feet of the end of each runway.

Policy 2.7.g The City shall include the Williston Municipal Airport Manager or their designee in all development and redevelopment related petitions within the airport's review area as defined by Chapter 333, Florida Statutes.

Objective 2.8

To create in Williston a dense regional job center, which serves as transportation hub, where energy efficient land use patterns effectively reduce vehicle emissions and miles traveled.

Policy 2.8.a The City will plan development of the pedestrian improvements necessary to create walkable, compact residential neighborhoods that support measurable increase in density.

Policy 2.8.b Connectivity between pedestrian, road and bicycle facilities will be emphasized during the site planning and design process for new development; municipal capital improvements or redevelopment projects will evaluate where connectivity enhancements could be made. This action shall be taken to support enhanced pedestrian and intermodal access in the downtown.

Policy 2.8.c Through concentration of new infrastructure and growth adjacent to existing development, the City will utilize available resources efficiently to sustain intensity of land use, while also preserving farmland, open space, and environmentally sensitive areas.

Policy 2.8.d Development of the City of Williston's surface transportation system should provide access to local goods and services to reduce total vehicle miles traveled.

Policy 2.8.e As growth occurs, the City will evaluate how energy efficient land use patterns have created density increase at the block, neighborhood and municipal levels. Where data exists related to both land use and transportation, it will be applied to identify future opportunities for transit corridor identification.

Policy 2.8.f The City will investigate current Land Development Regulations to determine what specific changes would be needed to increase the concentration of jobs, residences and commercial along local functionally classified arterial and collector streets to support future efforts to define possible regional transit corridors.

Policy 2.8.g Through its Land Development Regulations, the City will seek to implement access and safety improvements that accommodate and promote paratransit ridership.

Objective 2.9

Mobility will be achieved by a multi-modal approach that increases travel choice, while functioning to enhance infill and redevelopment within the City.

Policy 2.9.a Promote urban development/redevelopment where infill opportunities exist particularly

within downtown Williston to better create a compact, dense and walkable environment containing varied land uses.

Policy 2.9.b The City will encourage higher density or mixed-use development types at appropriate locations within the downtown to encourage alternative modes of transportation.

Policy 2.9.c The City will continue constructing or requiring new sidewalks, pedestrian facilities, and improvements to the streetscape to encourage more pedestrian trips in support of infill and redevelopment opportunities.

Policy 2.9.d Through continued implementation of its Land Development Regulations, the City will obtain effective access management that preserves existing traffic flow. If current requirements prove inadequate, then the City will revise its Land Development Regulations as necessary.

Policy 2.9.e The City shall continue to examine and implement traffic calming measures on an as-needed basis to minimize traffic speed and volume thereby reducing vehicle miles traveled.

Policy 2.9.f The City shall continue to investigate programs to increase pedestrian and non-automotive travel throughout Williston, including specific improvements to pedestrian and bicycle infrastructure. Such efforts could inventory existing pedestrian routes, bicycle lanes, any existing multi-purpose trails, and intermodal connections. The information provided could begin the process of planning for an enhanced non-motorized component within the City's transportation system.

Policy 2.9.g The City shall identify/implement recreational transportation opportunities including exercise trails and riding facilities.

Policy 2.9.h The City shall consider the needs of its aging and disabled populations to enable the mobility of residents of all abilities and encourage aging-in-place. Such mobility improvements include longer pedestrian crossing times, wider sidewalks, approaches, and off-road paths for electric scooters (i.e. wheelchairs) or neighborhood electric vehicles.

Policy 2.9.i The City will explore opportunities with the Florida Department of Transportation for an overpass over State Road 121 from Williston Crossings to allow electric scooters, neighborhood electric vehicles or similar vehicles to travel safely to the City Center.

Objective 2.10

The City's transportation system shall enable City residents the opportunity to live and travel utilizing an integrated, intermodal transportation system based on Complete Streets design principles as well as the latest technological innovations and trends including sharing of vehicles, alternative energy source vehicles, low speed vehicles and bicycles.

Policy 2.10 The City shall encourage the implementation of Complete Streets to accommodate transportation users of all ages and abilities, improve public health and safety, provide for active mobility and improve environmental quality.

Qualities of Complete Streets include, but are not limited to, the following:

- Bicycle lanes
- Buffered bicycle lanes
- Neighborhood Greenway

- Multi-Use trails/shared use paths
- Cycle tracks
- Good sidewalk design
- Crosswalks
- Interactive flashing beacons
- Pedestrian hybrid beacons
- Curb extensions/bulb-outs
- Median islands/refuges
- Lighting
- ~~On-Street Parking~~
- Shading/Trees
- Road Diets

Objective 2.11

The City of Williston will adopt Transportation Map Series depicting the surface transportation system.

Policy 2.11.a The City of Williston hereby adopts the following Maps ~~3-1 to 3-4~~ as the Existing Transportation Map Series.

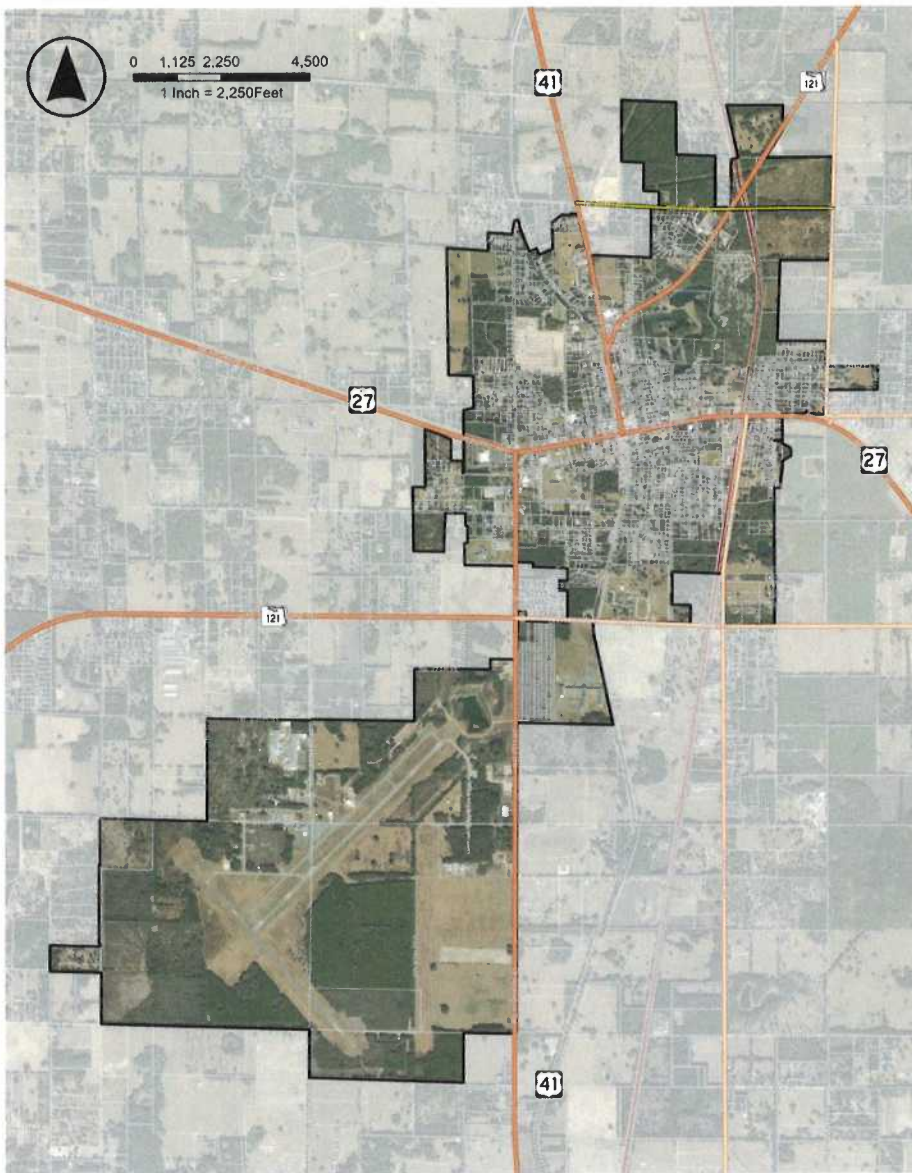
Policy 2.11.b The City of Williston hereby adopts the following Maps ~~3-5 to 3-8~~ as the Future Transportation Map Series

City Reimagined:



Williston 2050

Functional Classifications



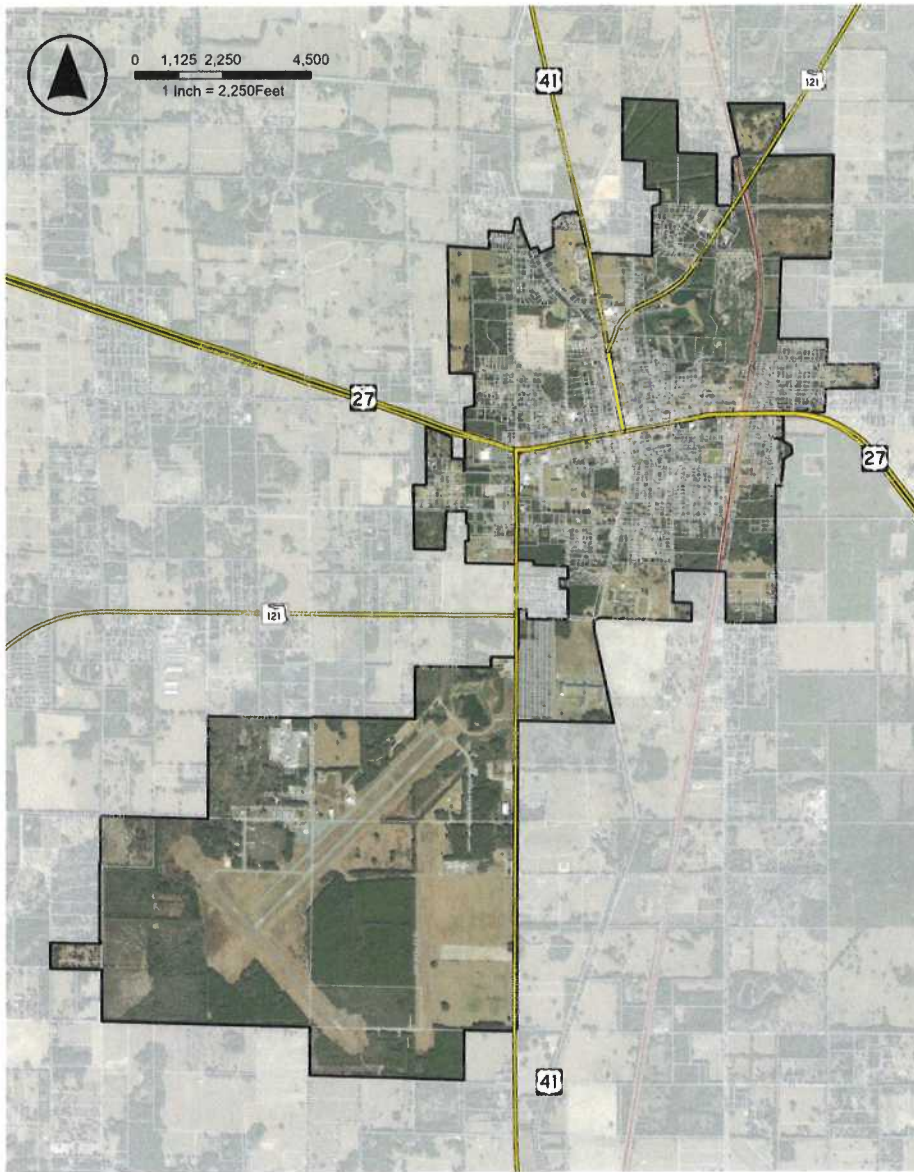
LEGEND

- Williston City Limits
- Parcel Boundary
- Rail Line
- Arterial
- Collector
- Local



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Hurricane Evacuation Routes



LEGEND

- Williston City Limits
- Parcel Boundary
- Rail Line
- Hurricane Evacuation Routes



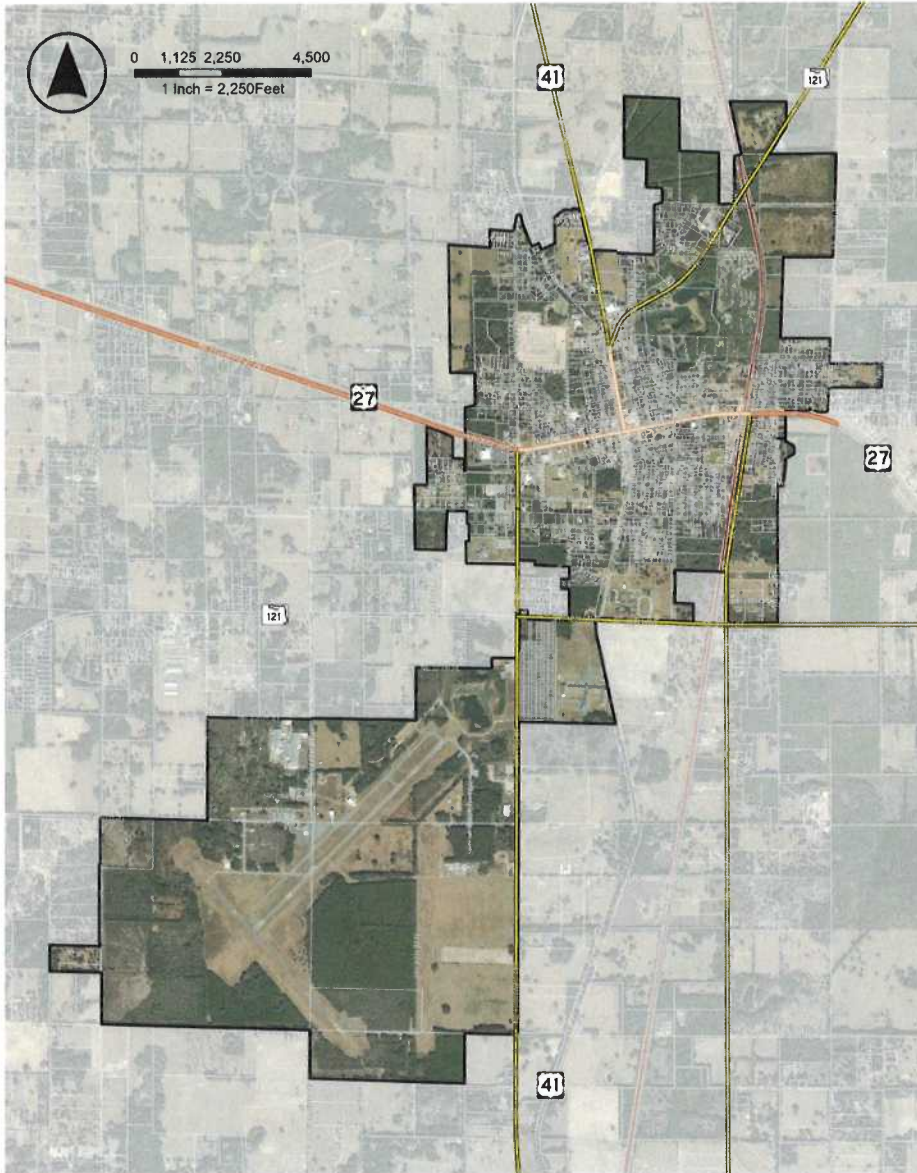
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City Reimagined:



Williston 2050

Roadways by Lane Type



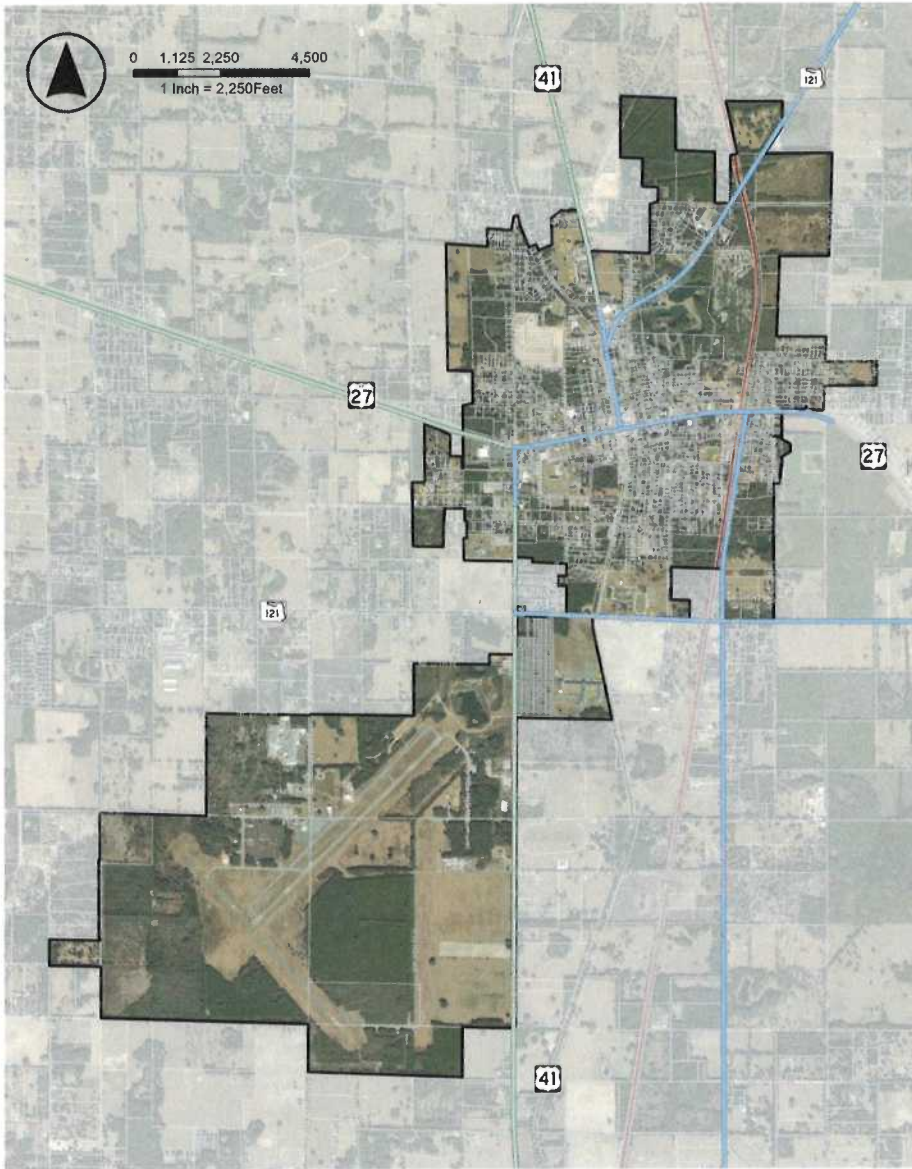
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- Williston City Limits LaneType
- Parcel Boundary
- Rail Line
- 2 - Undivided
- 4 - Undivided
- 4 - Divided



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Existing Level of Service



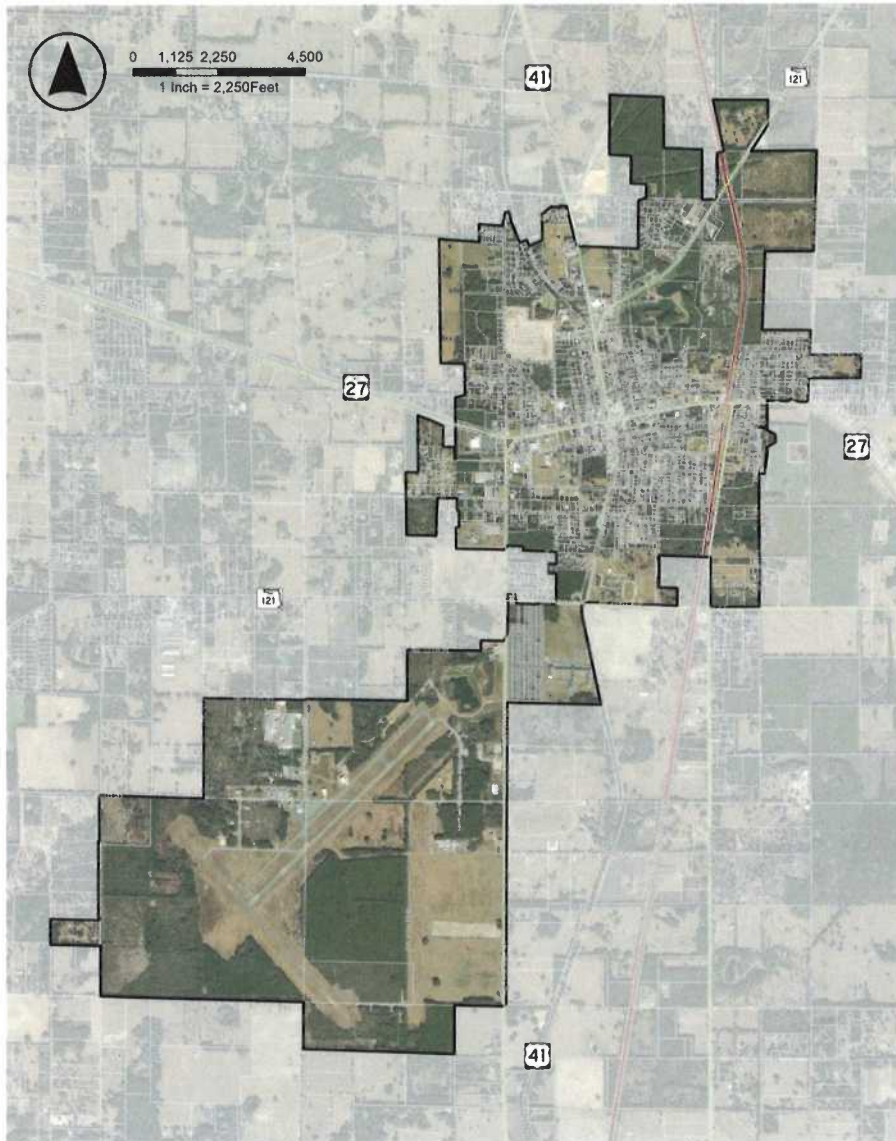
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- Williston City Limits LOS
- Parcel Boundary B
- Rail Line C



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Adopted Level of Service



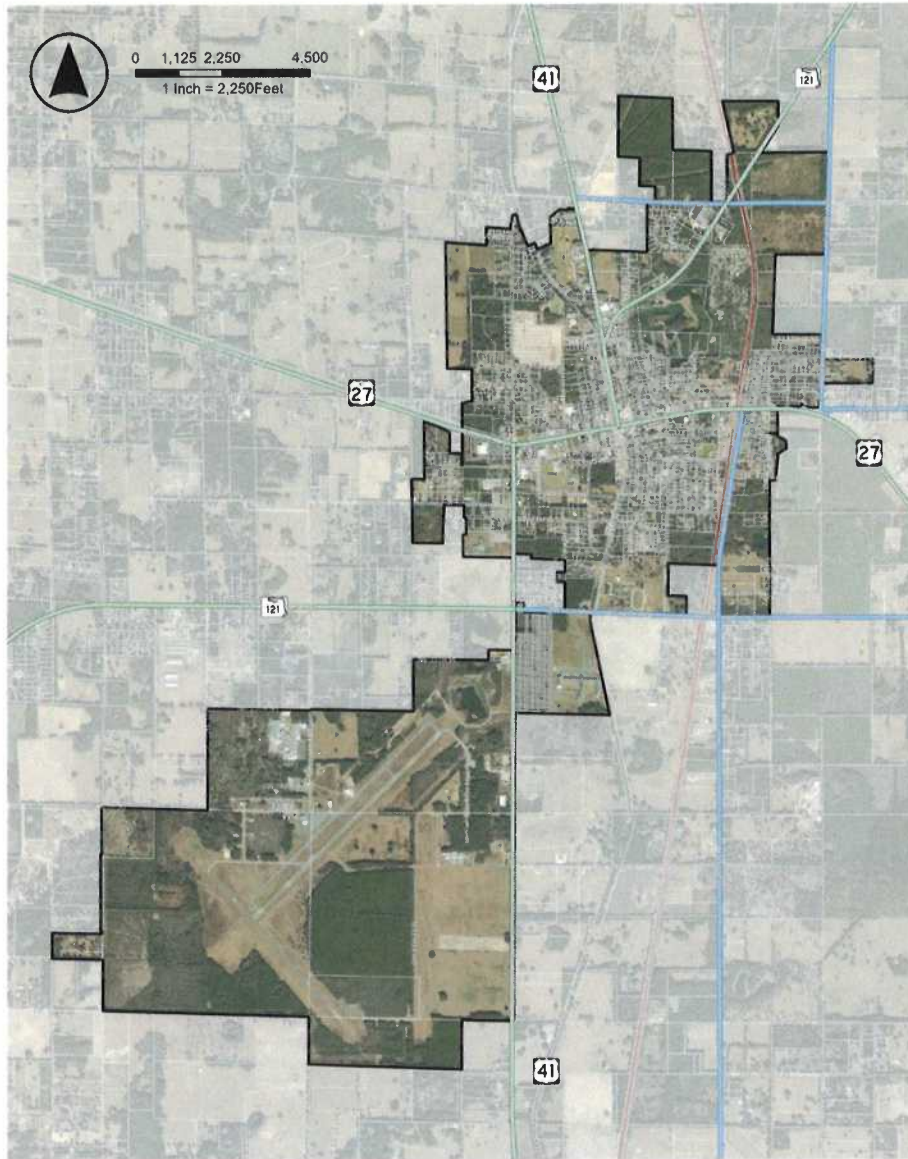
LEGEND

- Williston City Limits Adopted LOS
- Parcel Boundary C
- Rail Line



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Existing Systems



LEGEND

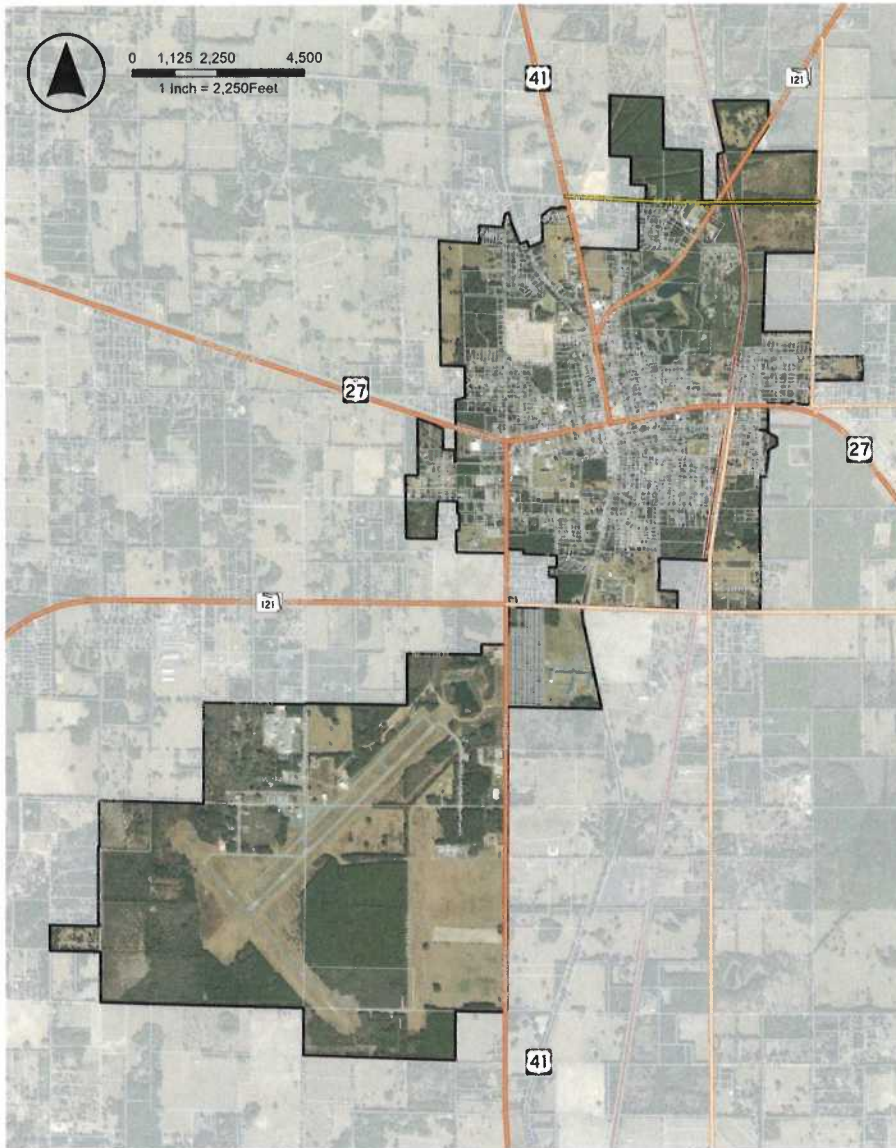
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|-----------------------|-------------------------|
| Williston City Limits | System |
| Parcel Boundary | Levy County Road System |
| Rail Line | State Highway System |



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Future Functional Classifications

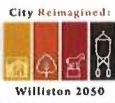


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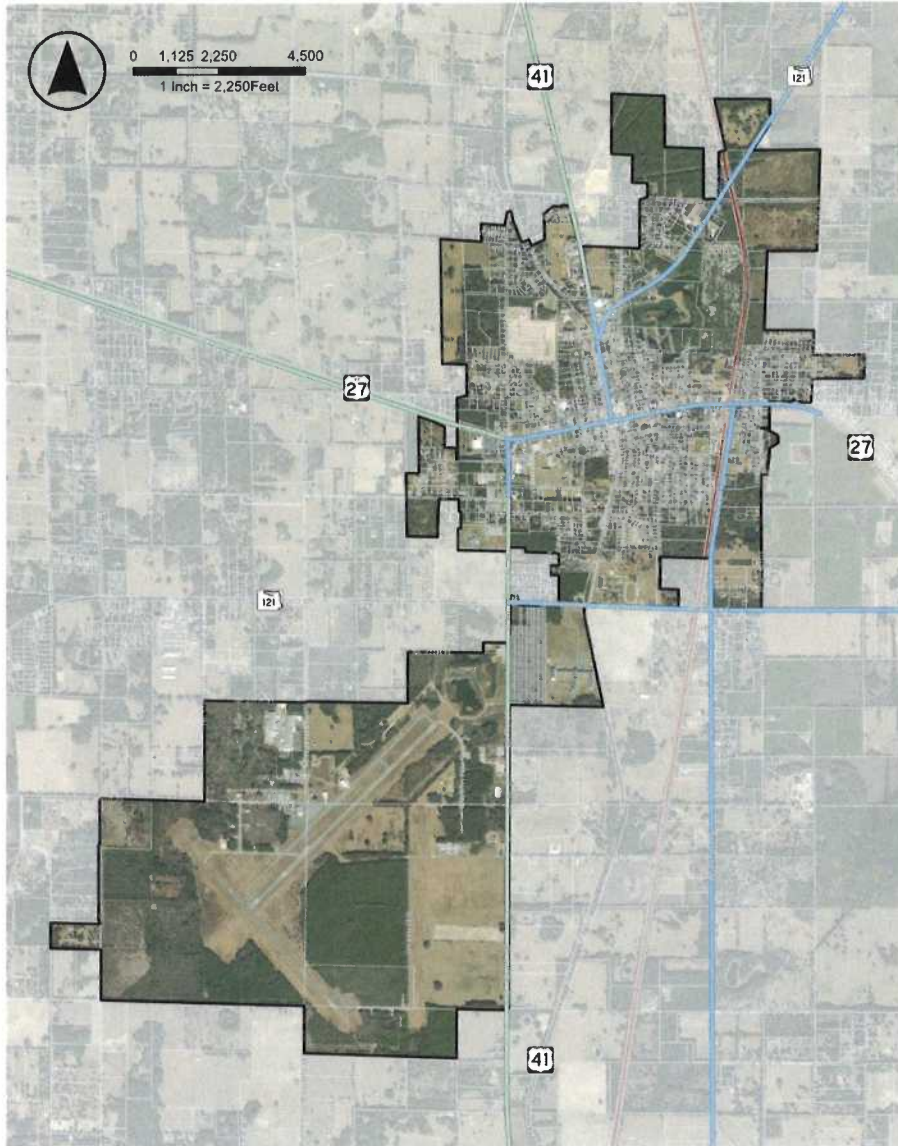
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|-----------------------|---------------------------|
| Williston City Limits | Functional Classification |
| Parcel Boundary | Arterial |
| Rail Line | Collector |
| | Local |



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2030 Level of Service



LEGEND

- Williston City Limits LOS
- Parcel Boundary
- Rail Line

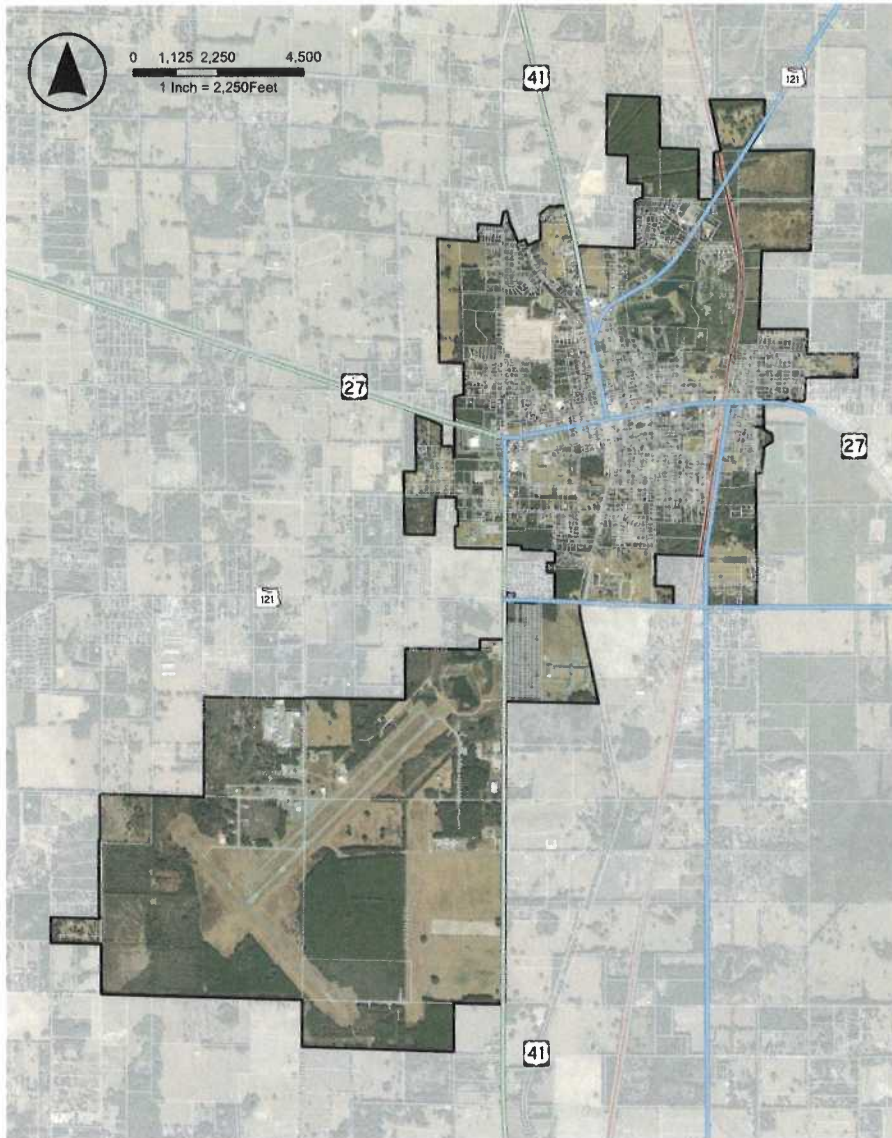
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2035 Level of Service



LEGEND

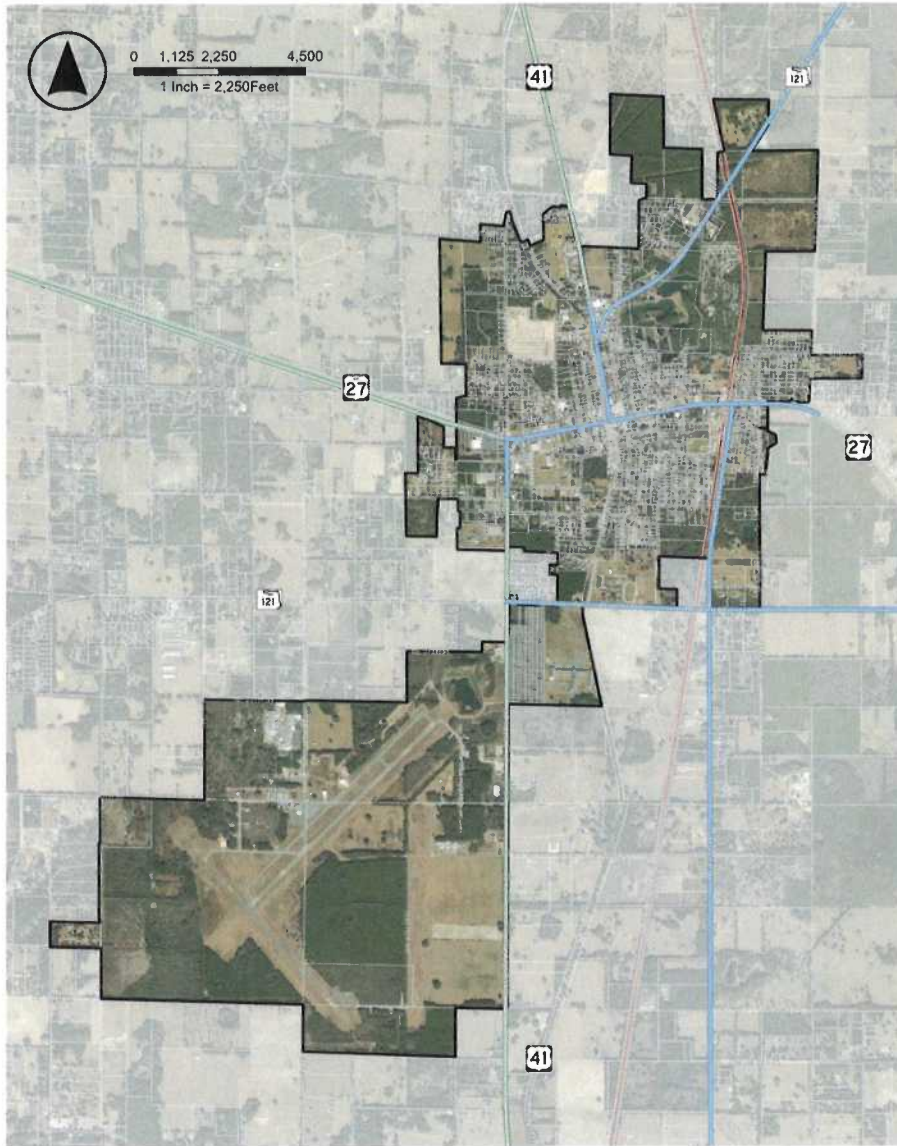
- Williston City Limits LOS
- Parcel Boundary
- Rail Line
- B
- C



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2040 Level of Service



LEGEND

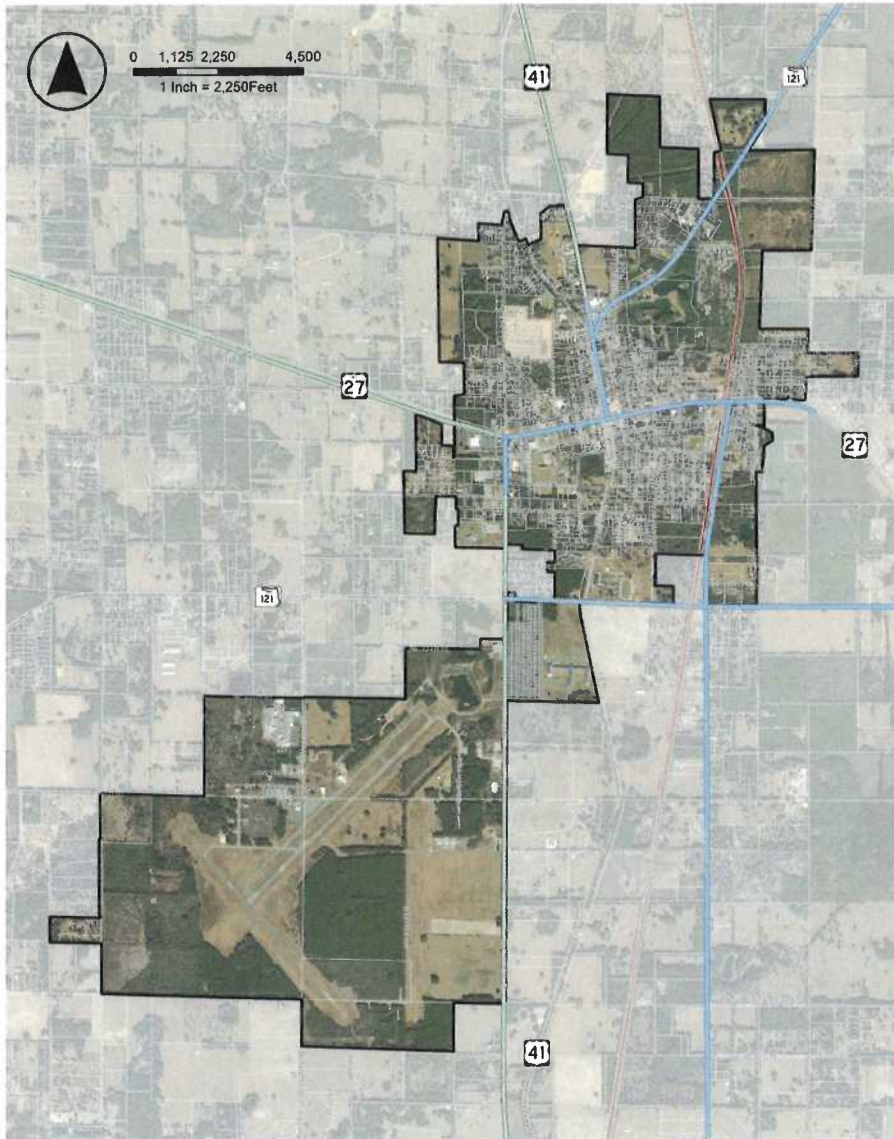
- Williston City Limits LOS
- Parcel Boundary
- Rail Line
- B
- C



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2045 Level of Service



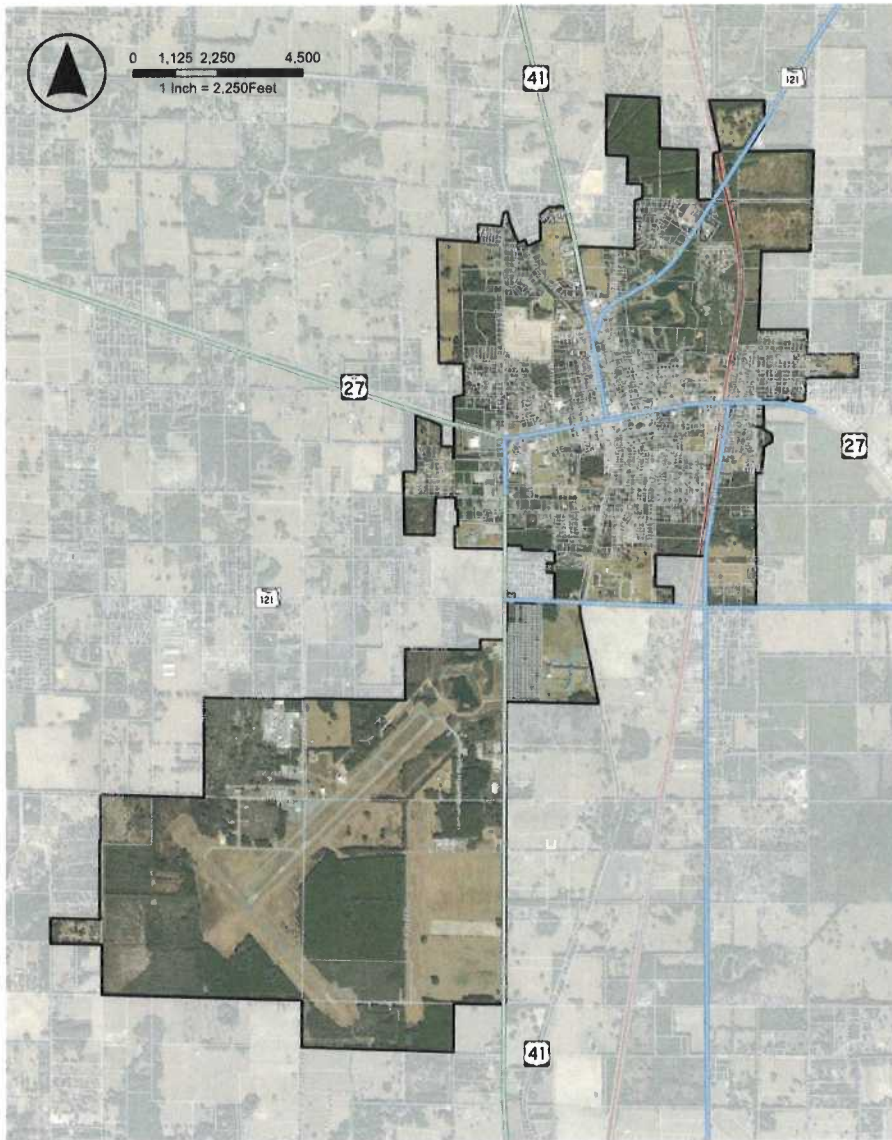
LEGEND

- Williston City Limits LOS
- Parcel Boundary
- Rail Line
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2050 Level of Service



LEGEND

- Williston City Limits LOS
- Parcel Boundary
- Rail Line
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Chapter 7 Conservation Element

Goals, Objectives, and Policies

Based upon a thorough review of Williston's natural resources, a conservation plan has been developed. This plan contains intended actions for the enhancement and maintenance of the City's natural resources.

Each of the Objectives within this section is measurable by a target date, and it is the intent of the elected officials that the Objectives will be implemented through ordinances, resolutions or administrative actions as may be appropriate to the Policy or policies associated with each Objective. Unless otherwise stated, the entity responsible for implementing each Objective and Policy is the City Council.

GOAL 1

Maintain a healthful environment for present and future generations by:

- a. Protecting groundwater in the area as a source for potable water.
- b. Protecting the current highwater quality of the surface waters in the area.
- c. Protecting the high quality of air in the area.
- d. Protecting the aesthetic value of the area.

Objectives and Policies

The following subheadings provide conservation issues which are of concern to Williston. For each area of concern, Objectives and policies are established.

Development. Although areas of Williston are suitable for development, environmental resources may be adversely affected and ultimately endanger human life with exposure to poor development practices.

Objective 1

Allow development in Williston only after a thorough review of potential environmental problems has been made. This analysis shall include physical properties of soils and underlying rocks, soil thickness, depth to groundwater, groundwater flow characteristics, surface water presence and danger of flooding.

Policy 1.1 New commercial or industrial developments will be required to evaluate geologic hazards on-site prior to development. This will be implemented through the zoning ordinance.

Policy 1.2 The City Council will request the Southwest Florida Water Management District to comment on the hydrology of the area as it relates to the city's growth and development.

Policy 1.3 Prepare a composite map which illustrates soils, native vegetative communities, geologic, surface water and groundwater information.

Policy 1.3.a Define areas that have physical limitations and potentials for various types of land use. **Policy**

1.3.b Define the appropriate land uses based upon the land's physical limitations and potentials.

Objective 2

Have available both for municipal planning purposes and for developers, more detailed information on community-wide constraints and opportunities for developments by preparing and adopting suitability maps.

Policy 2.1 When completed, this map will be utilized by all subdividers and developers as the basis for documenting how they propose to protect and use, conserve or preserve these resources.

Policy 2.2 Blasting for mineral extraction will be prohibited, except at the airport property, which will require reclamation after mining extraction.

Water Withdrawals. This is an area of concern because potable water is a renewable but not unlimited source, which if not properly managed, could become contaminated with minerals or pollutants.

Objective 1

Conserve and protect the quality and quantity of current and projected water sources by adopting Land Development Regulations.

Policy 1.1 Control drainage and runoff through adopted subdivision regulations and/or the zoning ordinances to ensure that the surface and groundwater supplies in the area are protected from pollutants.

Policy 1.2 The functions of natural recharge areas shall be protected through the land use plan map and zoning regulations.

Policy 1.3 Land uses which require water withdrawals from the Floridan aquifer will be carefully weighed against public benefits before approval is granted as a part of the review process for each proposed development. This requirement will be incorporated into the adopted Land Development Regulations.

Policy 1.4 Land uses which require water withdrawals from the land aquifer will be carefully weighed against public benefits before approval is granted as a part of the review process for each proposed development. This requirement will be incorporated into the adopted Land Development Regulations.

Policy 1.4 Prohibit solid or liquid waste from being deposited in porous soils which connect to potable groundwater supplies, by a mandatory sewer hookup ordinance and a solid waste ordinance.

Policy 1.5 The City will conduct drawdown tests, identify the cone of influence and restrict uses to those which will not adversely affect water quality or quantity.

Policy 1.6 Developers, before they receive a development permit, shall prove to the City Council that their project would not cause undue water quality or quantity problems in the city. This may include, but not be limited to, obtaining all permits required by: Florida Department of Environmental Protection and the Southwest Florida Water Management District.

Policy 1.7 Upon request from the Southwest Florida Water Management District, emergency conservation measures will be mandated to minimize the impacts of drought and thereby assure a supply of potable water.

Policy 1.8 The City shall assess its current, as well as projected, water needs and sources for a 10-year period and submit this information to the appropriate agencies.

Air Quality

Williston residents enjoy clean quality air, but increasing population, traffic and industrial densities could pose a threat to future air quality.

Objective 1

Adopt an air quality ordinance as may be required by Florida Statutes.

Policy 1.1 The Planning Commission shall draft and adopt an air quality ordinance which incorporates, meets or exceeds minimum air quality standards at the state and national levels.

Policy 1.2 Trees and open spaces which contribute to enhancing air quality will be protected through appropriate ordinances.

Policy 1.3 Restrict industries that produce heavy air emissions from locating within the City.

Policy 1.4 The City shall promote the creation of golf cart, bicycle and pedestrian pathways to reduce automotive air quality impacts.

Aesthetics

Aesthetics deals with the general appearance or beauty of the City. With this concern in mind, care and consideration of the various factors of aesthetics should be understood.

Objective 1

Protect and conserve the aesthetic appearance of the community.

Policy 1.1 The City Council will adopt codes, ordinances and regulations addressing issues concerning noise, smoke, landscaping and other factors which pertain to the aesthetics of the community.

Policy 1.2 Support actions which would preserve native trees and conserve any vegetation which is aesthetically pleasing.

Policy 1.3 Permit reasonable advertising by signs in a manner which does not "clutter" the City, obstruct vision or interfere with the orderly flow of traffic.

Policy 1.4 Conduct an analysis of the benefits of adopting a tree ordinance or landscape ordinance.

Objective 2

Promote compact clustered pedestrian friendly developments through mixed use or Planned Development land use types.

Policy 2.1 Review and reinforce the City's Planned Development (PD) Ordinance to maximize open space, improve aesthetics and reduce City utility installation costs.

Policy 2.2 Ten (10) acres of open space or conservation area will be made available per 1,000 population, as provided in the Recreation and Open Space Element.

Policy 2.3 The City of Williston shall continue to seek assistance through the Florida Recreation Development Assistance Program (FRDAP), neighborhood revitalization programs and economic development programs.

Soils

Soils in and around the City of Williston are used for both development and agriculture. Proper management and protection of soils are two important elements of conservation.

Objective 1

Develop local ordinances which have provisions to protect and conserve the natural functions of existing soils and native vegetation.

Policy 1.1 Maintain continual awareness of federal, state and individual proposals that will affect the environment.

Policy 1.2 Paving blocks and other measures which retain soil permeability will be encouraged through density bonuses or other incentives.

Objective 2

Discourage excessive or unnecessary development on agriculturally productive lands.

Policy 2.1 Prevent the erosion of soils by new development (including the expansion of existing developments).

Policy 2.2 Soils and their covering vegetation should be retained, while still providing for development, to allow them to continue to filter water and recharge the aquifer.

Wildlife Habitat

Protection of wildlife and wildlife habitats is important to the aesthetics and recreational value of a community.

Objective 1

Require a wildlife assessment and protection component as a portion of all subdivisions and planned developments of forty (40) acres or greater.

Policy 1.1 A portion of the land area in each subdivision or planned development of forty (40) acres or greater will preserve endangered or threatened wildlife habitat. In addition to the preservation area, the applicant shall document other methods used to enhance the ability of endangered or threatened wildlife populations to co-exist with the proposed development. As used here, "portion" means an area adequate to support the continuation of viable populations of plant and animal species, and "viable" shall be determined by either the Florida Department of Environmental Protection or a person holding a four-year college degree in ecology or the equivalent thereof.

Objective 2

Identify the locations of, and protect endangered and threatened wildlife species.

Policy 2.1 No development activity may adversely impact upon either the habitat or species identified

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as endangered or threatened.

Policy 2.2 The habitat of any threatened species shall be protected and still permit use of private property. As used here, "protected" is synonymous with "conserved" and shall not be interpreted as meaning "preserved", and "a use of private property" means the minimum size residential dwelling unit permitted by the Land Development Regulations and in a location that results in a site plan and subsequent development that minimizes impact upon the threatened species.

Objective 3

When a unique vegetative community is identified in contiguous Levy County develop an intergovernmental agreement to help protect the use, conserve or preserve it.

Policy 3.1 Any natural area identified in the future through an amendment of this document, will be designated as a preservation area.

Objective 4

Any environmentally sensitive lands shall, when identified, be protected.

Policy 4.1 The City Council will, through an adopted interlocal agreement, assist Levy County in protecting unique vegetative communities located within both jurisdictions.

Policy 4.2 Sinkholes will be protected as provided in the drainage sub_element of the Infrastructure Element of this plan.

Policy 4.3 Development that will impact wetlands without adequate mitigation will be prohibited.

Hazardous Wastes

A hazardous waste is any substance that can result in a threat to human health or the environment. The U.S. Environmental Protection Agency (EPA) defines a hazardous waste as a material having any of the following properties: ignitable, corrosive, reactive or toxic. Examples of hazardous materials include pesticides, paint solvents, inks and adhesives. These materials become hazardous ~~wastes~~wastes, then they are no longer needed and must be discarded.

Objective 1

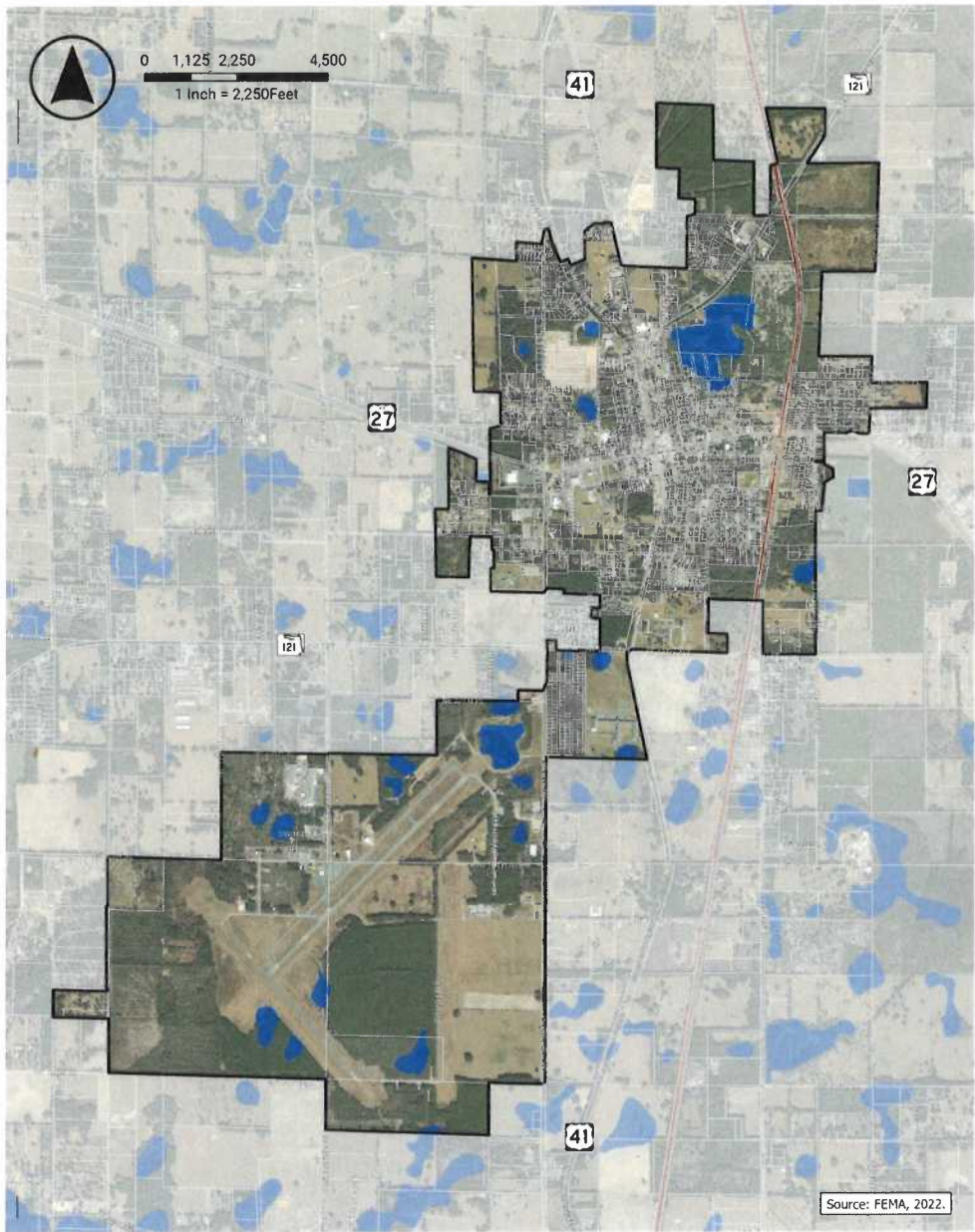
Adopt an ordinance regulating the collection and disposal of hazardous wastes.

Policy 1.1 The City will adopt an ordinance which regulates hazardous wastes, requiring storing, handling, and disposal of all hazardous materials in accordance with guidelines from the [U.S. National EPA Environmental Protection Agency](#) and Florida Department of Environmental Protection.

Policy 1.2 The City shall protect the environment against the harmful impacts of hazardous waste by:

1. Monitoring the sources of hazardous waste within the City;
2. Enforcing local, regional, state, and federal regulations and restrictions; and
3. Educating the public about proper hazardous waste disposal practices.

Floodplain Inventory



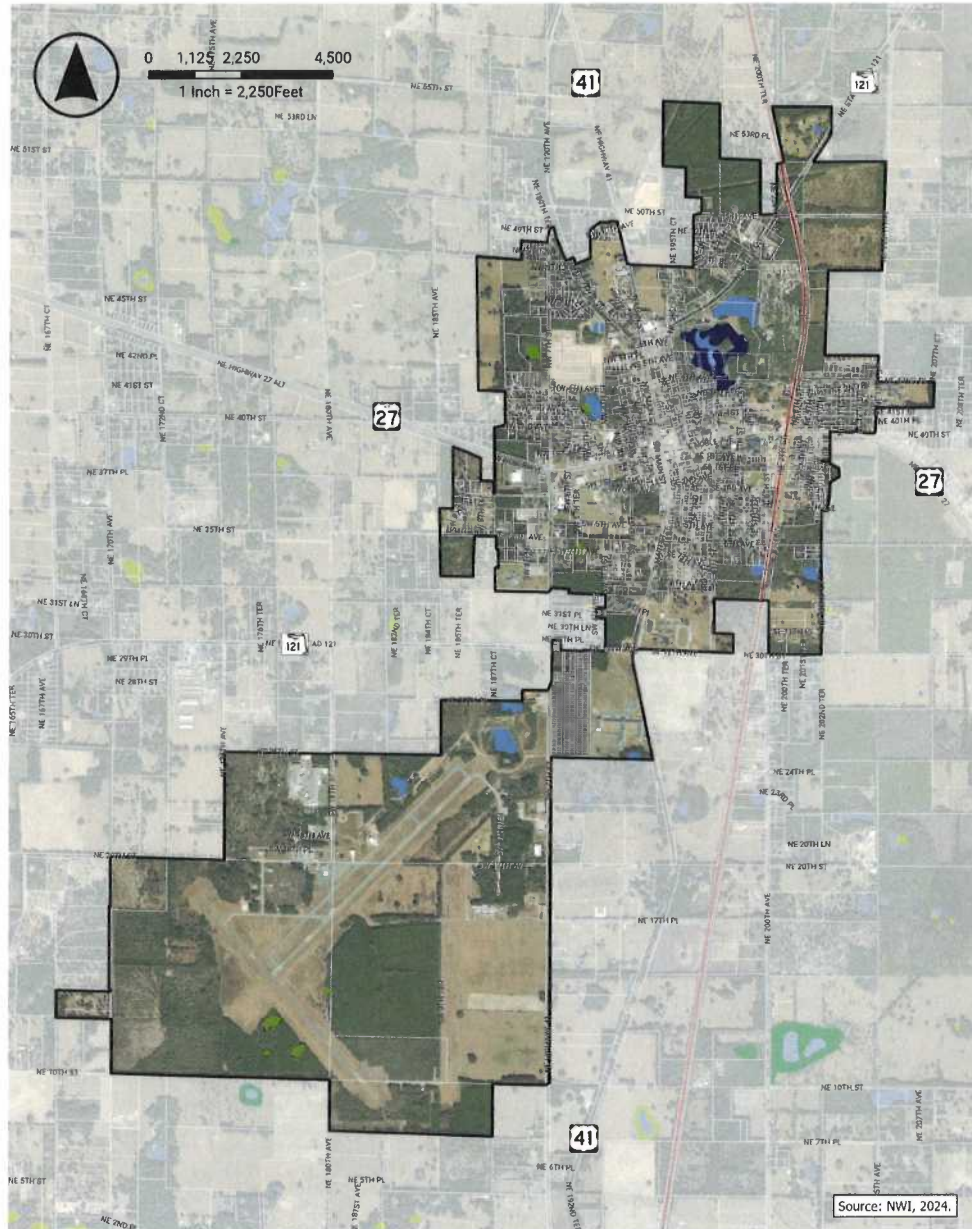
LEGEND

- Williston City Limits
- Parcel Boundary
- Rail Line
- Floodplain Type
 - 100-Year Floodplain
 - 500-Year Floodplain

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Wetlands Inventory



LEGEND

- Williston City Limits
- Parcel Boundary
- Rail Line

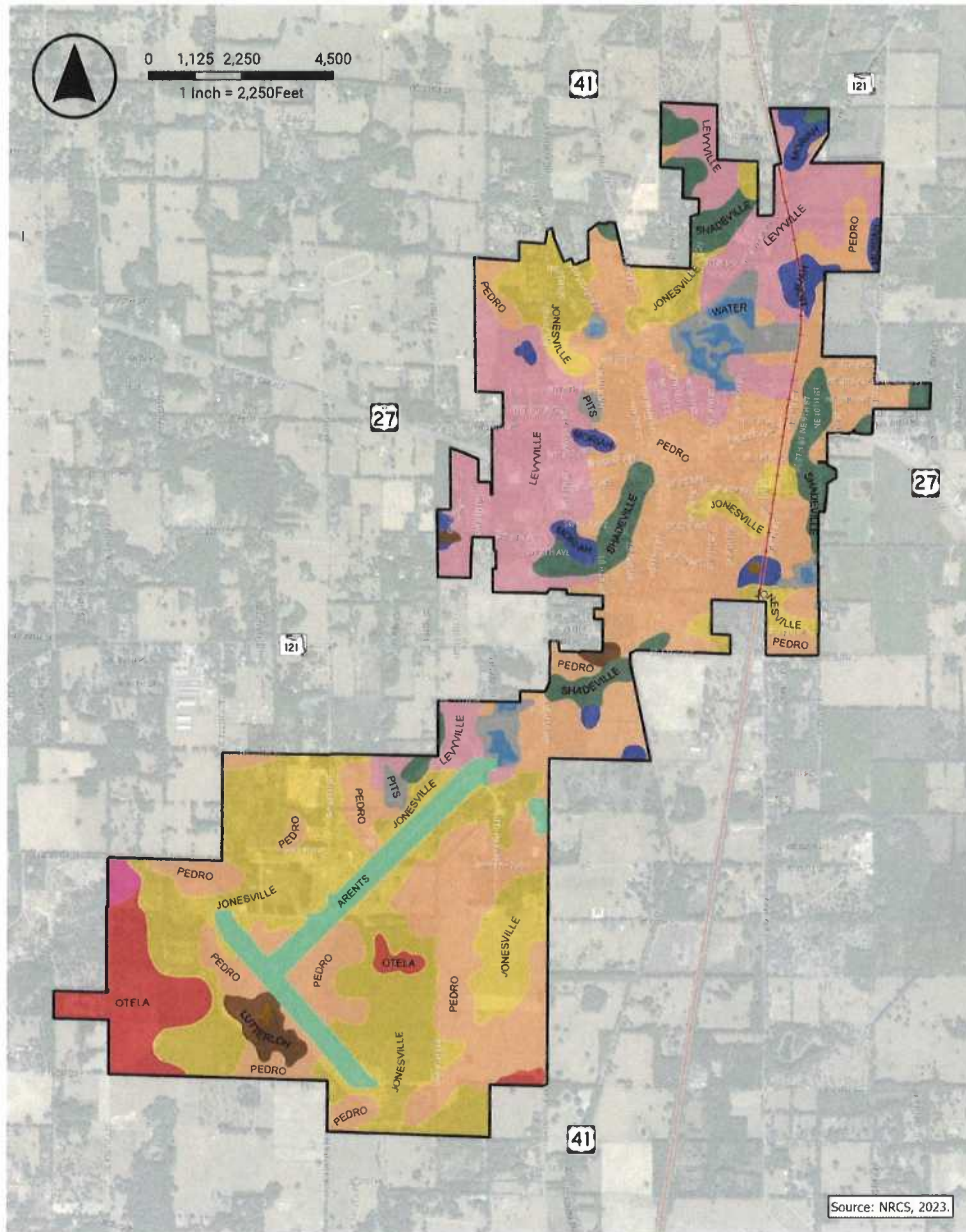
Wetland Type

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake



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Soils Inventory



LEGEND

- | | | |
|-------------------------|--------------|---------------|
| □ Williston City Limits | ■ Lutterloh | ■ Shadeville |
| — Rail Line | ■ Hicoria | ■ Otela |
| Soil Series | ■ Jonesville | ■ Pedro |
| ■ Arents | ■ Levyville | ■ Pit or Dump |
| ■ Candler | ■ Moriah | ■ Waterbody |



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

Regional Planning Council: North Central Fl
Review Date: 10/22/26
Amendment Type: Adopted Amendment

Regional Planning Council Item No. 59
Local Government: Town of Greenville
Local Government Item No.:
State Land Planning Agency Item No.: 26-1ER

Date Mailed to Local Government and State Land Planning Agency: 10/23/26 (estimated)

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENT

The Town is amending the text of the Town Comprehensive Plan based on an evaluation completed by the Town to reflect changes in state requirements pursuant to Section 163.3191, Florida Statutes. More specifically, the amendment revises the text of the Land Use Element; the Transportation Element; the Housing Element; the Infrastructure Element; the Conservation Element; the Recreation and Open Space Element; the Intergovernmental Coordination Element; the Capital Improvements Element; the Capital Improvements Element; the Public School Facilities Element; the Property Rights Element; and the Future Land Use Plan Map of the Town Comprehensive Plan (see attached excerpts).

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

The Town is bisected by U.S. Highway 90 which is identified and mapped in the Strategic Regional Policy Plan as Regional Transportation Facilities. Nevertheless, significant adverse impacts are not anticipated to occur to these regional roads as a result of the amendment since the amendment does not result in an increase in intensity or density of use.

The Town is not located within any Natural Resources of Regional Significance as identified and mapped in the regional plan.

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

The Town Comprehensive Plan, as amended, is not anticipated to create significant adverse impacts to adjoining local governments.

Request a copy of the adopted version of the amendment?

It is recommended that these findings be forwarded to the Town and Florida Department of Commerce.

Yes _____ No _____

Not Applicable _____X_____

**EXCERPTS FROM THE
TOWN COMPREHENSIVE PLAN AMENDMENT**

CHAPTER 2 - TRANSPORTATION ELEMENT
Goals, Objectives, and Policies

GOAL 2: PROVIDE FOR A SAFE, CONVENIENT AND EFFICIENT TRANSPORTATION SYSTEM AVAILABLE TO ALL OF GREENVILLE'S RESIDENTS.

OBJECTIVE 2.1: Greenville shall coordinate its traffic circulation system with the plans and programs of FDOT's Five-Year Work Program and Madison County to maintain existing levels of service, mitigate problem areas and ensure accident rates remain at or below current levels through the applicable 20-Year Planning Period.

Policy 2.1.1: The adopted roadway level-of-service (LOS) standards for roadways within the Town shall be LOS "C" for principal arterial roadways and LOS "D" for all other roadways, consistent with the Capital Improvements Element.

Policy 2.1.2: The Town shall, during the capital improvements planning process for roadway improvements, review proposed roadway improvements to be completed as part of the implementation of the FDOT Five-Year Work Program to ensure that capital project planning is complementary and consistent with state roadway improvement planning.

Policy 2.1.3: The Town shall, as part of the capital improvement scheduling of roadways improvements, review all proposed roadway improvements to determine if such improvements are consistent with the Future Land Use Element. Where a roadway is operated and maintained by another jurisdictional authority, the Town shall notify such jurisdiction in writing if any identified roadway improvement plans are not consistent with the provisions of the Future Land Use Element.

OBJECTIVE 2.2: The Town shall maintain land development regulations that coordinate the traffic circulation system with the future land uses shown on the Future Land Use Map or Map Series.

Policy 2.2.1: Transportation concurrency review and the availability of public facilities shall continue to be administered through the Town's existing, adopted Concurrency Management System, as allowed by state law.

Policy 2.2.2: Prior to the approval of developments with direct access to the State Highway System, the Town shall coordinate with the FDOT to assure that subdivision plats and site plans for multiple family and nonresidential developments conform to applicable access management standards.

Policy 2.2.3: The Town shall direct future development to areas with adequate existing or planned infrastructure capacity, consistent with the Capital Improvements Element and adopted level-of-standards.

Policy 2.2.4: The Town shall continue to limit or otherwise restrict strip commercial and residential development along arterial and collector roadways and provide for open space, landscaping and buffering in such development.

Policy 2.2.5: The Town shall ensure safe and convenient on-site traffic flow, considering needed motorized and non-motorized vehicle parking.

Policy 2.2.6: The Town shall continue to require new development to pay its proportionate share of impact to the roadway system and shall continue to implement concurrency review through its existing, adopted Concurrency Management System and land development regulations, as allowed by applicable state law.

OBJECTIVE 2.3: The Town will maintain land development regulations which protect existing and future rights-of-way from building encroachment.

Policy 2.3.1: All new commercial and residential development shall provide adequate and safe parking facilities, consistent with existing, adopted standards.

Policy 2.3.2: Proposed development requiring site plan approval or platting shall provide for bicycle and pedestrian ways along proposed collector and arterial roadways, where feasible and appropriate, as integrated or parallel transportation facilities.

Policy 2.3.3: Greenville shall develop procedures as part of its land development regulations for acquiring rights-of-way needed for potential future road construction projects.

Policy 2.3.4: Building setbacks from public roads shall be maintained to preserve rights-of-way, consistent with existing, adopted roadway plans and standards.

Policy 2.3.5: Properties under the same ownership, or those consolidated for development, shall continue to be treated as one property for access management and shall not receive the maximum potential number of access points for that frontage indicated under minimum access spacing standards.

Policy 2.3.6: Large commercial developments shall provide and/or extend nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on arterial streets, where feasible and appropriate.

Policy 2.3.7: Shopping centers shall provide a unified access and circulation plan and outparcels shall obtain access from the unified access and circulation system.

Policy 2.3.8: Existing lots unable to meet the access spacing standards for arterials shall obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements.

Policy 2.3.9: Adequate corner clearance shall continue to be maintained at crossroad intersections with arterials, consistent with existing, adopted access management standards.

Policy 2.3.10: The Town shall encourage cross-access connections easements and joint driveways, where available and economically feasible.

Policy 2.3.11: The Town shall encourage closure of existing excessive, duplicative, unsafe curb cuts or narrowing of overly wide curb cuts at the development site.

OBJECTIVE 2.4: The Town shall prioritize the paving of local roads and streets as part of its annual review of the Capital Improvements Program.

Policy 2.4.1: The Town will develop criteria for evaluating road paving projects.

Policy 2.4.2: The Town will coordinate with Madison County to analyze the timing and adequacy of County funds provided to the Town for paving projects.

CHAPTER 5 - CONSERVATION ELEMENT
Goals, Objectives, and Policies

GOAL 5: THE NATURAL RESOURCES OF THE TOWN SHALL BE PRESERVED, PROTECTED OR ENHANCED AS THE DEVELOPMENT PROPOSED IN THE FUTURE LAND USE ELEMENT OCCURS.

OBJECTIVE 5.1: The Town shall protect air quality through the appropriate siting of development and associated public facilities, including the use of buffers and setbacks where needed to reduce adverse impacts.

Policy 5.1.1: All required air quality permits shall be obtained from the appropriate permitting agency prior to the issuance of development orders, so that air quality levels established by the FDEP are maintained in the Town.

OBJECTIVE 5.2: Greenville shall review all development requests to prevent the quality and quantity of ground and surface waters from being degraded through the applicable 20-Year Planning Period.

Policy 5.2.1: Permits for new development shall be issued only if the development proposal contains a surface water management plan consistent with this Comprehensive Plan and applicable permitting requirements of FDEP and the Suwannee River Water Management District.

Policy 5.2.2: Applicants proposing groundwater withdrawals shall obtain the necessary permits from the Suwannee River Water Management District before requesting a development permit from the Town.

Policy 5.2.3: The Town shall coordinate with Suwannee River Water Management District regarding water conservation recommendations and programs.

Policy 5.2.4: The Town shall coordinate with Madison County to maintain an emergency water conservation plan.

Policy 5.2.5: The Town shall continue to apply existing, adopted stormwater management standards for new development to ensure that post-development runoff rates, volumes and pollutant loads do not exceed pre-development conditions, consistent with applicable state and regional requirements.

OBJECTIVE 5.3: The Town shall implement measures for conservation and protection of wetlands, wildlife, and wildlife habitat in the development review and approval process.

Policy 5.3.1: The Town shall continue to regulate development within 100-year floodplains in order to maintain flood carrying and flood storage capacities and reduce the risk of property damage and loss of life. The Town shall participate in the National Flood Insurance Program and regulate development and utility installation in flood hazard areas in conformance with the program requirements. Where feasible, structures shall be clustered on non-flood prone portions of a site; where the entire site is flood prone, structures shall be elevated at least 2 feet above the highest adjacent grade, consistent with existing, adopted floodplain management regulations and applicable law.

Policy 5.3.1.a: The Town shall continue to implement floodplain management regulations consistent with the National Flood Insurance Program and applicable state law. The Town shall not adopt or enforce any

ordinance for substantial improvements or repairs to a structure that includes a cumulative substantial improvement period, except as otherwise authorized by state law.

Policy 5.3.2: Through the development review process, the Town shall require that post-development runoff rates and pollutant loads do not exceed pre-development conditions, consistent with applicable standards.

Policy 5.3.3: The Town shall continue to maintain a 25-foot natural buffer adjacent to all high-quality wetlands, perennial rivers, streams and creeks. Residential, commercial and industrial land uses shall be prohibited within the buffer; agriculture, silviculture and resource-based recreational activities may be allowed within the buffer subject to best management practices and applicable law.

Policy 5.3.4: The Town shall continue to maintain a 25-foot natural buffer around all wetlands. Residential, commercial and industrial land uses shall be prohibited within the buffer; resource-based recreational activities may be allowed within buffer as allowed by law. Development on sites containing wetlands shall be clustered or located on upland areas where available, and shall avoid creation of lots that do not include buildable upland areas where upland areas are available.

Policy 5.3.5: The Town shall support the Suwannee River Water Management District in conducting water conservation programs by assisting with public information regarding water use restrictions in the case of water shortages.

OBJECTIVE 5.4: The Town shall include stream bank protection and woodland improvement measures in the development review process to conserve, use and protect soils, minerals and native vegetative communities.

Policy 5.4.1: The Town shall consider topographic, hydrologic and vegetative cover factors in the site plan review of proposed developments.

Policy 5.4.2: The Town shall assist the U.S. Soil Conservation Service in activities directed at minimizing soil erosion.

Policy 5.4.3: The Town shall review development proposals for mineral extraction to ensure that the water quality of wetlands, surface waters, or aquifers is not degraded and that there is no net loss or impairment of the natural functions of wetlands or surface waters due to mining.

Policy 5.4.4: Within areas identified as natural aquifer recharge areas, the generation, use, storage, transfer, treatment, or disposal of hazardous materials (including hazardous waste, agricultural chemicals, and petroleum products) shall continue to be prohibited unless adequate impervious containment facilities are in place that are capable of handling the maximum quantities of hazardous or toxic materials at any one time, consistent with applicable law.

OBJECTIVE 5.5: The Town shall require development proposals to address protection of identified endangered and threatened ecological communities and wildlife from impacts of proposed development. Developments of 50 units or more shall submit an inventory of wildlife and plant life present on the proposed development site.

Policy 5.5.1: Development shall not be permitted where it will significantly damage or destroy the habitat of species listed as endangered or threatened as identified by the Florida Fish and Wildlife Conservation Commission.

Policy 5.5.2: The Town shall require development proposals to comply with applicable federal and state regulations pertaining to endangered, threatened, and rare species.

Policy 5.3: The Town shall require development to be clustered or located on upland areas, where available, on parcels that contain wetlands and/or native vegetation, and shall avoid creation of lots that do not include buildable upland areas where uplands are available.

Policy 5.5.4: The following standards shall continue to apply to activities located in close proximity to public potable water wells:

- a. Septic tanks shall be prohibited within two hundred (200) feet of a well, except as allowed by law;
- b. Any generation, use, storage, transfer, treatment, or disposal of hazardous materials (including hazardous waste, agricultural chemicals, and petroleum products) shall be prohibited within five hundred (500) feet of a well, except as allowed by law.

Policy 5.5.5: When viable populations of wildlife, including endangered or threatened species or species of special concern, are found on development sites, development shall occur on unoccupied portions of the site to the extent practicable.

OBJECTIVE 5.6: Development activities shall provide protection to the environment and the public welfare from hazardous wastes, consistent with applicable federal and state requirements.

Policy 5.6.1: The Town shall coordinate with Madison County to develop an emergency response plan to handle accidents involving hazardous wastes.

Policy 5.6.2: Users and generators shall properly store and dispose of hazardous materials and waste consistent with applicable law. Large quantity generators (companies that generate in excess of 2,200 pounds per month) and industrial or commercial parks containing generators that produce waste not suitable for recycling, exchange or reuse shall be encouraged to reduce hazardous waste volumes and obtain necessary permits for any on-site treatment facilities. Existing federal and state regulations relating to storage, transfer, and disposal shall be implemented, and the Town shall support and coordinate compliance efforts with appropriate state and County agencies.

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

Regional Planning Council: North Central FL
Review Date: 10/22/26
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 60
Local Government: Alachua County
Local Government Item No.: Z26-000003
State Land Planning Agency Item No.: 26-2ER

Date Mailed to Local Government and State Land Planning Agency: 10/23/26 (estimated)

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENT

The County is amending the text and the Future Land Use Plan Map of the County Comprehensive Plan based on an evaluation completed by the County to reflect changes in state requirements pursuant to Section 163.3191, Florida Statutes. More specifically, the amendment revises the text of the Land Use Element; the Transportation Mobility Element; the Housing Element; the Potable Water and Sanitary Sewer Element; the Solid Waste Element; the Stormwater Management Element; the Conservation and Open Space Element; the Recreation Element; the Intergovernmental Coordination Element; the Capital Improvements Element; the Economic Element; the Community Health Element; the Energy Element; and the Future Land Use Plan Map of the County Comprehensive Plan (see attached).

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

The amendment does not result in an increase in intensity or density of uses. Therefore, significant adverse impacts are not anticipated to occur to the Regional Road Network or Natural Resources of Regional Significance, as identified and mapped in the North Central Florida Strategic Regional Policy Plan.

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

The County Comprehensive Plan, as amended, is not anticipated to create significant adverse impacts to adjoining local governments.

Request a copy of the adopted version of the amendment?

It is recommended that these findings be forwarded to the County and the Florida Department of Commerce.

Yes _____ No _____

Not Applicable _____ X _____

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

TRANSPORTATION MOBILITY ELEMENT

GOAL

~~Establish~~ Achieve a multi-modal transportation system that provides mobility options for pedestrians, bicyclists, transit users, motorized-vehicle users, users of rail and aviation facilities, and is sensitive to the cultural and environmental amenities of Alachua County.

AUTOMOBILE, BICYCLE AND PEDESTRIAN CIRCULATION

PRINCIPLE 1

To establish and maintain a safe, convenient, and efficient transportation system for all users that is capable of moving people and goods throughout the County.

PRINCIPLE 2

To reduce per capita vehicle miles of travel and per capita greenhouse gas emissions through the provision of mobility within compact, mixed-use, interconnected developments that promote walking and bicycling, allow for the internal capture of vehicular trips and provide the densities and intensities needed to support transit.

PRINCIPLE 3

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

PRINCIPLE 4

~~To repeal transportation concurrency and provide for an alternative to conventional transportation funding system that r~~Recognizes that automobile traffic congestion is accepted in growing urban areas, so long as viable alternative modes of transportation are provided that serve travel demand along congested corridors. ~~Congestion along some roadways is the tradeoff between adding roadway capacity on congested corridors and developing an interconnected network of roadways, bicycle and pedestrian facilities and rapid transit facilities served by efficient transit service.~~

1.0 TRANSPORTATION SYSTEM CAPACITY ALACHUA COUNTY MOBILITY PLAN

OBJECTIVE 1.1 Urban Transportation Mobility Districts

~~Urban Transportation Mobility Districts encourage future land use and transportation patterns that emphasize mixed-use, interconnected developments, promote walking and biking, reduce vehicle miles of travel and per capita greenhouse gas emissions, and provide the densities and intensities needed to support transit.~~

Implement a Mobility Plan which seeks to accomplish the following:

- (a) Provide an alternative to transportation concurrency.
- (b) Provide for an efficient, safe, and interconnected multimodal transportation system that equitably serves all users.
- (c) Promote the use of multiple modes of transportation (automobile, transit, bicycle, and pedestrian).
- (d) Promote compact development patterns within the Urban Cluster with interconnected mixed-use nodes at densities and intensities needed to support transit.
- (e) Require new development to mitigate its impacts to the transportation system through payment of a Mobility Fee.
- (f) Continue to implement the 2040 Multimodal Transportation Capital Improvements Program as adopted in the Capital Improvements Element, and
- (g) Encourage reductions in vehicle miles of travel per capita and per capita greenhouse gas emissions, and increases in non-automobile mode share, consistent with the Energy Element.

Transportation Mobility within the Urban Cluster

Policy 1.1.1 ~~The Urban Cluster Area as identified on the Future Land Use Map of the Comprehensive Plan shall serve as the boundary for the Urban Transportation Mobility Districts. Urban Transportation Mobility Districts shall be established for the Northwest, Southwest and Eastern portions of the Urban Cluster.~~

Policy 1.1.21 ~~Urban Transportation Mobility Districts are~~ The transportation system within the Urban Cluster shall be designed to support compact, mixed-use developments provided for in the Future Land Use Element by developing an interconnected multimodal transportation system that reduces per capita greenhouse gas emissions by encouraging walking, bicycling and driving short distances between residential, retail, office, educational, civic and institutional uses and utilizing transit to commute to regional employment, educational and entertainment destinations.

Policy 1.1.32 ~~The intent of Urban Transportation Mobility Districts are:~~

- ~~(a) To The County shall provide for mobility within urban areas the Urban Cluster through the development of an interconnected network of:~~
 - ~~(1) (a) Roadways that provide multiple route choices, alternatives to the state road system and protect the Strategic Intermodal System (SIS).~~
 - ~~(2) (b) Rapid Transit and Express Transit Corridors that connect mixed use Transit Oriented Developments, Traditional Neighborhood Developments and Activity Centers and facilitate efficient and cost-effective transit service to regional employment, educational and entertainment destinations.~~
 - ~~(3) (c) Bicycle lanes, sidewalks, and multi-use paths that connect residential, commercial, office, educational and recreation uses and provide multi-modal access to transit.~~
- ~~(b) To recognize that certain roadway corridors will be congested and that congestion will be addressed by means other than solely adding capacity for motor vehicles and maintaining roadway level of service on those corridors.~~

Policy 1.1.3 The County shall implement a multifaceted strategy to address traffic congestion within the Urban Cluster which focuses on increasing the availability of multimodal mobility options such as dedicated transit lanes, express transit service, park and ride facilities, multi-use paths, bicycle lanes, and sidewalks. When adding roadway capacity for motor vehicles, the County shall focus investment on road segments needed to fill in gaps and improve interconnectivity within the existing road network.

- ~~(c) To utilize features of an alternative mobility funding system per F.S. 163.3180.~~
- ~~(d) Reduce vehicle miles of travel and per capita greenhouse gas emissions through compact, mixed-use, interconnected developments served by multiple modes of transportation.~~

Policy 1.1.4 The County shall seek to reduce per capita vehicle miles of travel and per capita greenhouse gas emissions through land use policies that promote compact, mixed-use, interconnected developments served by multiple modes of transportation.

- ~~(e) Reduce sprawl and encourage urban development by planning and constructing the necessary infrastructure to meet the demands for bicycle, pedestrian, transit and motor vehicle mobility.~~

Policy 1.1.5. The County shall seek to reduce sprawl and encourage urban development within the Urban Cluster by planning and constructing the necessary infrastructure to meet the demands for bicycle, pedestrian, transit and motor vehicle mobility.

- ~~(f) Reduce congestion within the Urban Cluster by capturing trips from surrounding rural areas, municipalities and adjacent counties through provision of park and ride facilities located within transit supportive~~

~~developments in the Urban Cluster served by transit service that connects to regional employment and educational destinations:~~

Policy 1.1.6 ~~The County shall seek to reduce congestion within the Urban Cluster by capturing trips from surrounding rural areas, municipalities and adjacent counties through provision of park and ride facilities located within transit supportive developments in the Urban Cluster, served by transit service that connects to regional employment and educational destinations.~~

~~(g) To provide for multi-modal cross-access and connectivity within and between uses to encourage walking and bicycling and reduce travel distances and impact to collector and arterial roadways.~~

Policy 1.1.7 ~~To provide for multi-modal cross-access and connectivity within and between developments to encourage walking and bicycling and reduce travel distances and impact to collector and arterial roadways.~~

Policy 1.1.48 Within the Urban Cluster, the County adopts multi-modal level of service (LOS) guidelines for the following:

	Level of Service (LOS)	Standard of Measure
Pedestrian	B	Based on Presence of a pedestrian facility
Bicycle	B	Based on Presence of a bike lanes / paved shoulders
Express Transit	B	Based on Peak Hour Frequency of 15 minutes or less
Motor Vehicle*	D	Professionally Accepted Traffic Analysis

* Guideline applies to Collector and Arterial Roads

- (a) In order to achieve the level of service guideline for pedestrians and bicyclists, the facility shall run the entire length of the roadway segment. A pedestrian facility shall be either a multi-use path on one (1) side of the roadway or sidewalks on both sides of the roadway. A multi-use path along a roadway shall result in a LOS B for bicyclists. The LOS for bicycle and pedestrian travel is the goal for all collector and arterial roadways within the Urban Cluster by 2040, not a standard that is intended to be achieved on an annual basis for each roadway.
- (b) Express Transit Service shall be provided for a minimum of two (2) hours during both the AM and PM peak periods. The LOS for Express Transit Service shall be a goal achieved within the Urban Cluster on each of the routes shown on the Express Transit Corridors map by ~~2030~~ 2040. The peak hour frequency for each route shall be a minimum of 30 minutes and may be increased to additional service to meet demand and maintain up to fifteen (15) minute headways based on the capacity and productivity of the service.
- (c) Within each ~~Urban Transportation~~ Mobility Fee Benefit District, achievement of the LOS for all functionally classified roadways shall be based on an Areawide LOS. The Areawide LOS shall be determined by dividing the sum (Σ) of total traffic by the sum

(Σ) of the total maximum service volume at the adopted LOS guideline for all functionally classified roadways.

Policy 1.1.59 Over the time horizon of the Comprehensive Plan, as the densities and intensities within the Urban Cluster necessary to support transit are realized, the County shall transition from providing new capital infrastructure for a multi-modal transportation network to providing frequent transit service along rapid transit corridors. The ~~Twenty (20) year~~ Multi-Modal Transportation Capital Improvements Program in the Capital Improvements Element provides a schedule of the transition from development of the interconnected network to provision of transportation services.

Policy 1.1.610 The Multi-Modal Infrastructure Projects in the Capital Improvements Element are identified to meet the adopted level of service guidelines and proactively address projected transportation needs from new development and redevelopment within the Urban Cluster by 2040.

Policy 1.1.610.1 Updates of the Capital Improvements Element (CIE) shall include a roadway LOS analysis that demonstrates that the Areawide LOS for each ~~Transportation Mobility Fee Benefit~~ District is being achieved. Updates shall also demonstrate that progress is being made toward achieving the identified bicycle, pedestrian and transit LOS. To measure and evaluate the effectiveness of the ~~Transportation Mobility Fee Benefit~~ Districts policies, updates of the CIE shall also include a vehicle miles of travel (VMT) and mode share analysis for each ~~Transportation Mobility~~ District and the Urban Cluster.

Policy 1.1.610.2 Roadway capacity projects shall focus on the development of an interconnected network that provides alternatives to the State Road system, including the provision of additional lanes over Interstate 75.

Policy 1.1.610.3 With the exception of Interstate 75, roadways shall be limited to no more than a total of four (4) through motor vehicle lanes. All new bridges over Interstate 75 shall contain provisions for transit, bicycle lanes, sidewalks and/or multi-use paths.

Policy 1.1.610.4 The time frame for construction of the projects identified in the Capital Improvements Element is intended to be flexible to address impact from development as it occurs. Should development activity increase, then the identified projects will be constructed earlier in the time period; conversely, should development activity be below normal rates, then the construction start dates will be pushed back to a later period.

Policy 1.1.610.5 The County intends to engage in Public/Private Partnerships to develop an interconnected roadway network in undeveloped and underdeveloped portions of the Urban Cluster to accommodate both the impact from development currently allowed in the Comprehensive Plan and traffic utilizing existing roadways.

Policy 1.1.610.6 Should the Areawide LOS for motor vehicles within a Transportation Mobility District fall below adopted LOS guideline, then the County shall as a part of its update to the Capital Improvements Element either identify additional motor vehicle capacity projects or additional bicycle, pedestrian and transit projects in order to provide enhanced mobility.

- Policy 1.1.610.7** A network of corridors with dedicated transit lane(s) as shown on the Rapid Transit Corridors Map shall be developed to provide a sense of permanence and provide developers seeking to build Transit Oriented Development with the assurance that there is a commitment to transit. Dedicated Transit Lane(s) shall connect transit supportive development with regional employment, educational and entertainment centers. The design of dedicated transit lanes (s) shall be done in consultation with RTS and FDOT on State Roadways. Rapid Transit Corridors may deviate slightly from the alignment shown to serve a Transit Oriented Development, Traditional Neighborhood Development or Activity Center. A Comprehensive Plan amendment shall be required to modify dedicated transit lane(s) for transportation uses other than provision of transit service.
- Policy 1.1.610.8** Dedicated transit lane(s) shall be designed and constructed in conjunction with any new roadway projects consistent with the Rapid Transit Corridors map.
- Policy 1.1.610.9** The County shall coordinate the provision of park and ride facilities with transit supportive developments located along Rapid Transit Corridors consistent with the Capital Improvements Element and associated maps.
- Policy 1.1.610.10** Bicycle and Pedestrian facilities shall be provided in accordance with Objective 1.6.
- Policy 1.1.610.11** Large Scale Comprehensive Plan amendments to the Future Land Use Element or Map that result in a greater transportation impact shall require the entity requesting the amendment to demonstrate that the adopted LOS guidelines for the affected ~~Urban Transportation~~ Mobility Fee Benefit District are achieved and that additional required infrastructure is fully funded. Applicants may only include projects that are fully funded and scheduled to commence construction within one (1) year of approval of the Comprehensive Plan Amendment.
- Policy 1.1.610.12** Requests to expand the Urban Cluster Boundary, whether by public or private entities, shall require the entity to demonstrate that the adopted LOS guidelines for the affected ~~Urban Transportation~~ Mobility Fee Benefit District are achieved and that additional required infrastructure is fully funded. The entity shall also be required to construct or fully fund bicycle and pedestrian facilities necessary to achieve the adopted LOS from the proposed newly included properties to an existing facility or a logical terminus within the existing Urban Cluster Boundary. Applicants may only include projects that are fully funded and scheduled to commence construction within one (1) year of approval of the request to expand the Urban Cluster Boundary. This requirement is in addition to all other conditions of the Comprehensive Plan, including Policy 7.1.3 of the Future Land Use Element in order amend the Comprehensive Plan to the expand the Urban Cluster.
- Policy 1.1.610.13** For Annexations within the Urban Cluster the County shall coordinate with applicable jurisdictions to incorporate the transportation infrastructure improvements into the jurisdictions Capital Improvements Element. The County shall not expend any funds for transportation projects within annexed areas or to

mitigate the impact of developments within municipalities, unless an intergovernmental agreement is established with the municipality to have developments fund their proportionate share of the cost to address the developments impact.

Policy 1.1.6.14 — ~~Amendments to projects in the Capital Improvements Element are permitted so long as it can be demonstrated that the LOS standards can be met and that the amendment is in keeping with providing mobility by multiple modes of transportation within the Urban Cluster.~~

Policy 1.1.711 ~~The County shall implement a~~ A mobility fee ~~shall be adopted for the Urban Cluster and rural areas~~ to ensure that a new development funds mobility and fully mitigates its impact to the transportation system.

- (a) Development shall satisfy transportation impact mitigation obligations through payment of a mobility fee.
- (b) Modes of transportation to be addressed by the mobility fee shall be consistent with the modes identified in Policy 1.1.48.
- (c) The mobility fee ~~should~~ shall reflect the potential to reduce impact to the major roadway network through an increase in internal capture of trips and increase in pedestrian, bicycle and transit mode share from Transit Oriented Developments and Traditional Neighborhood Developments, including redevelopment of existing areas consistent with design requirements for such types of development.
- (d) The mobility fee shall include separate east and west assessment areas as shown on Map 9 based on the need to fund the mobility projects identified in the Capital Improvements Element within those areas.
- (e) The mobility fee shall be based on three benefit districts as shown on Map 10 which define where collected mobility fees will be expended. Mobility fees shall be spent on projects identified in the Capital Improvements Element.
- (f) *(Previously numbered as Policy 1.1.11, and moved here)* - Developments may receive mobility fee credit for the construction of non-site related infrastructure, purchase of buses and funding of transit required in Policy 1.1.4014.(b)3. Where the cost of the required multi-modal improvements is greater than the multi-modal transportation fee, the Developer may seek reimbursement for the additional funds expended from a Community Development District (CDD) or Transportation Improvement District (TID) District. The Developer shall enter into a Development Agreement with the County to specify timing for the infrastructure projects and funding of transit service, mobility fee credit, development entitlements, and funding mechanisms.

Policy 1.1.812 The following are internal street network requirements for all development within the Urban Cluster:

- (a) Developments are required to design and construct a continuous interconnected network designed to safely calm traffic and encourage walking and bicycling throughout the development.

- (b) Street design standards shall address narrow pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for streets and alleys. Standards shall promote walking and biking, ensure safety for all users and allow for emergency access.
- ~~(c) A connectivity index standard shall be developed to ensure adequate internal connections as well as connections to adjacent and nearby uses. The connectivity standards shall address connectivity for bicycles, pedestrians, and motor vehicles.~~
- (d) (c) Stub-outs of the street network to adjacent parcels with development or redevelopment potential shall be provided. Provisions for future connections should be made in all directions whether streets are public or private, except where abutting land is undevelopable due to environmental or topographical constraints. To plan for future adaptive redevelopment of adjacent developed land, cross-access shall be provided even if a cross-access connection on the developed land does not currently exist. Cross-access connections shall be paved to the property boundary. All private streets shall provide full access to the general public.
- (d) Internal streets shall connect to stub-outs provided by adjacent developments.
- (e) Developments shall provide ~~a~~ an interconnected pedestrian and bicycle circulation system that includes a network of multi-use paths throughout the development. The multi-use paths shall connect open space areas, adjacent developments, and existing or planned bicycle pedestrian facilities along collector and arterial roadways.
- (f) A developer shall be allowed to propose a plan to provide a network of shared or separate facilities to provide mobility through low speed electric vehicles. The plan shall address safety for all modes of transportation with particular attention paid to bicycle and pedestrian interactions.

Policy 1.1.913 Roadways, dedicated transit lanes and trails identified in the Capital Improvements Element shall be constructed by the development where the facilities either run through or are contiguous with the development.

Policy 1.1.4014 A development greater than 1,000 dwelling units or 350,000 sq ft of non-residential uses shall be required to either:

- (a) Mitigate its proportionate share cost for all significant and adverse impacts to roadways, interstates, intersections and interchanges not addressed through the multi-modal transportation fee. Significant and adverse impacts to roadways, intersections, interstates and interchanges shall include all roadways where the development generates traffic that is five (5) percent or more of the Florida Department of Transportation Generalized Tables capacity at the adopted roadway level of service guideline. Adverse roadways are roadways that operate below that adopted roadway level of service guideline. The Florida Department of Transportation shall be consulted on impacts to Strategic Intermodal System (SIS) facilities, or
- (b) Construct and fund multi-modal improvements, to the extent permitted by law, as described below (capital projects shall be consistent with the Capital Improvements Element):
 - (1) Construct one of the following:

- a. Construct an overpass over Interstate 75 that accommodates at least three of the following modes of travel: walking, biking, driving or riding transit, or
 - b. Construct two (2) miles of an off-site roadway capacity project, or
 - c. Construct four (4) miles of single track or two (2) miles of dual track off-site dedicated transit lanes.
- (2) Construct an off-site multi-use trail connecting two pedestrian generators.
 - (3) Fund four (4) hybrid or alternative fuel buses.
 - (4) Construct a surface park and ride lot designed to accommodate a multi-story parking structure at a future date, the multi-story parking structure may be constructed in-lieu of the surface lot.
 - (5) All projects, regardless of proximity to Interstate 75, shall be required to fund transit for a cumulative twenty (20) year period. The funding of transit shall be phased in such a manner to increase service frequency coincident with the construction of the development up to eventual 10 minute headways along Rapid Transit Corridors from the development site to a centrally located transit hub on the University of Florida Campus and the Eastside Activity Center. Timing of the commencement of transit service shall be scheduled to begin when there are sufficient users projected to utilize the service.

Policy 1.1.11 below has been moved to the renumbered 1.1.11(f) above.

Policy 1.1.11 ~~Developments may receive mobility fee credit for the construction of non-site related infrastructure, purchase of buses and funding of transit required in Policy 1.1.10.3. Where the cost of the required multi-modal improvements is greater than the multi-modal transportation fee, the Developer may seek reimbursement for the additional funds expended from a Community Development District (CDD) or Transportation Improvement District (TID) District. The Developer shall enter into a Development Agreement with the County to specify timing for the infrastructure projects and funding of transit service, mobility fee credit, development entitlements, and funding mechanisms.~~

Transportation Mobility in Rural Areas

OBJECTIVE 1.2 -Rural Transportation Mobility Districts

To protect and support agricultural activities, preserve the character of rural communities and encourage development in areas where infrastructure mobility can be provided in a financially feasible manner, the unincorporated area outside the Urban Cluster ~~as identified in the Comprehensive Plan~~ shall be subject to the following policies for mobility within rural areas established as Rural Transportation Mobility Districts. Developments within Rural Transportation Mobility Districts rural areas are required to mitigate impacts to roadways the transportation system

within the ~~Rural and Urban Transportation~~ Mobility Districts as established in the adopted Mobility Fee.

Policy 1.2.1 Alachua County ~~shall~~ shall adopts the following level of service guidelines based on daily traffic for functionally classified roadways in order to maximize the efficient use and safety of roadway facilities:

Mode of Travel	Level of Service (LOS)
Motor Vehicle	C

Policy 1.2.2 Alachua County has established level of service guidelines for rural areas to coordinate capital improvement planning and land use to ensure that growth does not occur faster than the County's ability to provide for infrastructure in a financially feasible manner. The level of service guidelines shall not compel or require the County to widen or construct new roadways outside of the Urban Cluster in order to provide capacity to support new development or to address the unmitigated impact of development from adjacent municipalities and counties.

Policy 1.2.3 Amendments to the Future Land Use Element and/or Map, including Sector Plans and Special Area Plans, will be coordinated with the Transportation Mobility Element and the Capital Improvement Element through the evaluation of the impact of additional traffic projected to result from proposed land use plan amendments. This evaluation shall include assessment of the impact on the level of service of individual affected roads based on the roadway functional classification and number of lanes.

Policy 1.2.4 Where the evaluation of a proposed Future Land Use amendment indicates that the level of service on affected individual roads segments would be reduced below the adopted level of service guidelines, the amendment shall be accompanied by corresponding amendments to identify roadway modifications needed to maintain the existing individual segment by segment level of service guideline, as well as the scheduling of such modifications in Alachua County's Five Year Capital Improvement Program.

OBJECTIVE 1.3. To coordinate land use decisions and access locations and configurations in order to maintain and improve the efficiency and safety of the transportation system.

Policy 1.3.1 Proposed development shall be reviewed during the Development Review process for the provision of adequate and safe on-site circulation, including pedestrian and bicycle facilities, public transit facilities, access modifications, loading facilities, and parking facilities. In addition to Comprehensive Plan policies, such review shall include FDOT access management standards. Design criteria, standards, and requirements to implement this policy shall be included in the update of the land development regulations.

Policy 1.3.2 Access to roadways shall be controlled in order to maximize the efficiency of the transportation network. The FDOT Access Management Classification System and Standards shall be incorporated and utilized for reviewing plans submitted to the

DRC for review and approval. All development orders shall meet at a minimum the FDOT requirements.

- Policy 1.3.3** Alachua County will incorporate within their Land Development Regulations provisions which address the following:
- (a) frontage road, joint access, or cross access easement requirements, where appropriate.
 - (b) mandatory off-street loading and parking
 - (c) intersection/interchange locational restrictions for land uses, including distance requirements for access cuts near intersections and interchanges
 - (d) building setback requirements
 - (e) design standards (i.e., acceleration and deceleration lanes, turning radii, signalization, etc.)
 - (f) intersection spacing standards
 - (g) minimum maintenance responsibility requirements
 - (h) sight distance standards
 - (i) incentives to mitigate poor traffic access/hazardous situations
 - (j) requirements for inclusion of interconnected bicycle and pedestrian facilities as part of overall transportation network within the development standards to eliminate traffic conflicts with bicyclists and pedestrians
 - (k) highway safety for all users
 - (l) commercial signage/utilities restrictions within rights-of-way
 - (m) FDOT Access Management Classification System and Standards
 - (n) cross-access and stub-outs to adjacent parcels

Policy 1.3.4 Development shall be required to address operational site related improvements and operational affects to adjacent major roadway intersections. Criteria shall be developed based on trip generation to determine the limits for major intersections to be addressed and the extent of required operational improvements to ensure safe operations for motor vehicles, pedestrians, and bicyclists. Operational improvements are considered site related requirements. The addition of through motor vehicle lanes not directly related to facilitating access to the site are considered capacity projects and shall be credited accordingly.

Policy 1.3.5 The land development regulations shall include standards, criteria, and procedures to ensure that an adequate system of roads functionally classified as local provides safe and maintainable access to new development that will use such roads. These regulations shall include design standards to ensure that the structural integrity and volume capacity of such roads are adequate based on projected trips to and from such development and shall take into account requirements for fire-fighting and other emergency vehicle access. Evaluation and approval of new development proposals shall include assessment of impact on and capacity of directly connected existing local roads.

Policy 1.3.6 ~~The land development regulations shall include~~ Alachua County shall implement guidelines, standards, and procedures for the identification of existing local graded roads providing access to existing development that are deficient based on findings that the condition of such roads is below or is projected to be below that required to meet minimum standards for public safety based on factors such as accidents, indications of inaccessibility to emergency vehicles, indications of inability to properly maintain, and projected traffic volumes in relation to the condition of the road. A management program for such roads identified as deficient shall be ~~developed~~ implemented by the Alachua County Public Works Department ~~for consideration as part of~~ through the annual Capital Improvements Program ~~update~~. This shall include identification of the cost of required maintenance or improvements necessary to remedy identified deficiencies, identification of existing or proposed sources of funding such expenditures, and identification of areas proposed for deferral of further development pending remedy of existing local road deficiencies.

Policy 1.3.7 Development shall be required to dedicate the necessary right-of-way proportionate to the impacts of development along property boundaries of external roadways to accommodate standard lane widths, turn lanes, bike lanes, clear recovery zones, stormwater, utilities, sidewalks and multi-use paths. Sidewalks and multi-use paths may be provided within an easement along major roadways to preserve and take advantage of proposed buffers, existing vegetation, environmentally sensitive areas, and natural features.

Policy 1.3.8 Developments that are twenty-five (25) or more residential units in size or that generate more than 250 daily trips shall provide a minimum of two (2) functional access points. Exceptions for secondary access are permitted where infeasible due to original tract dimensions, environmental or topography constraints or existing development patterns.

OBJECTIVE 1.4. ~~To provide for support for the continued electrification of the vehicle fleet.~~

Policy 1.4.1 ~~The land development regulations shall require a minimum provision of Level 2 Charging Stations (240v) be provided in new multifamily and TND/TOD developments with multifamily components.~~

OBJECTIVE 1.54 Avoid, minimize, and mitigate adverse impacts upon natural and historic resources and scenic quality during the siting, design, construction, operation, and maintenance of the transportation system. Use the transportation system to enhance natural and historic resources and scenic quality where possible.

Policy 1.54.1 Transportation facilities shall be located, designed, constructed, and maintained to avoid, minimize and mitigate adverse impacts Conservation and Preservation areas consistent with Objective 3.6 of the Conservation and Open Space Element.

Policy 1.54.2 Appropriate conservation, arboricultural, and horticultural standards shall be used in the design, construction, and maintenance of transportation facilities in order to promote energy conservation, enhance habitat connectivity, provide for the safe

passage of wildlife, and improve scenic quality, consistent with Objectives 5.3 and 5.4 of the Conservation and Open Space Element.

Policy 1.54.3 The county determines through the adoption of this Comprehensive Plan that there is no need for, or public purpose for any new turnpikes, expressways or toll roads in Alachua County that are significantly outside of the rights of way of existing highways. This policy constitutes a finding of fact that the construction of any new expressways, turnpikes or toll roads significantly outside of existing highway rights of way by any agency of government or other entity does not serve a public purpose, and would be inconsistent with this adopted Comprehensive Plan.

OBJECTIVE 1.65 - Provide a system of safe, pleasant, convenient, and continuous bicycle and pedestrian network throughout the community.

Policy 1.65.1 Transportation facilities shall be designed to result in a pleasing environment enhanced by trees and landscaping that will present an attractive community appearance, calm traffic, enhance safety, reduce heat island effects, and provide shade for pedestrians, bicyclists and transit uses. Where possible, the existing natural landscape shall be retained or appropriately replicated in roadway design so as to maintain the sense of place and environmental heritage of Alachua County.

Policy 1.65.2 The County shall strive to achieve Platinum Level Bicycle Friendly Community Status from the League of American Bicyclists.

Policy 1.65.3 Alachua County will promote the development of a multi-modal transportation system consistent with the Capital Improvements Element and the Alachua Countywide Bicycle and Pedestrian Master Plan.

Policy 1.65.4 New development proposals shall be reviewed as part of the Development Review process for the provision of adequate and safe bicycle and pedestrian facilities consistent with policies in the Future Land Use Element. Standards and requirements for bicycle and pedestrian facilities (such as sidewalks, pedestrian paths, bicycle lanes, and bicycle parking) shall be detailed in the land development regulations and include elements such as amount, design, and location.

Policy 1.65.5 Streets and roads shall be designed such that automobile and non-automobile modes of transportation are equitably served to the greatest extent possible. Design will include public and emergency vehicle access. ~~Such d~~ Designs standards shall include strategies to calm automobile traffic, provide a pleasant pedestrian environment, and create safe, balanced, livable streets, such as:

- (a) narrow travel lane width,
- (b) minimum turning radius,
- (c) bike lanes,
- (d) pedestrian-friendly frontage uses and design,
- (e) street trees, street furniture, and landscaping,
- (f) wide sidewalks,
- (g) crosswalks, and/or
- (h) gridded street system of short blocks.

Policy 1.65.6 The preferred location for sidewalks and multi-use paths is the edge of the right-of-way, behind existing or proposed vegetation.

Policy 1.65.7 ~~Design specifications for the inclusion of multi-use paths within proposed developments shall be provided in the land development regulations. The minimum width for multi-use paths is eight (8) feet. In recognition of the difficulty in retrofitting existing roadways, the width of the multi-use path may be decreased to five (5) feet in specific locations to address utilities, stormwater facilities, and right-of-way constraints.~~

Policy 1.65.8 Inside the Urban Cluster, on existing open drainage collector and arterial roadways, bicycle lanes or paved shoulders shall be provided:

- (a) whenever auxiliary lanes or medians are constructed unless prohibited due to stormwater, environmental or right-of-way constraints.
- (b) on reconstruction projects unless prohibited due to stormwater, environmental or right-of-way constraints.
- (c) with resurfacing projects unless prohibited due to stormwater, environmental, or right-of-way constraints; except where a benefit cost analysis prepared using a professionally accepted methodology considering benefits and costs that accrue to the general public as well as to the County itself does not support the installation of a paved shoulder, the County may consider an adjacent or parallel multi-use path.

Policy 1.65.9 The County shall incorporate bikeways, trails, and scenic corridors into the greenways system as provided in Objective 6.3 of the Conservation and Open Space Element.

Policy 1.65.10 Bicycle and pedestrian access for recreation and transportation throughout the community shall be incorporated into a linked open space network, or greenways system, consistent with Objective 6.3 of the Conservation and Open Space Element ~~and, the County's Greenways Master Plan, and the Alachua Countywide Bicycle and Pedestrian Master Plan.~~

Policy 1.65.11 The County shall design and locate recreation sites to encourage and expand bicycle and pedestrian access consistent with the Recreation Element.

~~**Policy 1.6.12** Developments are encouraged to utilize the sidewalk mitigation fund in lieu of constructing a sidewalk along property boundaries with an external roadway.~~

~~**Policy 1.6.12** Alachua County shall explore partnerships with the University of Florida on park-and-bike lots for cyclists to park and bike to campus.~~

OBJECTIVE 1.76

To promote a comprehensive transportation planning process which coordinates state, regional, and local transportation plans.

Policy 1.76.1 In developing Alachua County's transportation plan, the following plans shall be considered:

- (a) The Florida Department of Transportation's adopted Five-Year Work Program;

- (b) the annual Transportation Improvement Program and Long Range Transportation Plan of the Metropolitan Transportation Planning Organization;
- (c) the Alachua Countywide Bicycle and Pedestrian Master Plan;
- ~~(e)~~(d) the transportation plans of the municipalities within Alachua County; and
- ~~(d)~~(e) the transportation plans of adjacent counties.

Policy 1.76.2 Alachua County will coordinate transportation modifications with state, local, and regional plans. Regional plans shall be coordinated through the MTPO for the urbanized area. For other areas of the County, transportation improvements shall be coordinated through mutual review of proposed modification programs on an annual basis with affected municipalities and the state. Alachua County shall consider the Long Range Transportation Plan in the development of its Transportation Improvement Program (TIP) for County maintained facilities in the municipalities.

Policy 1.76.3 Road projects may be constructed by private development interests to provide access to properties for the purposes of development in accordance with the Future Land Use Element. These roads must be constructed to appropriate County standards for the anticipated long-range need of the road projects.

Policy 1.76.4 In order to assess intergovernmental traffic impacts, Alachua County shall continue to coordinate with the following entities concerning the indicated facilities:

- (a) the FDOT for state-maintained roads in the unincorporated area,
- (b) municipalities in Alachua County for County-maintained roads within the municipality and municipal roads which may impact those County-maintained roads, and;
- (c) adjacent counties for inter-county roads, where appropriate.

The coordination shall include provisions for:

- (1) Periodic monitoring reports to be prepared by Alachua County for use by the FDOT in determining road modifications needs in their five-year work program.
- (2) Reporting of development activity from the entity approving development orders that would result in additional traffic on County roads to monitor the capacity of County-maintained facilities and for use in capital improvement programming.
- (3) Procedures for verification with the County of road capacity for developments whose approval by the entity would generate traffic exceeding more than five percent (5%) of the maximum capacity of the road based on the adopted minimum level of service guidelines.
- (4) Bicycle facilities and sidewalks.

Policy 1.76.5 Alachua County shall continue to coordinate with the Florida Department of Transportation on development orders issued by the County with access to SIS and state-maintained roadways by requiring implementation of FDOT access control regulations and by involving the FDOT in the County's development review process.

Policy 1.76.6 Alachua County will continue to participate in and support the efforts of the Metropolitan Transportation Planning Organization (MTPO) through provision of the County's proposed transportation modification program to the MTPO for review, exchange of information such as traffic counts, accident data necessary for planning by the MTPO, and participation in the MTPO technical advisory committee and on the MTPO.

Policy 1.76.7 ~~Citizen participation~~ Community engagement shall be a part of the ~~traffic circulation transportation~~ planning process, including but not limited to, ~~This shall include, but not be limited to, citizen~~ public participation in the Capital Improvements Element review process, ~~conducted in accordance with Policy 1.6.1 of the Capital Improvement Element.~~

OBJECTIVE 1.87 SAFETY

To provide a safe transportation network that supports the needs of all system users.

Policy 1.87.1 Alachua County shall strive to minimize the number of crashes resulting in fatalities and severe injuries for all transportation network users on system wide basis. This shall include a system wide approach.

Policy 1.87.2 Alachua County shall complete a Vision Zero Action Plan through the Safe Streets and Roads for All federal (US DOT) grant program to identify measures for reducing fatal and serious crashes for all transportation modes, including vehicles, motorcycles, pedestrians, and bicyclists.

Policy 1.7.2.1 Alachua County shall prioritize the planning and programming of transportation safety improvement projects that contribute to achieving an overall 50 percent reduction in fatal and serious injury crashes by 2035 on the High Injury Network, as well as fatal and serious injuries involving pedestrians and bicyclists, and to achieve a goal of zero fatal and serious injury crashes by 2045.

Policy 1.8-27.3 The County supports a multi-disciplinary approach to safety that includes engineers, planners, law enforcement and public health representatives and other community partners. The County will establish a task force or workgroup that includes agency and community representatives to aid in identification of specific strategies that may be available to minimize the number of fatalities and severe injuries on the County's transportation network.

Policy 1.8-37.4 The Board of County Commissioners shall ~~receive a report, annually, identifying all~~ continually monitor fatalities and severe injuries that occur on the County's roadway network. ~~The report shall include an analysis of and evaluate~~ whether any specific system-wide improvements can be identified to reduce problem areas or corridors.

Policy 1.8-47.5 Alachua County recognizes the disadvantage that pedestrians and bicyclists have when crashes occur and shall work with local and State agencies to identify cost-effective improvements to the transportation network that will result in the reduction in severity of crashes based on the County's Safe Streets and Roads for All Plan.

Policy 1.8-57.6 It shall be the Policy of the Board of County Commissioners that speeds on County roads shall be the minimum necessary to ensure safe and efficient travel. Roads and streets shall be designed with context sensitivity using the techniques in Transportation Mobility Element Policy 1.6.5 to encourage reduced speeds. The County's general policy shall be that proposed posted speed increases shall be brought to the Board for approval along with suggested alternatives.

Policy 1.8-67.7 Alachua County shall, in conjunction with the FDOT and the municipalities within the County, continue to identify and maintain data on locations of current high concentrations of crashes. This information shall be used as part of the identification of projects for Transportation System Management programs.

Policy 1.8-77.8 Alachua County shall develop a long range program in conjunction with the Capital Improvement Element to improve County-maintained roadways/intersections identified as having safety problems. Alachua County shall notify the FDOT of the need for modifications for safety problems identified on state-maintained roadways.

OBJECTIVE 1.98

To provide for the acquisition and protection of existing and future rights-of-way from development, including building encroachment.

Policy 1.98.1 The Future Transportation Corridor Map incorporated herein will be used to identify right-of-way needs along given transportation corridors.

Policy 1.98.2 Alachua County shall protect existing and future rights-of-way through its development review process. Rights-of-way necessary for County-maintained projects shall be acquired ~~as soon~~ as funds become available for such specific projects. The County will coordinate with the FDOT to determine right-of-way needs when proposed developments or modifications are adjacent to state-maintained roadways. The County will coordinate with the Regional Transit Service to determine right-of-way needs when proposed developments or modifications are adjacent to future transit corridors. Alachua County shall encourage the FDOT to acquire rights-of-way necessary for state-maintained projects as soon as funds become available for such specific projects.

Policy 1.98.3 Standards for roadway construction and development will be established as part of the land development regulations providing for the protection of existing and future rights-of-way and easements. This policy shall be applied through the County's Development Review process.

2.0. TRANSIT

OBJECTIVE 2.1 – TRANSIT

To assist the providers of mass transit in Alachua County in their planning efforts through coordination, informational support and participation in planning efforts.

- Policy 2.1.1** Alachua County will provide pertinent data to the City of Gainesville to enhance planning for the Regional Transit System (RTS) service area in the unincorporated portion of the County.
- Policy 2.1.2** Alachua County shall continue to promote the enhancement of transit in the unincorporated area through the Long Range Transportation Plan.
- Policy 2.1.3** Alachua County shall coordinate with the Regional Transit System (RTS) on all future transit service, express transit service, rapid transit service, and the location and design of park and ride facilities, transit stations and dedicated transit lanes.
- Policy 2.1.4** Alachua County shall continue to coordinate transit issues with its municipalities, the Regional Transit System and other transportation providers, transportation disadvantaged programs, Florida Department of Transportation and Metropolitan Transportation Planning Organization.
- Policy 2.1.5** Alachua County shall coordinate with the Metropolitan Transportation Planning Organization and the Florida Department of Transportation to ensure that specialized transit services for the transportation disadvantaged continue to be provided within unincorporated Alachua County.
- Policy 2.1.6** Alachua County will continue to provide support for the operation of paratransit services in unincorporated Alachua County in order to provide 24-hour ambulatory and wheelchair service on a demand-responsive basis within available financial resources.
- Policy 2.1.7** Alachua County shall explore and promote innovative solutions and partnerships with municipalities and the University of Florida to address transit needs within rural areas of the County. Such solutions may include but are not limited to ridesharing programs, mobility on demand programs, volunteer models, and mobility management models.

~~OBJECTIVE 2.2 – Transportation Disadvantaged~~

Policies below have been moved under “Transit” above.

~~To coordinate and assist the agencies planning and providing service delivery for the transportation disadvantaged:~~

- ~~**Policy 2.2.1** Alachua County will assist the Metropolitan Transportation Planning Organization and the Florida Department of Transportation in planning services for the transportation disadvantaged.~~
- ~~**Policy 2.2.2** Alachua County will continue to provide support for the operation of paratransit services in unincorporated Alachua County in order to provide 24-hour ambulatory and wheelchair service on a demand-responsive basis within available financial resources.~~

Objective 2.3 – Rail Transportation. *No proposed changes*

3.0 AVIATION. *No changes proposed in this section.*

Transportation Mobility Element Map Series

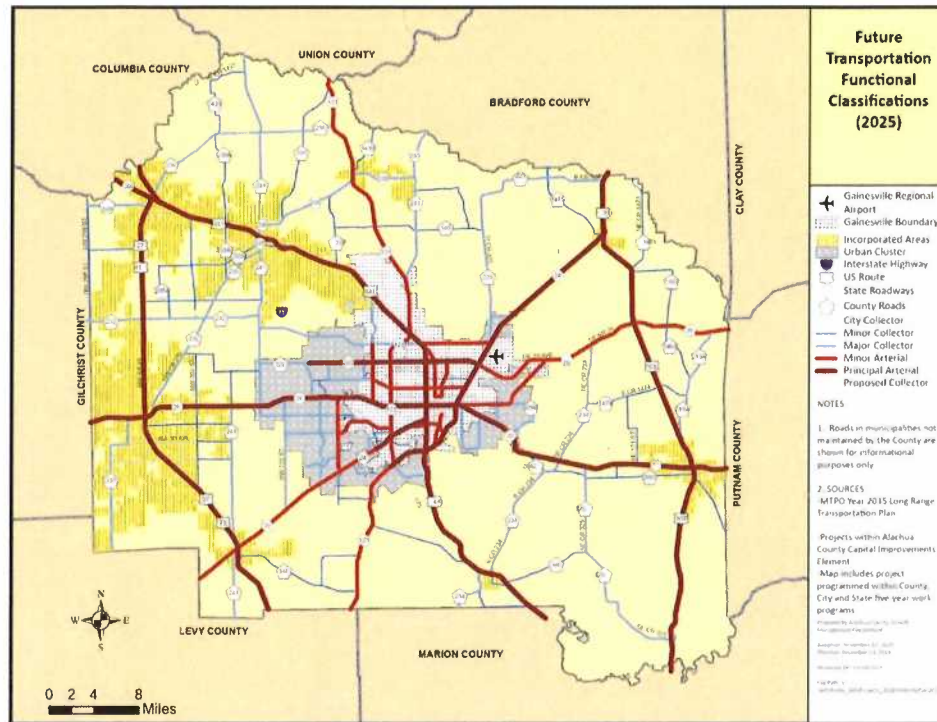
- ~~1. Future Transportation Functional Classifications (2025)~~
2. Future Transportation Functional Classifications (2040)
- ~~3. Future Transportation Circulation Map (Number of Traffic Lanes) (2025)~~
4. Future Transportation Circulation Map (Number of Traffic Lanes) (2040)
5. Express Transit Corridors
6. Rapid Transit Corridors
7. ~~RTS Routes~~ Gainesville Regional Transit System Bus Routes
8. Existing & Future Bicycle and Pedestrian Network
9. ~~Existing and Projected Major Trip Generators and Attractors. Mobility Fee Assessment Areas~~
10. ~~Transportation Mobility Fee Benefit~~ Districts

~~Future Aviation and Related Facilities Map Series~~

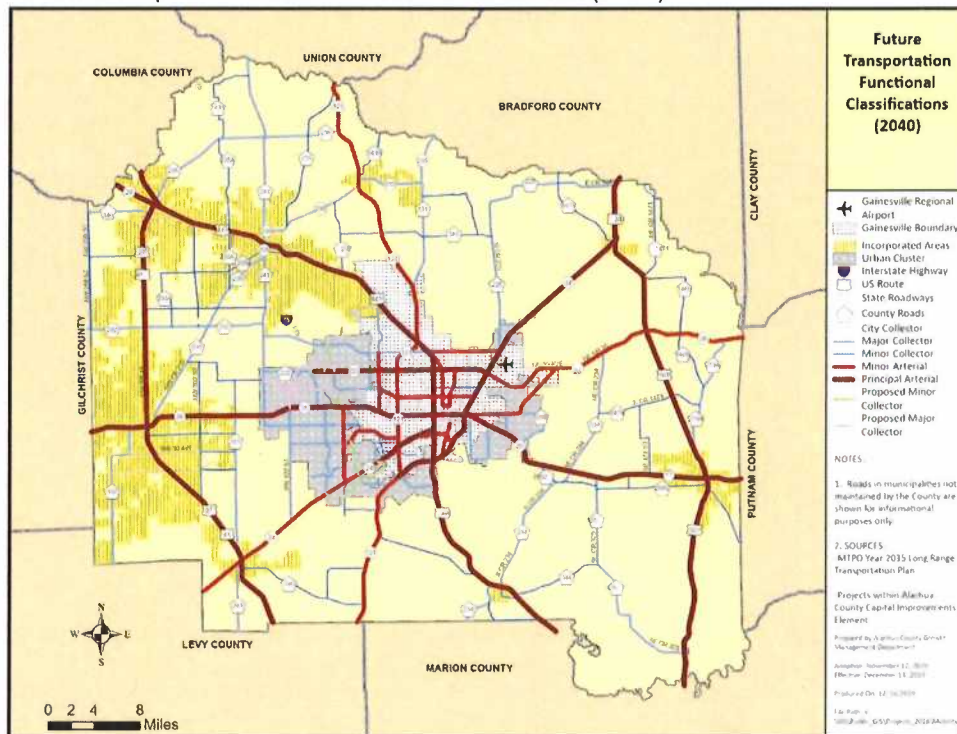
- ~~11. Air Facilities Locator Map, Airport Facilities in Alachua County~~
- ~~12. Gainesville Regional Airport Ingress/Egress~~

Alachua County Comprehensive Plan 2026-2046
Evaluation and Appraisal Amendments

Map 1. Future Transportation Functional Classifications (2025) Map to be deleted.

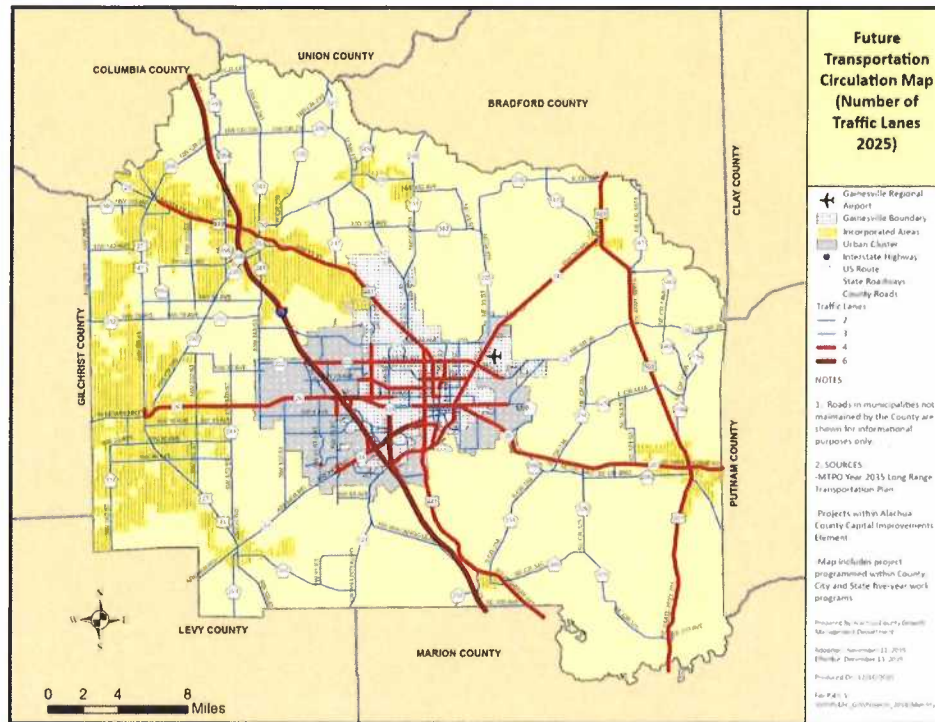


Map 21. Future Transportation Functional Classifications (2040)

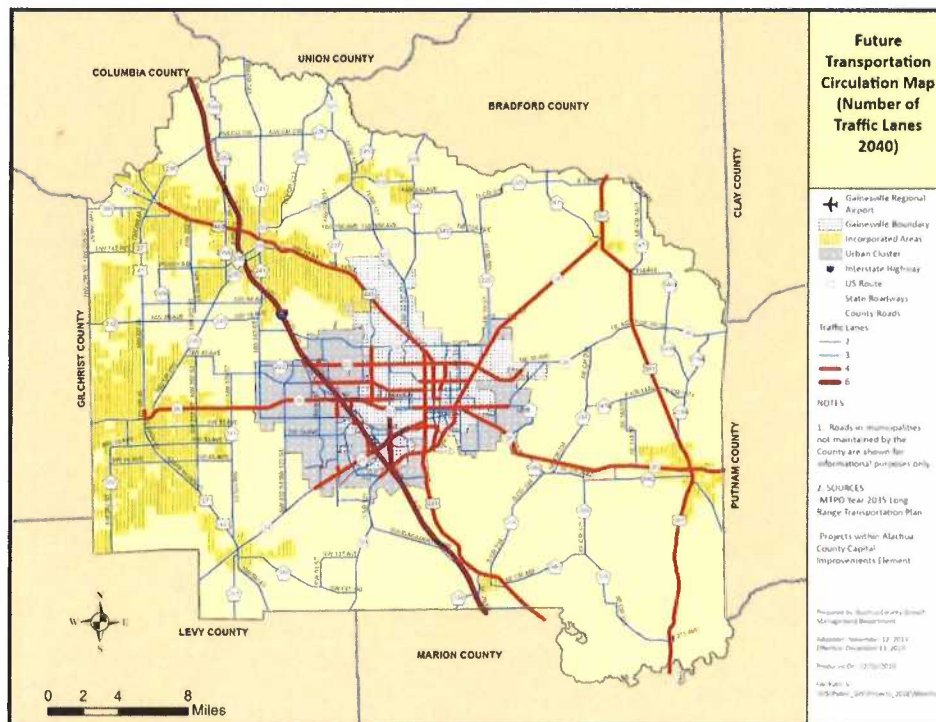


Alachua County Comprehensive Plan 2026-2046
Evaluation and Appraisal Amendments

Map 3. Future Transportation Circulation (Number of Traffic Lanes 2025)

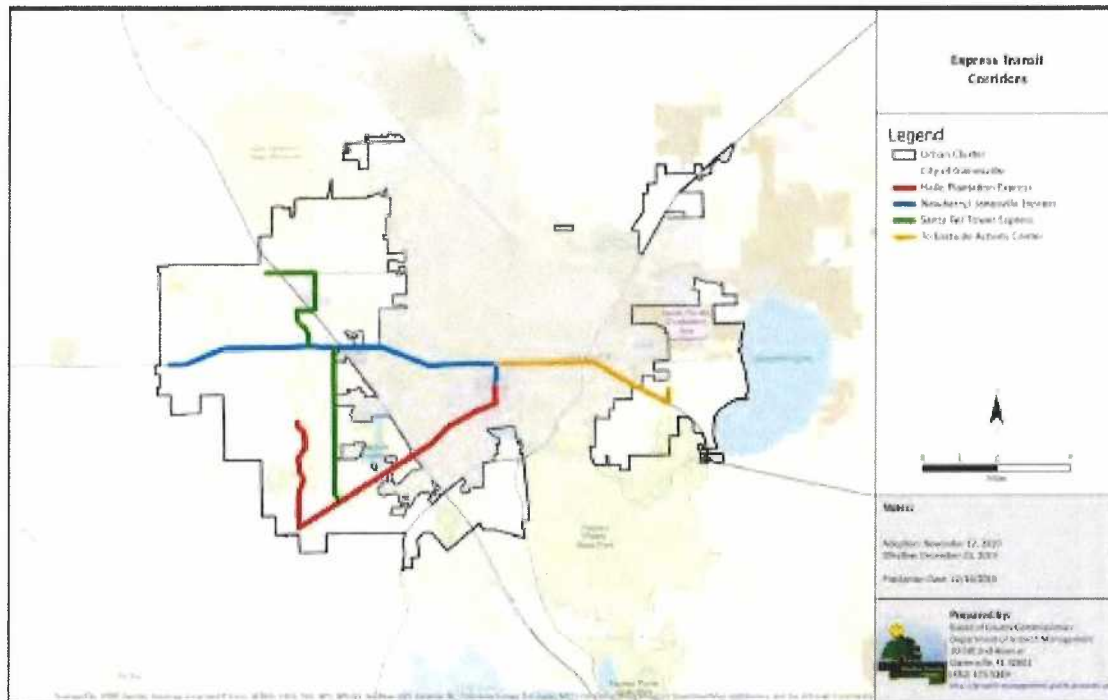


Map 42. Future Transportation Circulation (Number of Traffic Lanes 2040)

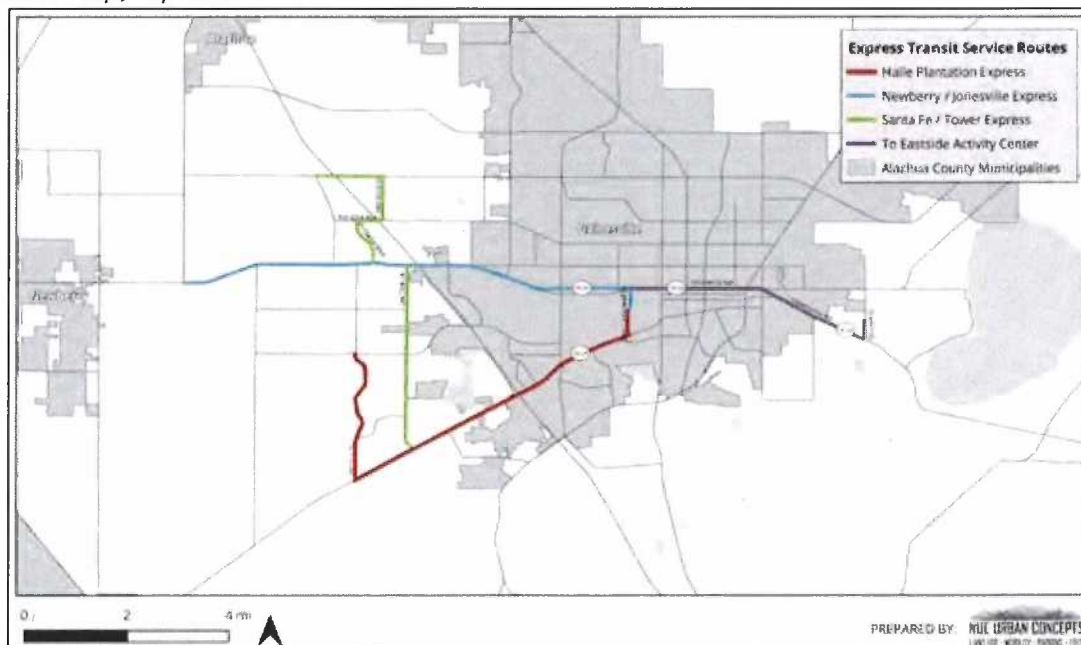


Map 53. Express Transit Corridors

Replace existing map below with the updated map that follows.

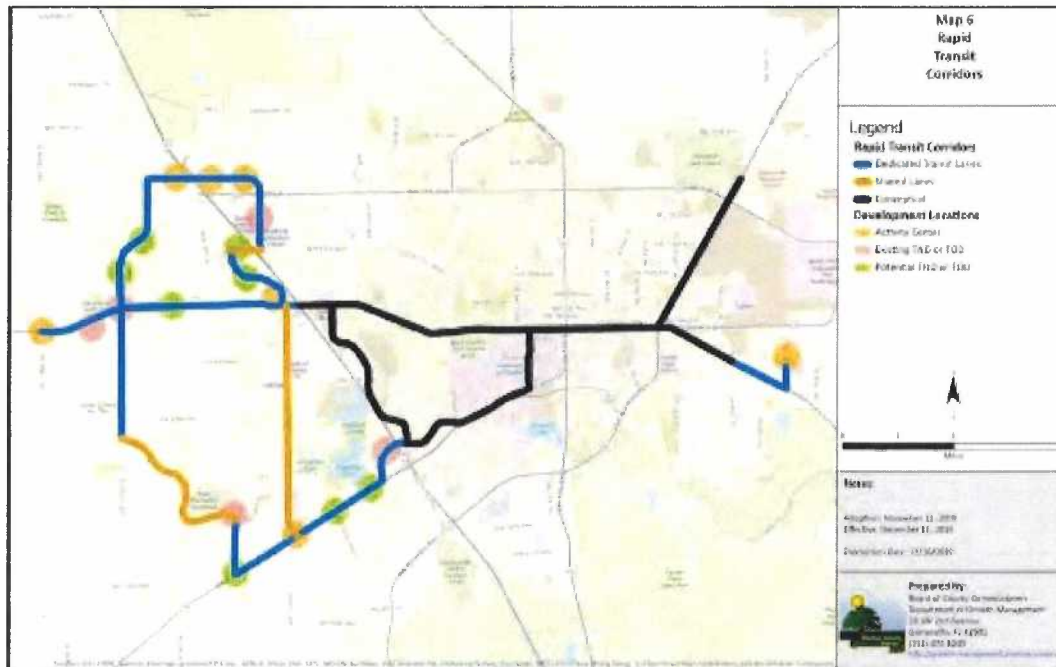


Updated Map, Express Transit Corridors:

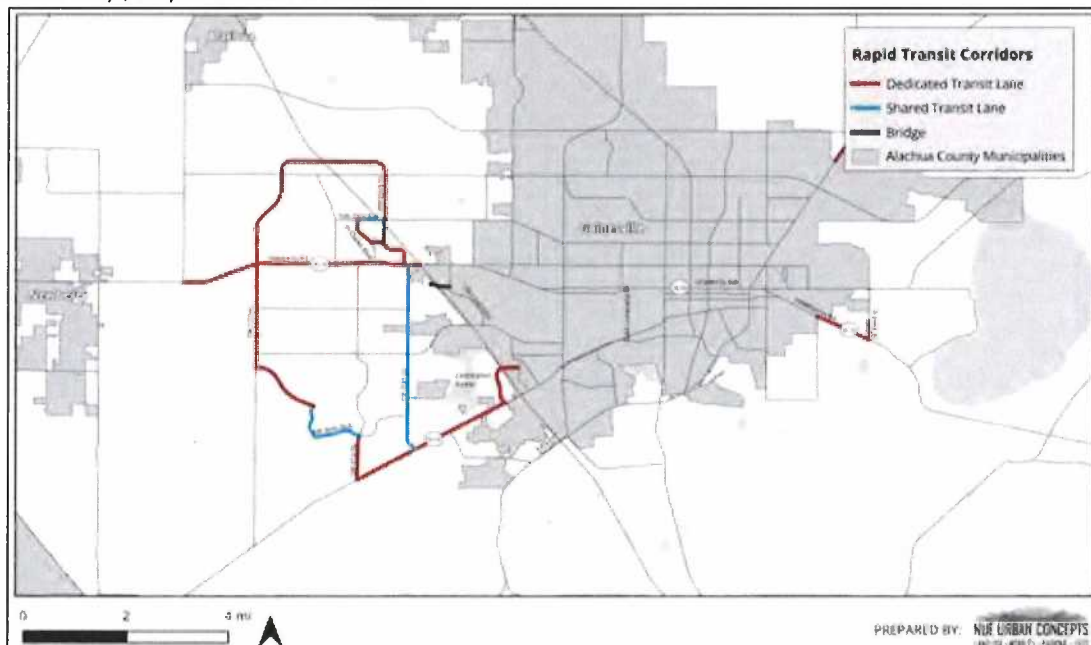


Map 64. Rapid Transit Corridors

Replace existing map below with the updated map that follows.



Updated Map, Rapid Transit Corridors:



Replace existing map below with updated map that follows.



Existing and Future Bicycle/Pedestrian Network

Legend

- Existing multi-use facility
- Existing bike lane/shoulder
- Future multi-use path
- Future bike lane/shoulder

Notes:

Adoption: November 12, 2019
 Effective: December 13, 2019
 Production Date: 11/15/2019

Prepared by:
 Board of County Commissioners
 Department of Growth Management
 10 SW 2nd Avenue
 Gainesville, FL 32601
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<http://growthmanagement.alachua.com>

Transportation Mobility Element 2000-2020

Existing & Projected Major Trip Generators and Attractors

Legend

● Major Trip Generators & Attractors

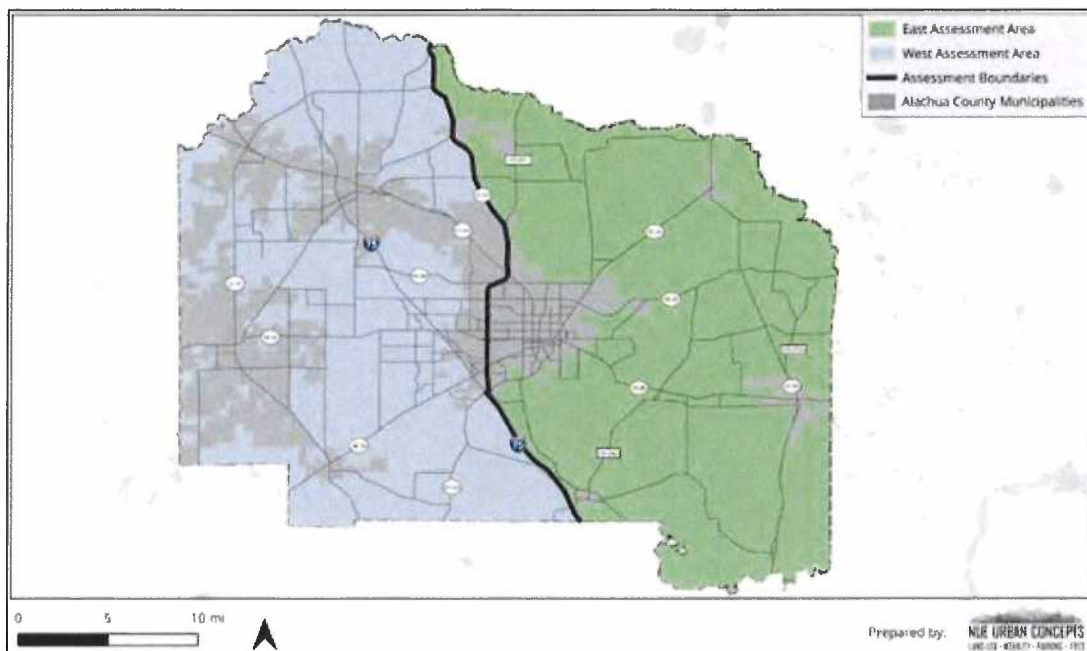
- 1 Airport
- 2 Alachua Park-n-Ride
- 3 Alachua Park-n-Ride
- 4 Archer Rd / 34th Street Activity Center
- 5 Archer Rd / Tower Rd Activity Center
- 6 Dickinson Gainesville
- 7 Gainesville Activity Center
- 8 Gainesville Activity Center
- 9 Exchange Center NW 133rd Ave SW 38th Ave
- 10 Hunter's Crossing Shopping Center
- 11 Jacksonville Activity Center
- 12 Main St Shopping Center
- 13 Millington Activity Center
- 14 NW 13th St Activity Center
- 15 North Main Activity Center
- 16 Overlander Shopping Center
- 17 Northwood Village Activity Center
- 18 Oaks Mall Activity Center
- 19 Ridgecrest Village Activity Center
- 20 SR Hawthorne Rd @ SR 270th St
- 21 SR 272nd Ave @ NW 1st Main St
- 22 Santa Fe C.C. Activity Center
- 23 South Main St @ SW 1st Ave
- 24 Spiceland Activity Center
- 25 Tascachale (Sunland Center)
- 26 Tower Rd @ SW 1st Ave Activity Center
- 27 University Ave @ Waldo Rd
- 28 University of Florida/Hanford Hospital
- 29 Wengert Regency Shopping Center
- 30 Williams E-3 Activity Center
- 31 SW Williams Rd @ SW 1st St Activity Center
- 32 Wynn Drive/Dia Lutz Shopping Center
- 33 Alachua West / Archer Center

NOTES:
Source: City of Gainesville 1998 Transportation Element, 8/23/2001, Figure H, MTP&G OVA Year 2020 Unbuilt Community Development Core Location Map, 12/1/2000; Alachua County Future Land Use Element Activity Element Data File (P&P) 07-28-2002, revised 07-28-2002.

PREPARED AT:
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PO Box 1100, Gainesville, FL 32601-1100
(352) 374-3142

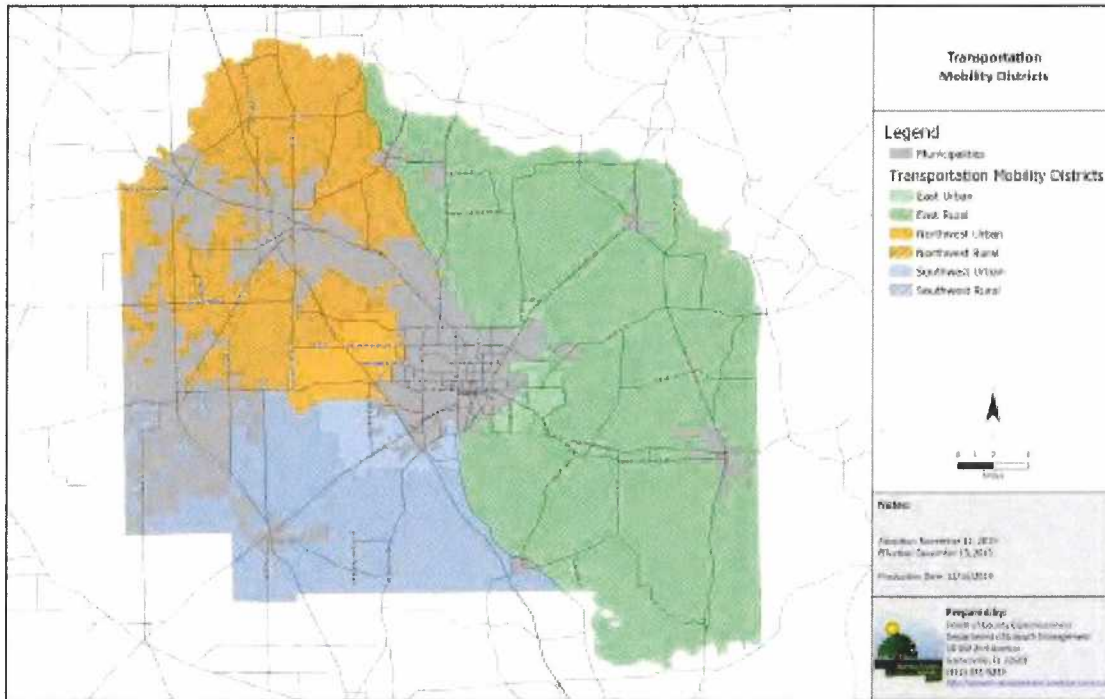
Map 7. Mobility Fee Assessment Areas

New map to be added and adopted as part of Comprehensive Plan:

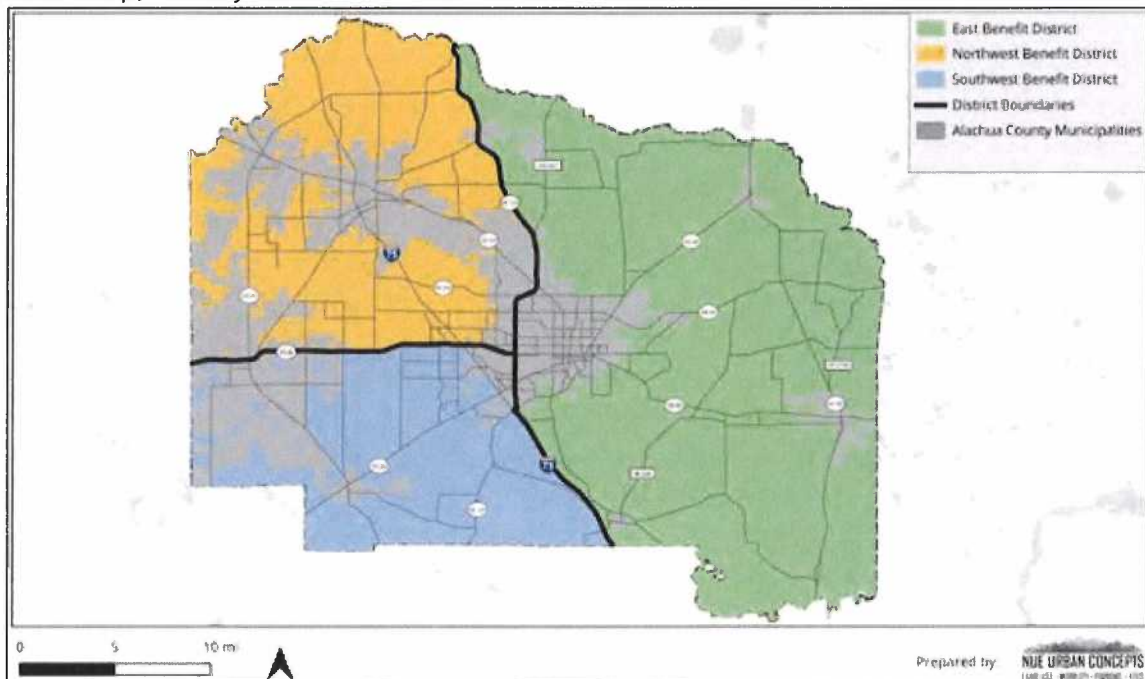


Map 108. ~~Transportation~~ Mobility Fee Benefit Districts

Replace existing map below with updated map that follows.

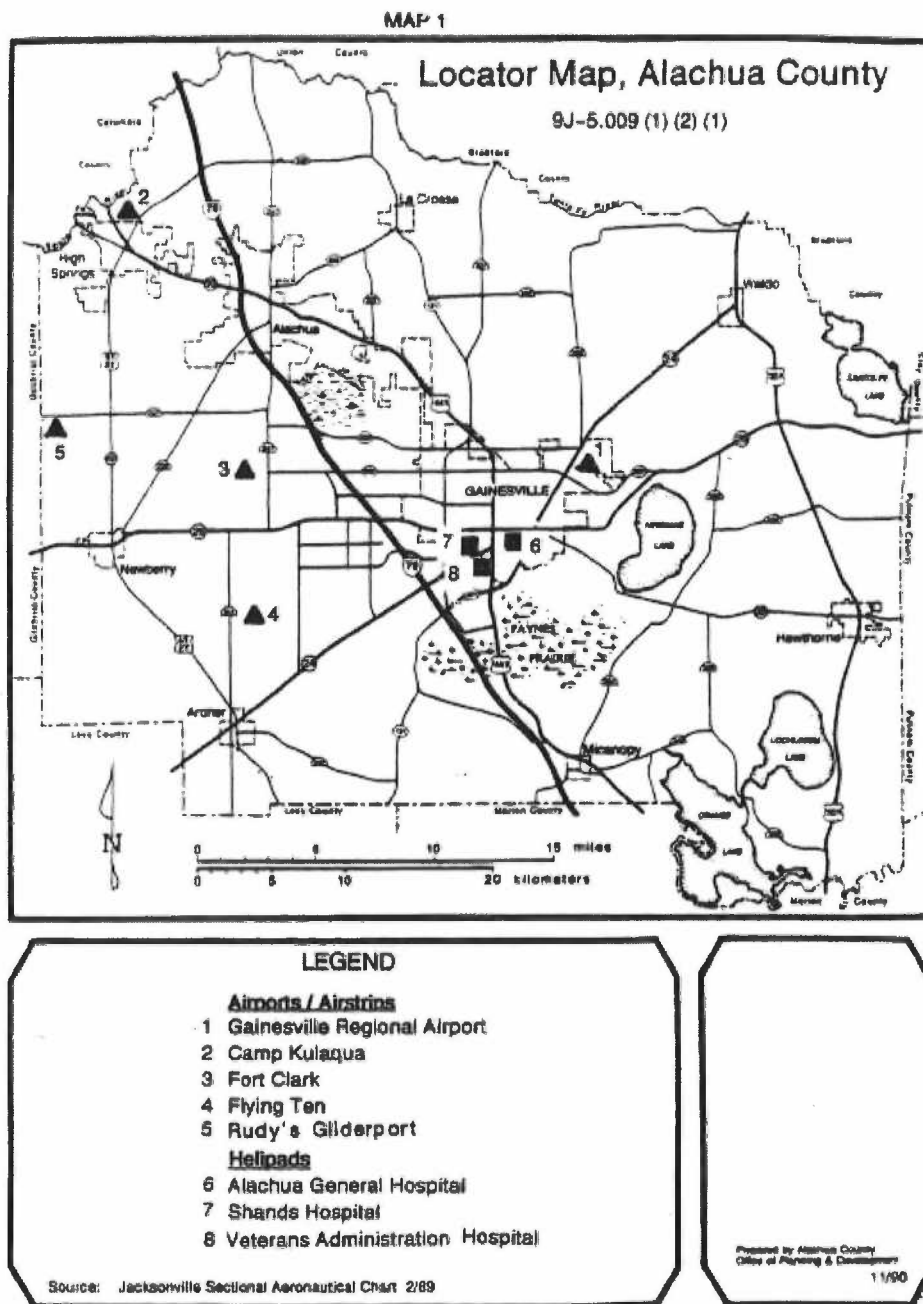


Updated Map, Mobility Fee Benefit Districts:

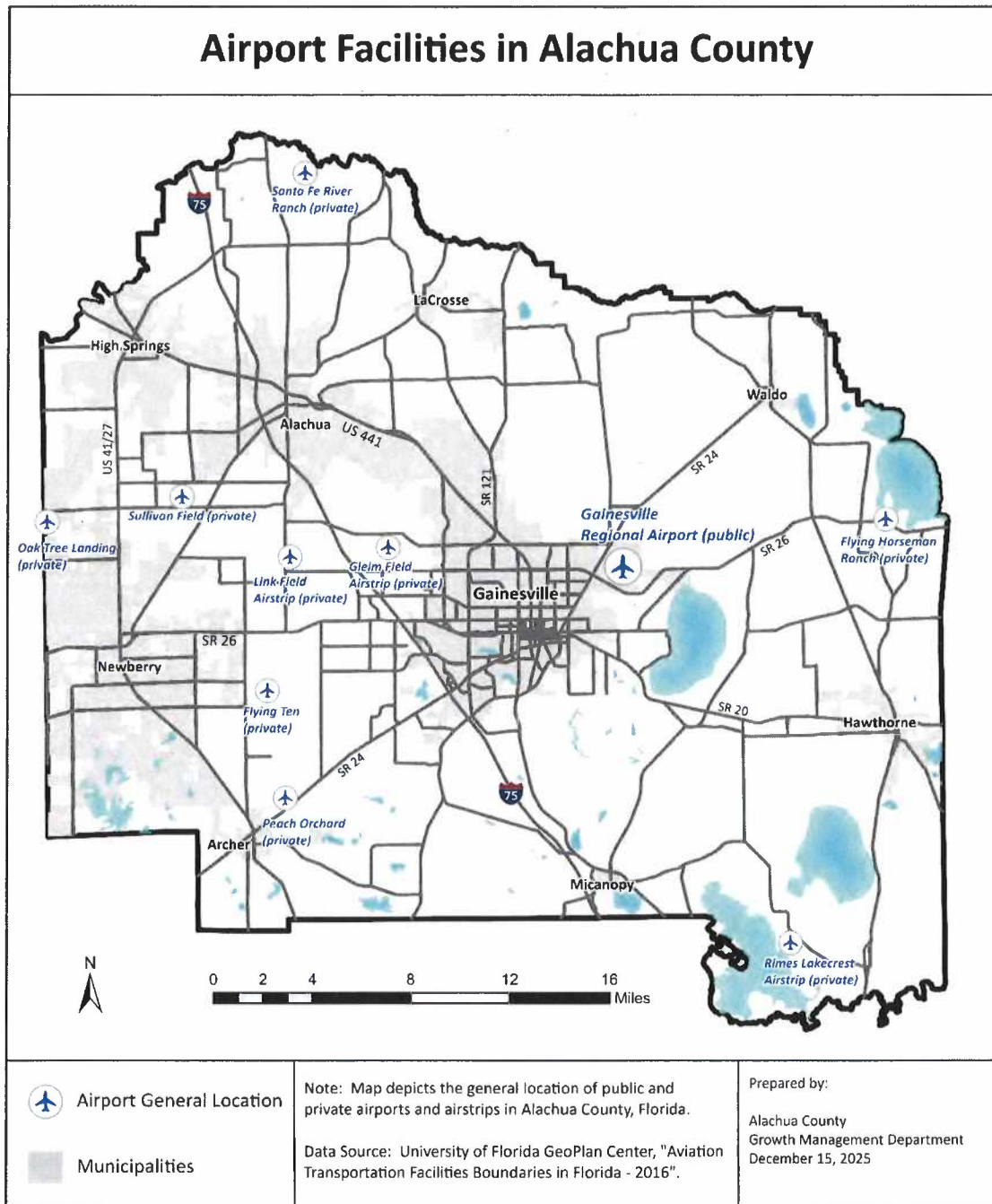


Map 449. Airport Facilities Locator Map in Alachua County

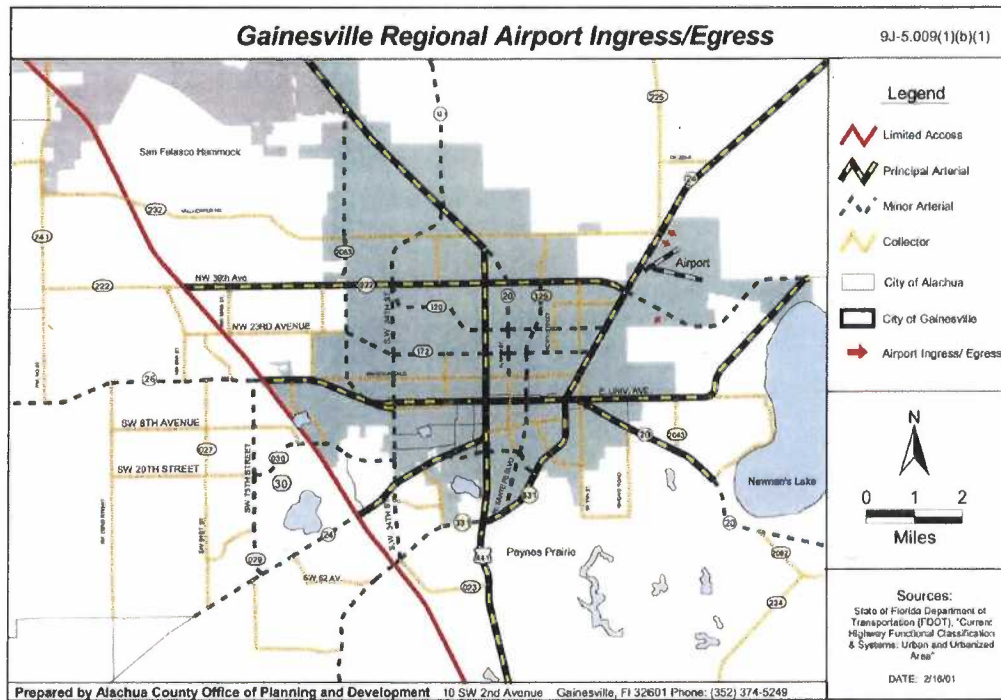
Replace existing map below with updated map that follows.



Updated Map, Airport Facilities in Alachua County:



Map 12. Gainesville Regional Airport Ingress/Egress
The following map is to be deleted.



CONSERVATION AND OPEN SPACE ELEMENT

GOAL

TO CONSERVE, MANAGE AND RESTORE OR ENHANCE THE NATURAL AND HUMAN-RELATED RESOURCES OF ALACHUA COUNTY TO ENSURE LONG-TERM ENVIRONMENTAL QUALITY FOR THE FUTURE.

1.0 CONSERVATION OVERVIEW

OBJECTIVE 1.1 - CONSERVATION STRATEGIES

Embrace multiple, diverse strategies for the conservation of natural systems in Alachua County.

Policy 1.1.1 The County shall promote the long-term maintenance of natural systems through a comprehensive approach that involves education, public participation, regulations, incentives, acquisition, intergovernmental coordination, and other appropriate mechanisms.

Policy 1.1.2 Alachua County shall continue to implement the protection standards for wetlands, significant habitat, listed species habitat, strategic ecosystems, and significant geologic features on a countywide basis, as provided in Chapter 77, Article II and Chapter 78 of the Alachua County Code of Ordinances, and as authorized by the Alachua County Home Rule Charter Section 1.4.

OBJECTIVE 1.2 - CONSERVATION AS PRIORITY

Establish environmental conservation as a priority in all decision-making for Alachua County.

Policy 1.2.1 Any decision may directly or indirectly affect the conservation, management, preservation, enhancement, and use of the natural resources of Alachua County. It is the intent of this Element that County officials, staff, and citizens constantly monitor all decisions for the effects they may have on appropriate conservation and use of resources, and that such decisions be made with consideration given to the principles and policies of the Comprehensive Plan and this Element.

Policy 1.2.2 The County shall establish as a priority all principles and policies in this Element when making decisions concerning new or expanded public facilities.

2.0 ENVIRONMENTAL INFORMATION MANAGEMENT

OBJECTIVE 2.1 - INFORMATION SYSTEM

Establish an information system for the natural resources and human-related resources associated with the natural environment, and be proactive in providing public access to this information. Use

the information system to measure environmental quality necessary to protect and maintain natural resources that provide a safe and healthy environment for all living things in Alachua County.

Policy 2.1.1 The County shall update and maintain the Conservation Element Map Series and related information system containing data relevant to the protection of the environmental quality of Alachua County's natural resources. The information shall include, at a minimum, an inventory and maps of:

- (a) Surface waters, wetlands and floodplains;
- (b) Groundwater resources, including high aquifer recharge areas and wellfield protection areas, and groundwater quality;
- (c) Strategic ecosystems;
- (d) Listed species and their habitat;
- (e) Public parks, preserves and forests, including those held in fee and less than fee simple ownership, such as conservation easements and leaseholds;
- (f) Significant geologic features;
- (g) ~~Scenic corridors; County-designated scenic roads;~~
- (h) Hazard areas including fire and flood prone areas, and existing and potential hazardous materials storage, treatment, and disposal sites; and
- (i) Alachua County soil survey and maps.
- (j) Open space and greenways.

Policy 2.1.2 Alachua County shall ~~establish a monitoring program using~~ continually monitor performance indicators ~~to determine relating to~~ the health of ~~the County's~~ natural resources. ~~The monitoring program shall be developed as part of a special work program that includes the following components: Such indicators may include, but are not limited to, the following:~~

- ~~(a) The County shall develop indicators that highlight changes in natural resources.~~
 - ~~(1) Indicators may include but are not limited to:~~
 - ~~a. (a) Indicators of natural resource losses:~~
 - ~~1. (1) Loss of various types of habitat, including wetlands and uplands.~~
 - ~~2. (2) Increase in density or intensity of zoning, land use and development in conservation areas.~~
 - ~~3. Increase in impervious surfaces in the unincorporated portions of the County.~~
 - ~~4. (3) Acres of land converted from agriculture and silviculture.~~
 - ~~5. (4) Habitat fragmentation.~~
 - ~~6. (5) Acres of forest lost. converted to plantations.~~
 - ~~b. (b) Indicators of natural resource gains:~~
 - ~~1. (1) Number of acres of preservation land that is permanently protected owned or protected by the public or private sector.~~

- 2- (2) Number of acres of land that is restored to more natural functioning or quality.
- 3- (3) Number and acreage of farms using sustainable practices for irrigation, fertilizing, and disposal of animal wastes.
- 4- (4) Number of housing developments utilizing native plant materials.
- 5- (5) Acres of forest under certified sustainable management.
- e- (c) Indicators whose change may show either natural resources gains or losses:
 - 1- (1) Tree canopy.
 - 2- (2) Air quality.
 - 3- (3) Surface water and ground water quality.
 - 4- (4) Results of voluntary community-based species counts such as Audubon bird counts.
 - 5- (5) Number of listed and/or indicator (key) species.
- (b) Indicators shall be tracked and measured incrementally using a geographic information system ~~as part of the land use planning and development review processes.~~
- (c) The County shall implement a performance-based development review process based on selected indicators in conjunction with items in the natural resources checklist referenced in Policy 3.4.1.
- (d) The County ~~annually~~ shall periodically compile and review data on selected indicators to determine resource losses and gains and the impacts of development on natural resources in Alachua County.
- (e) These data shall be gathered from best available existing sources, including development review data, aerial photography, and mapping resources of other governmental agencies, academic institutions, and non-profit organizations.
- (f) The review shall include an evaluation of the effectiveness of current policies and land development regulations, and identification of areas that need improvement to ensure the meaningful protection of natural resources.
- (g) ~~The County shall incorporate the results of the review into an annual report that presents the state of the County's natural resources. The report shall be publicized and made readily accessible to all members of the community.~~

OBJECTIVE 2.2 - EDUCATION AND OUTREACH

Increase public understanding of natural resources issues and provide access to the most current and reliable information so that the public may make informed decisions regarding their health, welfare, and safety.

Policy 2.2.1 The County shall encourage environmental stewardship among all citizens of Alachua County by advancing conservation principles in the everyday operations of Alachua County.

- Policy 2.2.2** The County shall implement proactive, innovative, and creative educational programs with a focus on encouraging behavior change concerning natural resource protection issues including, but not limited to:
- Air quality;
 - Surface water protection and
 - ~~w~~Wetlands quality and function;
 - Groundwater quality and vulnerability;
 - Water conservation;
 - Wildlife and aquatic species and habitat;
 - Native vegetative communities;
 - Invasive species control;
 - Natural areas protection;
 - Agricultural preservation;
 - Sustainable agriculture and forestry;
 - Soil conservation;
 - Energy conservation;
 - Flood and fire hazard mitigation;
 - Hazardous waste; and
 - Waste management.
- Policy 2.2.3** The County shall ~~actively~~ pursue interactive public involvement and functional partnerships with the School Board of Alachua County, private schools, the University of Florida and Santa Fe College, the Alachua County Extension Office, and environmental and agricultural organizations, for the purposes of developing and disseminating educational materials and programs.
- Policy 2.2.4** The County shall develop and disseminate information ~~bulletins~~ regarding development ~~review~~ regulations and criteria which can be used ~~in the field by field technicians~~ to promote environmentally responsible land use and development practices.
- Policy 2.2.5** Educational materials shall be made available to developers, homeowners, and other interested citizens concerning proper maintenance, management, restoration, and development in natural areas (for example, habitat creation, endangered species, management of development ponds, wetlands vegetation, ~~xeriscape landscaping~~, water quality, and water conservation).
- Policy 2.2.6** The County shall recognize individuals, groups, developments and projects that exemplify concepts of environmental stewardship embodied in the Comprehensive Plan.
- Policy 2.2.7** The County shall ~~actively~~ pursue funding sources for environmental protection programs ~~that foster based on volunteer participation, such as the River keepers, Lake Watch, World Games, Forest Stewardship Council certification, and Environmental Justice/Environmental Ambassadors programs.~~

Policy 2.2.8 Where consistent with natural resources protection, the County shall provide interactive opportunities for education and public viewing and enjoyment of wildlife at County-owned lands.

~~OBJECTIVE 2.3 - RESOURCE AREAS PLANNING~~

~~Manage natural resources at a scale appropriate to their protection, and facilitate consensus-building in the public participation process.~~

~~Policy 2.3.1~~ ~~The County shall implement a geographic area-based approach to environmental planning programs.~~

- ~~(a) Area boundaries shall be determined based on the location of natural resources, for example, watersheds.~~
- ~~(b) The County shall seek residents, property owners, and business owners in the area that represent a diversity of environmental, economic, and social interests to form a task force in each area.~~
- ~~(c) Each task force shall work with the County to create plans for the efficient utilization and conservation of human-related and natural resources in the area.~~

~~Policy 2.3.2~~ ~~A Community and Neighborhood Planning program, per Future Land Use Element Section 7 (Implementation), shall address conservation issues including provisions for regional habitat corridors, watersheds and greenways.~~

3.0 ENVIRONMENTAL LAND USE CATEGORIES

OBJECTIVE 3.1 - CONSERVATION LAND USE CATEGORYIES

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

Policy 3.1.1 In addition to the conservation areas designated on the Future Land Use Map, ~~Conservation areas shall also~~ consist of natural resources that, because of their ecological value, uniqueness and particular sensitivity to development activities, require stringent protective measures to sustain their ecological integrity. These areas shall include:

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

- Policy 3.1.2** In conservation areas, the following uses, if otherwise consistent with the Comprehensive Plan, generally shall be permitted to the extent that they do not significantly alter the natural functions of the conservation area:
- (a) Public and private conservation, recreation and open space uses.
 - (b) Public and private wildlife preserves, game management and refuge areas.
 - (c) Water conservation and retention/detention areas that are determined to be appropriate for stormwater management.
 - (d) Agricultural uses, employing latest applicable best management practices.
- Policy 3.1.3** Conservation areas shall be developed only in a manner consistent with protection of the ecological integrity of natural resources, and in accordance with standards which are outlined subsequently in this Element.
- Policy 3.1.4** All conservation areas should be avoided as potential locations for personal wireless service facilities.
- Policy 3.1.5** Certain resources such as mineral resources and high aquifer recharge areas, because of their location, nature, or extent cannot be protected to the extent of conservation areas, but have been identified for protection in this Element. Policies applicable to these resources shall be those specific policies in Section 4 which apply to development activities within or affecting such areas and policies which apply generally to natural resources.

OBJECTIVE 3.2 - PRESERVATION LAND USE CATEGORY

A preservation land use category shall be established to recognize and protect natural resources within publicly owned lands in Alachua County.

- Policy 3.2.1** Preservation areas shall consist of publicly owned lands, including lands owned and managed by non-profit conservation organizations, which are intended for use as natural reserves or managed conservation lands for the preservation of natural resources in perpetuity.
- Policy 3.2.2** Preservation areas shall include but are not limited to:
- (a) ~~Austin Carey Memorial Forest;~~
 - (b) ~~Goethe State Forest (Watermelon Pond Unit)~~
 - (c) ~~Gum Root Swamp Conservation Area;~~
 - (d) ~~Lake Alto Swamp;~~
 - (e) ~~Lochloosa Wildlife Conservation Area;~~
 - (f) ~~OLeno State Park;~~
 - (g) ~~Orange Lake (Bird Island);~~
 - (h) ~~Paynes Prairie Preserve State Park;~~
 - (i) ~~Poe Springs;~~
 - (j) ~~Prairie Creek Conservation Area;~~
 - (k) ~~River Rise Preserve State Park;~~
 - (l) ~~San Felasco Hammock Preserve State Park;~~
 - (m) ~~Santa Fe Swamp Conservation Area;~~
 - (n) ~~Warren Cave; and~~

- (o) Pproperty acquired in fee or less than fee simple for preservation by federal, state, and local agencies, Water Management Districts, local municipalities, non-profits, or Alachua County for use as natural reserves or managed conservation lands for the preservation of natural resources in perpetuity. The identification of less-than-fee properties as preservation areas will be based on the management goals and objectives for the property. ~~This includes properties acquired or managed under programs such as Alachua County Forever, Florida Communities Trust, Save-Our-Rivers, and Conservation and Recreation Lands.~~

Policy 3.2.3 A management plan shall be developed for each preservation area by the responsible public agency, in accordance with the following:

- (a) The management plan shall include but is not limited to:
 - (1) Documents and maps that identify the location of areas and natural resources to be preserved, including any protective buffers.
 - (2) An assessment of the existing quality and characteristics of the natural resources to be preserved and/or restored.
 - (3) A description of the goals and objectives for each site.
 - (4) A description of all proposed uses, including existing and any proposed physical and access improvements.
 - (5) A description of activities that will be performed to protect, restore, or enhance the natural resources to be preserved.
 - (6) A set of schedules and assignments of responsibility for specific implementation activities to be performed as part of the management plan.
- (b) The management plan shall take into account the ownership interests of public and private entities and provide for protection of private ownership interests.
- (c) If a preservation area is subject to a conservation easement, the agreement for the conservation easement may serve as the management plan in the absence of a management plan.
- (d) The land shall be subject to the conservation policies of the Comprehensive Plan that are applicable to the resources within those areas.

OBJECTIVE 3.3 - FUTURE LAND USE MAP

Identify conservation and preservation areas on the Future Land Use Map.

Policy 3.3.1-3.3.3. *No proposed changes.*

Policy 3.3.4. Site Specific Delineation: The parcel-specific boundaries of preservation and conservation areas shall be verified by ground surveys conducted in the course of special studies, ~~or~~ development review, or as part of Alachua County Forever or similar land acquisition programs. County-initiated mapping efforts shall be performed at the County's expense, except when an applicant seeks land use

change, zoning change, or development approval prior to the completion of the County's mapping efforts, consistent with policies 3.4.2 and 4.10.3. Conservation policies shall be applied based on the resulting site-specific delineation.

OBJECTIVE 3.4 - DEVELOPMENT REVIEW PROCESS

Protect natural resources during the land use planning and development review process from activities that would significantly damage the ecological integrity of these areas. The applicability of the policies and standards in this section shall be determined for all development at each stage of the land use planning, zoning, and development review and permitting process.

Policy 3.4.1-3.4.3. *No proposed changes.*

Policy 3.4.4. ~~For certain proposed land use or zoning changes or developments located within~~ ~~greentline areas designated by the Florida Department of Environmental Protection~~ ~~around adjacent to~~ State parks and preserves, the County shall notify and request comments from the State Division of Recreation and Parks (DRP) concerning potential impacts that such ~~developments actions~~ could have on the State parks or preserves. ~~The notification process shall apply to those developments meeting specified threshold requirements to be developed by the County and the State Division of Recreation and Parks.~~ Information provided by DRP shall be considered with other comments during rezonings and the development the review processes prior to making final decisions regarding ~~proposed developments such actions~~.

OBJECTIVE 3.5 - DEVELOPMENT REGULATIONS

~~Adoption of new or revisions to existing land development regulations based on policies in this Element shall begin immediately following the adoption of this Element by the Alachua County Board of County Commissioners and shall be completed in accordance with a rigorous adoption schedule.~~

~~**Policy 3.5.1**—The County shall collaborate with affected local, state, and federal regulatory agencies and the Water Management Districts to adopt and enforce specific land development regulations (LDRs) that implement the goals, objectives, and policies of this Element and provide the fullest protection for natural resource areas and characteristics.~~

~~**Policy 3.5.2**—LDRs shall provide performance standards for development in and adjacent to conservation and preservation areas to protect and enhance the natural, physical, biological, ecological, aesthetic, and recreational functions of these areas. Performance standards for the rural area shall include innovative approaches such as flexible lot sizes, clustered subdivisions, setbacks, buffers, and density transfers as provided in the policies under Objective 6.2 of the Future Land Use Element.~~

~~**Policy 3.5.3**—LDRs shall provide standards for the placement of public facilities that address, at a minimum, the impacts to air, surface water and groundwater quality, wildlife, vegetation, natural systems function, noise, and waste disposal.~~

OBJECTIVE 3.6 - RESOURCE PROTECTION STANDARDS

Protect natural resources by requiring that all development activities be conducted in accordance with at least minimum resource protection standards.

Policy 3.6.1-3.6.4. *No proposed changes.*

Policy 3.6.5 Development on land that includes conservation areas shall be sited and designed according to the following standards and consistent with policies under Objective 5.2:

- (a) The preservation of conservation areas shall be required on all development sites to the greatest extent possible, consistent with standards which are outlined subsequently in this Element.
- (b) Density or intensity shall be transferred from conservation areas to non-conservation portions of the property, to adjoining property under common ownership or management and within a unified development, or to other development receivership areas, at a rate consistent with that of the underlying zoning district, but not to exceed the maximum density allowed by the land use designation.
- (c) When there are no non-conservation areas to which density or intensity may be transferred, the development shall be clustered in the portion of the site that will result in least environmental impact.
- (d) When ~~connection to~~ central sewer is not ~~required~~ available, septic wastes shall be disposed of according to the Comprehensive Plan, land development regulations, and health department standards, and without adversely affecting ecosystem health. When septic systems must be installed within surface water and wetland buffers they must be located and designed to minimize impacts to regulated resources as determined in the Land Development Regulations and Water Quality Code-: Enhanced Nutrient Reducing Systems may be required in such areas.
- (e) Existing landscape connections to other conservation areas shall be maintained so that fragmentation is avoided.
- (f) ~~Development in rural areas shall be consistent with policies under Objective 6.2. of the Future Land Use Element.~~

Policy 3.6.6 – 3.6.10. *No proposed changes.*

Policy 3.6.11 Septic tanks and drainfields shall be sited in a manner to protect conservation areas from the discharge of improperly treated effluent. ~~The use of alternative systems shall be required under appropriate circumstances to protect environmental health.~~ The County shall consider amendments to its land development regulations and other County ordinances to require the use of enhanced nitrogen reduction (ENR) septic tank systems under certain circumstances in order to protect water resources and meet other goals and objectives of this Element.

Policy 3.6.12 – 3.6.15. *No proposed changes*

4.0 NATURAL RESOURCES

OBJECTIVE 4.1 - AIR RESOURCES

Alachua County shall take appropriate steps to maintain or improve ambient air quality to ensure the protection of public health and the environment and to exceed compliance with state and national ambient air quality standards.

Policy 4.1.1 The County shall track and maintain awareness of air quality regulatory issues and new emission sources which have the potential to impact ambient air quality in the County including the potential to increase the levels of hazardous air pollutants in the County.

Policy 4.1.2 The County shall maintain an inventory of greenhouse gas emissions (GHG) for County operations and the local community, and shall develop and implement a plan to reduce countywide GHG emissions by 80% from 2009 baseline emissions by 2050; ~~with an intermediate goal of a 40% reduction by 2020~~ and a short term goal of 5% annual reduction. ~~Findings shall be released in an annual status report for County operations, with an estimate of community emissions reported biennially (i.e., every two years). In addition to changes in total GHG emissions, reports shall include indicators of improvements in efficiency such as reductions in emissions per person, per employee or per square foot, improvements in building performance ratings, or similar measures.~~

Policy 4.1.3 The County shall maintain an air quality public education function that has the following components:

- (a) A general air quality website to provide the public with educational information about air quality, radon and indoor air pollution issues.
- (b) A radon information education program that informs the public about the soil radon potential in different areas of Alachua County.

Policy 4.1.4 All incineration, prescribed open burning, and yard trash burning shall be conducted in accordance with ~~local, State and Federal regulations such that the health and safety of the public and the environment is protected~~ Chapter 590, Florida Statutes and Chapter 51-2, Florida Administrative Code.

- (a) Open burning of land clearing debris in the urban cluster shall be prohibited. This does not preclude burning of vegetative debris accumulated as a result of cleanup from a local emergency or severe weather event, such as a hurricane or tornado. Such burning shall only be conducted with a permit from the appropriate local or state agency(s).
- (b) In lieu of burning, the following practices shall be used:
 - (1) Vegetative debris may be ground and used as mulch or compost onsite;
 - (2) Vegetative debris may be delivered to an appropriately permitted facility for processing and disposal;
 - (3) Non-vegetative land clearing debris must be separated out of the vegetative debris and transported to an appropriately permitted facility for processing and disposal.

- (c) Prescribed burning for fuel reduction or maintenance of ecosystem health shall be in accordance with Chapter 590, Florida Statutes and Chapter 51-2, Florida Administrative Code, and any applicable a land management plan, ~~where required, and all applicable permits.~~

Policy 4.1.5 Factors contributing to the maintenance or improvement of air quality shall be identified and considered during land use planning and development review. These factors include but are not limited to:

- (a) Increased use of mass transit and non-motorized modes of transportation, and the promotion of a land development pattern conducive to support of public transportation, including containment of urban development in existing urban areas or carefully planned expansions of urban areas;
- (b) Increased use of green space in site planning for all types of development and along major roadways; and
- (c) Increased strategic planting of trees and shrubs to shade streets and buildings, and use physical barriers if necessary to reduce particulate air pollution, and reduce energy consumption and new carbon dioxide generation caused by combustion of fossil fuels; and
- (d) Control of airborne dust generated from land clearing and site preparation activities. Control may involve the use of techniques such as temporary silt fencing, immediate seeding or sodding, permanent vegetative buffering, phasing land clearing with development, or sprinkling the area with water.
- (e) Promotion of industries that exceed Federal and State air quality and emission standards.

Policy 4.1.6 The County shall pursue and support programs that reduce adverse impacts on air quality due to traffic emissions by encouraging use of public transit, multiple ridership in automobiles, and safe use of bikeways.

Policy 4.1.7 Asbestos shall be surveyed for and removed by a licensed contractor prior to demolition or renovation of all buildings.

Policy 4.1.8 The County shall establish a tree planting program to improve air quality in designated areas.

~~**Policy 4.1.9** The County shall establish an intergovernmental task force, comprised minimally of representatives from local governments and utilities, to coordinate on air quality issues such as alternative fuels and the use of hybrid fuel vehicles.~~

OBJECTIVE 4.2 - SOILS AND SLOPES. *No changes to this section.*

OBJECTIVE 4.3 - MINERAL RESOURCES

Regulate extraction activities so that they do not adversely affect the quality of air, groundwater, surface water, land, and wildlife.

Policy 4.3.1 ~~The County shall develop a comprehensive approach to mineral resources. Existing land development regulations that address mineral resources shall be reviewed, consolidated, and revised to provide for comprehensive natural resource protection. Revisions shall include the following:~~

The land development regulations shall provide for the regulation of mining and land excavation and filling activities, with provisions for reclamation and reuse, such that these activities do not adversely affect established residential areas, conservation, or preservation areas identified on the Future Land Use Map, or adversely affect transportation corridors, the quality of air, groundwater, surface water, land, and wildlife in the County. Such land development regulations shall, at a minimum, address the following:

- (a) Identification of areas where mining, land excavation, and filling activities may be permitted, a mining and excavation district, with associated policy directives.
- (b) Restriction of mining and excavation in conservation and preservation areas.
- (c) Provisions for avoidance, minimization, and mitigation of adverse impacts, including but not limited to impacts related to noise, lighting, traffic, habitat, listed species, air, surface water and ground water quality and quantity.
- (d) Standards for reclamation and reuse that provide for restoration of the functions of natural systems.

Policy 4.3.2 ~~The County shall review its regulatory approach to filling activities, including landfilling, and the storage and handling of construction and demolition debris. The County shall revise its approach to ensure natural resources protection and consistency with state law.~~

Policy 4.3.3 ~~The development regulations shall address mining, land excavation, and filling activities, and shall include provisions for reclamation and reuse, and assure successful completion of approved reclamation and reuse plans. Mining, land excavation, and filling activities shall be consistent, at a minimum, with the Alachua County Excavation and Fill Ordinance and the Alachua County Surface Mining and Land Reclamation Ordinance which provide for permit requirements and standards for site location, site design, environmental protection and reclamation.~~

Policy 4.3.4 The quality and quantity of ground and surface waters shall not be significantly altered through extraction operations. Potential groundwater impacts shall be evaluated by the applicant prior to commencement of mining activities as part of the permitting process. Water quality and quantity monitoring activities at extraction sites shall be reviewed by the County. Costs for providing water quality and quantity monitoring at extraction sites shall be borne by the extractor.

Policy 4.3.5 Extraction operations shall minimize potential adverse impacts to surrounding areas and use specific mitigation criteria to minimize air, noise, and traffic impacts.

Policy 4.3.6 Buffer zones shall be established adjacent to natural streams and watercourses and existing parks and preserves so that they will not be adversely impacted by extraction activities.

Policy 4.3.7 Mining activities shall not be initiated in established residential areas or in designated conservation or preservation areas identified on the Future Land Use Map. New residential developments shall be restricted in the vicinity of operating mines or shall provide for adequate buffers and noise abatement. Areas containing sources of commercially valuable minerals shall be protected from the encroachment of incompatible land uses.

OBJECTIVE 4.4 - GEOLOGICAL RESOURCES

Protect and maintain significant natural geologic features such as special karst features -- springs, caves and sinkholes in their natural condition.

- Policy 4.4.1** Significant geologic features, such as springs, caves, sinkholes, and other karst features, shall be identified and evaluated for their importance to the overall natural resource system of the County.
- Policy 4.4.2** Outstanding geologic features, such as certain springs, sinkholes, and caves, shall be considered for acquisition, provided appropriate protective management can be assured.
- Policy 4.4.3** In instances where geologic features function as habitats for listed species, special protection will be provided commensurate with the character of the habitat.
- Policy 4.4.4** Significant geological features shall be accurately identified on development proposals. The Development Review Committee shall require strategies for protecting these features during construction and after development. These strategies shall address:
- (a) Inclusion of significant geologic features as part of common open space;
 - (b) Utilization of principles of good landscape design to incorporate features as aesthetic elements;
 - (c) Pretreatment of stormwater runoff, in accordance with County and water management district rules and regulations, prior to discharging to karst geology features;
 - (d) Geophysical studies may be required where karst features are prominent and conduit flow is known to exist in order to best inform stormwater & site design;
 - (e) The identification of the appropriate level of treatment of wastewater effluent (which may require Enhanced Nutrient Removing septic systems) prior to discharge to any karst geology features; and
 - (f) Perimeter edge buffering around features to maintain natural context, edge vegetation, and structural protection.
- Policy 4.4.5** ~~The land development regulations shall include standards and procedures consistent with this policy.~~
- Policy 4.4.6** The County shall ~~cooperate~~ coordinate with municipalities on the protection of groundwater within any watershed having the Floridan aquifer exposed in sinks or open pits to potentially harmful deposition of atmospheric and other non-point source surface pollution where citizens of the County may be affected.
- Policy 4.4.7** The County shall establish management strategies for sinkholes and sinkhole-prone areas that protect water quality, hydrologic integrity, and ecological value. Management strategies may include, among other techniques, filling and development restrictions, buffers, runoff diversion, muck and debris removal, berm and weir construction, and filtration.

OBJECTIVE 4.5 - GROUNDWATER AND SPRINGS

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

Policy 4.5.1 The County shall establish a comprehensive wellhead protection program through implementation of the Murphree Wellfield Code and the Hazardous Materials Management Code to protect current and future public water supply needs from potential adverse effects from incompatible land uses and activities.

~~(a)~~ The County shall assist the WMDs and the municipalities with environmental suitability analysis for expansion of existing wellfields or location of future wellfield areas.

Policy 4.5.2 Until wellfield protection areas are established for each public water supply well, the following standards shall apply in the areas surrounding such wells:

- (a) Each public water supply well shall be protected by a 200 foot zone of exclusion within which no new development approvals will be granted.
- (b) The following new uses or expansions of existing uses shall be prohibited in the vicinity of each public water supply well as specified in the Alachua County Hazardous Materials Management Code:
 - (1) Class C or D facilities as defined by the Alachua County Hazardous Materials Management Code.
- (c) The following new uses or expansions of existing uses shall be prohibited in the vicinity of public water supply wells:
 - (1) Landfills;
 - (2) Feedlots or other commercial animal facilities;
 - (3) Wastewater treatment plants and percolation ponds, including wastewater reuse and discharge facilities;
 - (4) Mines;
 - (5) Excavation of waterways or stormwater management facilities which intersect the water table;
 - (6) Stormwater retention and detention basins except pursuant to performance controls where configuration or topography of a lot of record precludes location of a required retention or detention basin outside the Wellfield Protection Area; and
 - (7) All uses prohibited in High Aquifer Recharge Areas by Policy 4.5.5(e), below.

Policy 4.5.3 The County ~~shall utilize~~ adopts the Alachua County Floridan Aquifer High Recharge Area map. ~~This map is for information and outreach purposes and to provides a generalized indication/depiction of relative aquifer recharge/vulnerability and high aquifer recharge areas as general background to be used in combination with site-specific hydrogeologic assessment for development review in the unincorporated portion of the County.~~

Policy 4.5.4 The County ~~shall utilize~~ ~~adopts~~ the Alachua County Outstanding Florida Springs Priority Focus Areas (PFAs) map. ~~This map is to guide the implementation of springs protection measures throughout the County.~~

Policy 4.5.5 – 4.5.20. *No changes proposed.*

Policy 4.5.21. The County shall continue to promote water conservation techniques and programs for current and future development (consistent with Energy Element Objective 1.1). The County shall support water conservation practices and standards, including but not limited to, Florida Water StarSM, Florida Friendly Landscaping, LID techniques, installation of water efficient fixtures, soil moisture sensors and smart irrigation systems, and landscape irrigation restrictions.

- (a) The County shall continue to update its land development regulations to require a reduction in permanently irrigated areas for all new development. As part of this effort, the County shall identify strategies to reduce the overall footprint of new development to minimize site disturbance and maximize the protection of existing vegetation.
- (b) Indoor and outdoor use of water should, at a minimum, meet or exceed Florida Water StarSM criteria or the equivalent intended to provide water-efficient options for homes and landscapes. The County will coordinate with potable water suppliers to develop an incentive, education and outreach program that encourages participation in water conservation programs such as Florida Water StarSM.
- (c) The County shall develop measures that promote water conservation to preserve groundwater levels that retain adequate spring discharge from the Floridan Aquifer springs along the Santa Fe River with the objective of no net loss in biological, ecological, and hydrological function.
- (d) The County shall lead by example in the area of water conservation by reducing indoor and outdoor water use at all County facilities with a goal of meeting Florida Water StarSM commercial criteria ~~by 2022~~.
- (e) The County shall encourage the public and private water suppliers in the County to implement aggressive but fair water conservation pricing rate structures.
- (f) The County shall review covenants, codes, and restrictions for new Homeowner Associations (HOA) during the development review process for language that potentially conflicts with County water conservation policies and goals. The County shall partner with HOAs to provide educational materials and programs to promote water conservation.

Policy 4.5.22 *No changes proposed.*

OBJECTIVE 4.6 - SURFACE WATER SYSTEMS

Ensure the protection and improvement of the water quality, biological health, and natural functions of surface water systems in Alachua County.

Policy 4.6.1– 4.6.10 *No proposed changes.*

Policy 4.6.11 Alachua County shall continue to support ~~the~~ Basin Management Action Plans (BMAPs) and the ongoing refinement of these plans. The County shall participate in multi-agency task forces and working groups established to address specific ~~surface~~ water quality concerns in the County. Alachua County shall continue to work towards the restoration of impaired water bodies and to meet Orange Creek Basin, Silver, and Santa Fe River Basin Total Maximum Daily Loads (TMDLs) and BMAPs. Alachua County shall continue to conduct projects for water quality improvement, including land acquisition and restoration, ~~in the Orange Creek Basin (OCB) and Santa Fe River Basin (SFRB)~~ in conjunction with those individual BMAPs. Alachua County shall consider ordinances to achieve water quality restoration and pollutant reduction requirements identified in BMAPs, including but not limited to, requirements for the use of enhanced nitrogen reducing septic systems.

Policy 4.6.12 Alachua County shall continue to coordinate with the water management districts on activities in the Orange Creek, Silver, and Santa Fe River basins. Alachua County shall continue to work with the water management districts toward meeting Minimum Flows and Levels (MFLs) on the Upper and Lower Santa Fe River as established by the districts and implementation for future water supply and need for conservation.

Policy 4.6.13 Alachua County shall develop watershed management plans.

Policy 4.6.14 There shall be no direct or indirect discharge of pollutants to surface waters, ground waters, or sinkholes in violation of federal, state, Water Management District, or local water quality standards.

Policy 4.6.15 Land uses that have the potential to pollute surface waters (are located adjacent to surface waters and that contribute significant nutrient loadings) shall be identified and regulated using the following measures to protect water quality and biological health.

- (a) Buffers to surface waters shall be increased for activities which have been associated with surface water quality and biological health problems such as landfills, composting facilities, wastewater treatment percolation ponds or rapid infiltration basins (RIBs), spray fields, golf courses, dairies, row crops, septage or biosolids land application sites, septage stabilization facilities, and onsite sewage treatment systems or septic systems.
- (b) The implementation of best management practices shall be required in buffers to surface waters to control nutrient loadings, including retrofitting if needed to maintain water quality and biological health.
- (c) The use of pesticides and fertilizers shall be discouraged in buffers.
- (d) The use of reclaimed water shall be regulated to conform with environmentally sound practices and not allowed to adversely impact surface water or groundwater by increasing nutrient concentrations. Nutrients present in the reclaimed water shall not be discharged in a manner that will cause impairment of surface waters, cause an imbalance of flora and fauna in the aquatic ecosystem, or cause eutrophication of the receiving waters. Land development regulations shall be adopted that include

- setbacks to surface waters for the use of reclaimed water for irrigation that are protective of the aquatic ecosystem.
- (e) All fill material used onsite shall be free of phosphatic Hawthorn Group sediments or other phosphorous rich materials that may leach phosphorus causing surface water quality degradation and lake eutrophication.
 - (f) Any excavation that would lead to exposure of Hawthorn Group sediments or other phosphorus rich materials that could leach and adversely impact groundwater or surface water shall be mitigated by covering, backfilling or using other techniques to reduce phosphorus leaching.
 - (g) Fertilizer shall be regulated in buffers to surface waters to ensure that excess nitrogen and phosphorus are not leached into surface water bodies causing water quality degradation and/or lake eutrophication.
 - (h) The use of enhanced ~~nitrogen reduction~~ nutrient reducing (ENR) septic tank systems ~~shall be required pursuant to Section 373.811(2), Florida Statutes; the County shall also consider amendments to its land development regulations and other County ordinances to require the use of ENR systems may be required~~ in highly sensitive areas, such as in proximity to Outstanding Florida Waters, impaired waters, springs priority focus areas, in other areas and springsheds, where karst features are prominent and conduit flow is known to exist, or where lot sizes are small and do not allow for adequate nutrient reduction to be met at the property boundary. ~~These systems shall be designed and permitted through the Florida Department of Health in Alachua County. This measurable performance standard can be adopted as a risk based mitigation strategy for site specific concerns.~~

Policy 4.6.16 to 4.6.23. *No proposed changes.*

OBJECTIVE 4.7 - WETLAND ECOSYSTEMS

Wetland acreage and function shall be protected.

Policy 4.7.1 – 4.7.6. *No proposed changes.*

Policy 4.7.7 Any development activity or alteration within an onsite, or affecting an offsite, surface waters or wetlands or associated buffers that are expected to result in significant adverse impacts, ~~and any unavoidable significant adverse impacts to wetland and wetland buffers,~~ must be subject to review and approval by the Board of County Commissioners (BoCC). Mitigation proposals shall be submitted for consideration by to the BoCC only after all practicable alternatives to direct impacts have been implemented and after all practicable measures to reduce unavoidable impacts have been incorporated into the project design. The BoCC shall approve, approve with conditions, or deny impacts and mitigation proposals. Wetlands impacts of 1/4 acre or less for a single family home may be approved administratively provided the applicant demonstrates consistency with Policy 4.7.4.

The Land Development Regulations shall require Development Review Committee (DRC) approval of a final development plan ensuring implementation of the BoCC-approved mitigation plan and such DRC approval must be received prior to wetland or buffer alteration. BoCC/DRC-approved mitigation generally shall be required to be completed prior to issuance of a project construction permit except in those cases where BoCC and/or DRC approvals specifically authorize alternate timelines.

In order to be considered, the mitigation plan must ensure the long term viability of the mitigation project, advance the County's natural resources conservation objectives and policies, and meet the following minimum guidelines:

- (a) Wetland buffer mitigation shall include any one or a combination of: monetary compensation, or acquisition, restoration, enhancement, or preservation of wetlands, other surface waters or uplands.
- (b) Preservation shall not be considered when protection of the resource proposed for preservation is already ensured by federal, state, water management district, or local regulations.
- (c) Wetland buffer mitigation shall be determined by applying the Uniform Mitigation Assessment Method (UMAM), pursuant to Chapter 62-345, F.A.C.
- (d) Mitigation should be permitted only within the boundaries of Alachua County and, to the maximum extent practicable, within the local watershed in which the impact occurs.
- (e) Wetland mitigation activity conducted by a public agency may not be utilized for wetland mitigation credit by private entities unless approved by Alachua County.
- (f) The landowner shall post a performance bond or similar financial guarantee to assure implementation of the mitigation and monitoring plan.
- (g) No mitigation credits will be given for onsite preservation of wetlands, unless such proposals can demonstrate implementation and sustainability of adequate and appropriate enhancement and/or restoration of habitat.
- (h) Designated wetland and buffer mitigation areas related to development shall be permanently protected in perpetuity using a legal instrument that runs with the land, in a form acceptable to the County, and duly recorded in the Public Records of Alachua County, which assures preservation and maintenance of the associated areas. The preferred legal instrument shall be a conservation easement (Section 407.06, F.S.), however depending on conditions, may also include other dedication options such as deed restrictions.

Policy 4.7.8 – 4.7.12. *No proposed changes*

OBJECTIVE 4.8 - FLOOD PLAINS AND FLOODWAYS

Protect and maintain the natural functions of floodplains, floodways, and all other natural areas having hydrological characteristics of the one hundred (100)-year flood elevation. Natural functions include water purification, flood hazard mitigation, water supply, and wildlife habitat and connectivity.

Policy 4.8.1 The County shall encourage and contribute to watershed management through a variety of programs to include education initiatives, enforcement of wetland and surface water setbacks, and interagency partnerships and workshops.

Policy 4.8.2 The County shall encourage watershed planning and shall:

- (a) Define 100-year floodplains and floodways as conservation areas;
- (b) Continue to maintain, and enhance where possible, the current biodiversity in floodplains of the County;
- (c) Continue to cooperate with the Water Management Districts and other appropriate agencies in expanding or enhancing existing natural habitats associated with floodplains;
- (d) Recognize floodplains in the land development regulations as unique resources requiring protection and conservation;
- (e) Develop specific criteria for slope protection and erosion control in floodplains and along natural banks and shores; ~~and~~
- (f) Enforce erosion control regulations to reduce sedimentation in floodplains resulting from development activities; ~~and~~
- (g) Consider special setback standards for new structures located adjacent to floodplains as part of future proposed amendments to the land development regulations.

Policy 4.8.3 - 4.8.9 *No proposed changes.*

OBJECTIVE 4.9 – BIODIVERSITY

Maintain and enhance plant and animal species diversity and distribution within Alachua County by protecting significant plant and wildlife habitats, providing for habitat corridors, and preventing habitat fragmentation.

Policy 4.9.1 – 4.9.8. *No proposed changes*

Policy 4.9.9 Wildlife habitat enhancement and management programs in urban areas shall be promoted through such techniques as designation of bird sanctuary areas where rookeries or other significant bird populations exist and landscaping schemes for stormwater detention and retention areas that maintain native vegetation and establish littoral zones which encourage wildlife usage. The land development regulations shall include landscaping requirements for new developments that seek to enhance natural habitat and diverse native plant communities, while also protecting water resources.

Policy 4.9.10 – 4.9.12. *No proposed changes.*

OBJECTIVE 4.10 - STRATEGIC ECOSYSTEMS

No proposed changes to this section.

OBJECTIVE 4.11 – CHAMPION TREES AND LANDMARK LIVE OAKS

No proposed changes to this section.

5.0 HUMAN-RELATED RESOURCES

OBJECTIVE 5.1 - ENERGY DEVELOPMENT AND CONSERVATION

No proposed changes to this section.

OBJECTIVE 5.2 - OPEN SPACE

No proposed changes to this section.

OBJECTIVE 5.3 - SCENIC QUALITY

Protect the natural resources and scenic quality of the community to preserve and cultivate a unique sense of place while maintaining economic well-being.

Policy 5.3.1 Alachua County shall develop standards and incentives to protect, maintain, enhance, and improve the landscape and built environment.

Policy 5.3.2 Infrastructure and utility structures, such as communication towers, personal wireless service facilities, radio and television antennas, water and sewer, and energy generation and distribution facilities shall be designed and located to minimize adverse visual impacts on the landscape and avian mortality. Public utilities shall be located underground to the maximum extent possible. The County shall coordinate with local municipalities and public utilities to implement this policy.

Policy 5.3.3 All forms of outdoor advertising shall be designed and located to minimize adverse impacts on the visual quality of the built and natural environments.

Policy 5.3.4 Landscaping of highways and community gateways shall incorporate native vegetation, and shall reflect themes of local history and culture where possible. Tree preservation and planting of low-maintenance native vegetation should be pursued along public rights-of-way throughout the County, with special focus on entranceway corridors.

(a) The County shall promote and protect the visual characteristics of canopy roads through tree planting programs and tree maintenance practices, in cooperation other agencies and private landowners.

- (b) The County shall promote and protect the visual characteristics of wildflower areas through planting programs and maintenance practices, in cooperation with other agencies and private landowners.

Policy 5.3.5 The County shall recognize and participate in voluntary programs for the beautification of public roadways, such as:

- (a) I-75, through participation on the I-75 Corridor Council.
- (b) FDOT Florida Scenic highways, such as the citizen-initiated designation of a portion of SR 441 and spur road system.
- (c) The ~~Transportation~~ Conservation and Open Space Element map series shall depict the FDOT designation of a portion of SR 441 in Alachua County and related county roads as the Scenic 441 Old Florida Heritage Highway.
- (d) Alachua County shall participate in the preservation and protection of the natural and cultural resources of the Scenic 441 Old Florida Heritage Highway by supporting the concepts described in the Scenic 441 Vision Statement, and by providing appropriate resources and support ~~to the Corridor Management Council~~ for implementation of the Corridor Management Plan.
- (e) Gateway streets in conjunction with the City of Gainesville and other participating municipalities.

Policy 5.3.6 The County shall enhance the value and beauty of bicycle and pedestrian routes by locating them to take advantage of scenic resources while maintaining the ecological integrity of other conservation and preservation areas.

Policy 5.3.7 ~~The County shall require that~~ The land development regulations shall provide for lighting standards which ensure that adverse impacts of outdoor lighting be are minimized in order to preserve the ambiance and quality of the nighttime sky and reduce energy consumption while allowing for public safety and security conserve energy, avoid harmful effects on wildlife, and protect the night sky, while balancing the need for public safety.

- (a) The land development regulations shall be based on the following conservation general principles, as advocated by organizations such as Dark Sky International and the Illuminating Engineering Society of North America shall be required:
 - (1) Direct light so it falls only where it is needed, in order to Mminimize offsite lighting impacts, including and reduce glare, light trespass, and light pollution.
 - (2) Use lighting only where and when it is needed and at the lowest level necessary at the appropriate intensity, direction, and times, to ensure light is not overused or impacting areas where it is not intended.
 - (3) Use warmer-color lights where possible.
 - ~~(3)(4)~~ Maximize energy and cost efficiency.
- ~~(b) The County shall adopt land development regulations for a comprehensive set of outdoor lighting design standards based on conservation principles.~~

~~(e)(b)~~ Land development regulations shall address the outdoor lighting of roadways, parking lots, advertisements, commercial, industrial, residential, municipal and recreational activities.

~~(d)(c)~~ Current and planned municipal outdoor street lighting shall be evaluated and, where practicable, revised for consistency with ~~conservation~~ the principles listed above in (a).

~~(e)(d)~~ The County shall seek the involvement of all of the local municipalities.

Policy 5.3.8 Development shall avoid and minimize adverse environmental and visual impacts through innovative planning, design, and management practices in the context of the natural features of the landscape, such as topography, vegetative edges, and soil types. Built and natural features shall be harmonized to the greatest extent practicable.

Policy 5.3.9 Alachua County shall identify and protect the scenic quality of the community through strategies identified in the Comprehensive Plan, land development regulations, special area plans, and other County ordinances or programs and a Community and Neighborhood Planning Program. Such ~~plans~~ strategies shall may include:

(a) Identification of scenic resources, such as viewsheds and scenic corridors, which exhibit unique scenic, historic, architectural, and/or cultural qualities due to tree canopy, substantial wooded fringes, lakes, ponds, streams, wetlands, rocky outcrops, scenic vistas, wildlife populations, wildflowers and/or other appropriate features.

(b) Identification of measures to preserve and enhance the visual, cultural and environmental quality of scenic resources, including development standards and incentives that may include:

(1) Requirements that site plans and planning efforts address preservation and enhancement of the scenic beauty and visual heritage of the community through measures such as:

a. Locating development in consideration of significant public viewsheds, e.g. off of hilltops and visually sensitive horizon lines.

b. The siting, form, scale, and profile of multi-family and non-residential buildings to blend with and preserve the character of the community and natural landscape.

c. Use of materials and methods of construction that are specific to the region, exhibiting a continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

(2) Standards for County-designated scenic corridors roads, including such as:

a. Setbacks, limitations on removal of existing vegetation, additional restrictions on erection of signs for development adjacent to adopted scenic corridors, and modifications to scenic corridors, so as not to

- disrupt the canopy vegetation or the historical or natural character of the corridor.
- b. Development and implementation of management plans where needed to maintain each scenic corridor according to its unique attributes.
- c. Minimizing traffic impacts and the limiting driveway access to the scenic corridor.
- d. Prohibiting land use and zoning changes which change the character of designated scenic corridors.
- e. Scenic easements as a means of protecting scenic corridors in collaboration with landowners.
- ~~(c) — Provisions for adoption in land development regulations of specific, objective design standards for development on lands within the scope of each special area plan.~~

OBJECTIVE 5.4 - VEGETATION MANAGEMENT

Require and encourage public and private land clearing and landscaping practices that conserve, appropriately use, and protect native vegetation, including forests.

Policy 5.4.1 – 5.4.5 *No proposed changes.*

Policy 5.4.6 The County shall require the use of ~~xeriscape~~ resilient landscaping principles in the landscaping of new development projects to conserve water. The use of non-invasive alternatives to lawn grass as ground cover shall be encouraged.

Policy 5.4.7 The County shall develop a program to utilize ~~xeriscape~~ resilient landscaping principles in conjunction with native plants and trees in public rights-of-way and other public lands, whenever practical, thereby conserving water, improving habitat for urban wildlife, conserving North Central Florida vegetation, and improving the county's aesthetic appeal and environmental quality.

Policy 5.4.8 – 5.4.13 *No proposed changes.*

OBJECTIVE 5.5 - AGRICULTURAL AND SILVICULTURAL PRACTICES

No proposed changes to this section.

OBJECTIVE 5.6 - WILDFIRE MITIGATION

No proposed changes to this section.

OBJECTIVE 5.7 - HAZARDOUS MATERIALS

No proposed changes to this section.

6.0 LAND CONSERVATION PROGRAM

OBJECTIVE 6.1 - PROGRAM OVERVIEW

Establish and maintain a land conservation and management program for the purchase, preservation, and management of natural areas and open space to complement the regulatory approaches identified in other sections of this element.

- Policy 6.1.1** A land conservation master plan shall be developed to detail the vision, goals, and organizational framework for a county-wide system of natural areas and trails for wildlife and people.
- Policy 6.1.2** The land conservation master plan shall identify the components of the land conservation program, including but not limited to:
- (a) The Alachua County Forever program.
 - (b) Parks, open space and greenways programs.
 - (c) Coordination with other land acquisition and management programs.
 - (d) Private donations and dedications.
 - (e) Regulatory mechanisms.
 - (f) Taxation policies, such as agricultural and conservation assessments.
 - (g) Purchase of agricultural conservation easements and purchase of development rights for agricultural areas.
- Policy 6.1.3** The County shall coordinate the efforts of various components of the land conservation program in order to maximize opportunities to acquire lands for appropriate conservation and recreation purposes.
- Policy 6.1.4** The land conservation master plan shall include adoption of the “30x30” and “50x50” land conservation goals as countywide targets for land conservation.

OBJECTIVE 6.2 - ALACHUA COUNTY FOREVER

Implement the Alachua County Forever program.

- Policy 6.2.1** The County shall establish and maintain the Alachua County Forever program to acquire and manage environmentally significant lands for the protection of water resources, wildlife habitat, and natural areas suitable for resource-based recreation; and acquire agricultural conservation easements on agriculturally significant lands to protect water resources, support the local rural economy, contribute to local food security, and promote open, scenic space.
- Policy 6.2.2** ~~Alachua County Forever shall be funded for a minimum of 20 years, as approved by voter referendum on November 7, 2000.~~ Alachua County Forever shall be funded until December 2032 at minimum, through the local government infrastructure surtax known locally as Wild Spaces and Public Places, as approved by voters on November 8, 2022.
- Policy 6.2.3** The County shall continue funding the Alachua County Forever program through the current Wild Spaces and Public Places local government infrastructure surtax, and will consider pursuing renewal of the surtax for additional terms. The County shall

also pursue other available funding opportunities to advance the purposes of the Alachua County Forever program.

- Policy 6.2.34** The emphasis of Alachua County Forever program shall be to increase the acreage of environmentally and agriculturally significant lands managed in perpetuity for conservation and agricultural purposes.
- Policy 6.2.45** Lands shall be selected for acquisition under the Alachua County Forever program based on an evaluation of environmental, agricultural, social, and management criteria as adopted by the Alachua County Board of County Commissioners.
- Policy 6.2.56** During the acquisition of environmentally significant lands, the County shall give priority to acquiring the optimal acreage needed to maintain the integrity of the natural plant communities or ecological units involved.
- Policy 6.2.67** All acquisitions under the Alachua County Forever program shall be based on voluntary participation by a willing property owner.
- Policy 6.2.78** Resource-based recreation may be considered on and adjacent to land acquired through Alachua County Forever provided the associated activities do not have significant adverse impacts on the ecological integrity or ecological or historical values of the resources in these areas.

OBJECTIVE 6.3 - ECOLOGICALLY FUNCTIONAL LINKAGES

No proposed changes to this section.

OBJECTIVE 6.4 - OTHER ACQUISITION PROGRAMS

Coordinate with other programs for the acquisition and management of natural areas and open space for recreational, open space and conservation purposes.

- Policy 6.4.1** The County shall seek to maximize the effectiveness of local revenue sources by using them to leverage funds available from federal, state, municipal, private, non-profit, ~~and Water Management District, and other conservation land acquisition programs~~, such as Florida Forever, Florida Communities Trust (FCT), Conservation and Recreation Lands (CARL), and Save-Our-Rivers (SOR).
- Policy 6.4.2** The County shall provide support, in the form of information, coordination, assistance in obtaining grants, and other support activities to organizations and agencies that acquire and protect natural areas and open space for conservation, open space, and recreational purposes.
- Policy 6.4.3** The County shall pursue Florida Communities Trust funds, and support the municipalities in submitting applications, for acquisition projects that maximize environmental and social considerations, including but not limited to:
- (a) Preserving natural communities or listed species habitat.
 - (b) Restoring or enhancing degraded natural areas.
 - (c) Protecting or enhancing water quality.
 - (d) Enhancing greenways or recreational trails.
 - (e) Providing appropriate access to natural areas, including water bodies.

- (f) Directing development to urban infill, redevelopment, or downtown revitalization areas.
- (g) Preserving historical, cultural or archaeological features.

OBJECTIVE 6.5 - ACQUISITION TOOLBOX

Encourage the use of multiple, diverse land acquisition strategies.

Policy 6.5.1 The County shall use and promote a variety of tools for acquiring and protecting natural areas and open space. Acquisition tools shall include, at a minimum, fee simple purchase, conservation easements; including agricultural land easements, conservation trusts, land donations and dedications, transfer or purchase of development rights, long-term leases, and tax incentives.

Policy 6.5.2 – 6.5.6. *No proposed changes.*

OBJECTIVE 6.6 – MANAGEMENT

Improve the environmental stewardship of all preservation, conservation and recreation areas within Alachua County.

Policy 6.6.1 The County shall provide public education on the benefits of natural systems functions to decrease the effects of human intrusion into areas designated for limited public access.

Policy 6.6.2 The County shall take an active role in the development or review of management plans for preservation, conservation and recreation areas in Alachua County that are not owned by the County.

Policy 6.6.3 The County shall continue to manage natural resources in County- owned preservation areas in cooperation with the U.S. Fish and Wildlife Service, Florida Fish and Wildlife Conservation Commission, the Florida Department of Environmental Protection, the Suwannee River and St. Johns River Water Management Districts, the Florida Department of Agriculture and Consumer Services, local municipalities, and other agencies, as appropriate.

Policy 6.6.4 ~~Within one year of acquisition, the County shall develop site specific management plans for all preservation; and conservation and recreation lands owned, leased or purchased by the County. The County shall review these plans periodically, at least every three years, to ensure compliance with conservation objectives.~~

Policy 6.6.5 The County shall restore and enhance degraded natural areas on County-owned preservation, conservation and recreation lands, including removal of invasive non-native plants and animals, reforestation, re-establishment of burn regimes for fire-adapted ecosystems, and restoration of shorelines and natural hydrology, as needed.

Policy 6.6.6 The County shall manage and maintain County-owned preservation, conservation and recreation areas to ensure the ongoing conservation of desirable plants and animals and their associated ecosystems, and to control the invasion and spread of undesirable non-native plants and animals, including focused efforts on community cat management on lands adjacent to preservation and conservation areas through policy and action.

-
- Policy 6.6.7** Management techniques such as prescribed burning and mechanical removal shall be used in County-owned preservation, conservation and recreation areas where necessary and appropriate for ecological reasons or fuel reduction.
- Policy 6.6.8** Where consistent with natural resources protection, the County may provide public access to preservation and conservation areas, including water bodies. A hierarchy will be established to determine the appropriate type of access, with special attention given to environmentally sensitive design, location and construction.
- Policy 6.6.9** Multiple use opportunities, including resource-based recreation, shall be considered in County-owned preservation and conservation areas where consistent with conservation of wildlife habitat, watershed protection, erosion control, maintenance or enhancement of water quality, and aquifer recharge protection.
- Policy 6.6.10** The County shall manage, and support stewardship strategies that maximize biodiversity at the species, natural community, and landscape levels.
- Policy 6.6.11** The County shall provide continued funding for ongoing operation and maintenance costs associated with County-owned lands.

7.0 GREENWAYS MASTER PLAN

OBJECTIVE 7.1 - Greenways Master Plan. *No proposed changes to this section.*

Conservation And Open Space Element Definitions

Critical Listed Species Habitat (also called essential habitat): The specific areas that contain biological or physical features upon which a listed species depends. These include recently documented feeding, breeding, nesting, or repetitive use areas.

Documented [adapted from 9J-2.041]: The existence of a scientifically credible occurrence record for a listed species, including surveys, scientific publications, or other information from a developer or landowner, local, regional, state or federal agencies.

EPA Identified Toxic Pollutants: ~~The 188 toxic air pollutants listed in the 1990 amendments to the Federal Clean Air Act that the United States Environmental Protection Agency is required to control.~~

Hydro period: ~~Period of time and frequency in which soils, water bodies, and sites are wet. Number of days per year that an area of land is wet or the length of time that there is standing water at a location.~~

Karst Topography: ~~The relief of an area underlain by limestone that dissolves in differing degrees, thus forming numerous depressions or small basins. Land surface produced by water dissolving the bedrock and is characterized by sinkholes, cavern systems and springs.~~

Prescribed Burn: The controlled application of fire to naturally occurring vegetative fuels, under specified environmental conditions and following appropriate precautionary measures, to achieve specific objectives, such as ecosystem restoration, brush control or reduction of fuel hazards.

Xeriscape Resilient Landscaping: Landscape methods that conserve water and protect the environment through the use of native, drought-tolerant plants and planting techniques. ~~The St. Johns River Water Management District provides seven xeriscape principles which may be referenced at: <http://sjr.state.fl.us/index8.html>.~~



#61

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 10/22/26

PROJECT DESCRIPTION

#61 - City of Perry - Community Development Block Grant DR-MS034
Disaster Recovery - Environmental Review

TO: John Hart II, City Manager
City of Perry
224 South Jefferson Street
Perry, FL 32347-3235

XC: Bruce Ballister
Andy Easton and Associates
203 Ridgeland Road
Tallahassee, FL 32312-1916

 COMMENTS ATTACHED

 X **NO COMMENTS REGARDING THIS PROJECT**

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
SCOTT KOONS, EXECUTIVE DIRECTOR AT THE NORTH CENTRAL FLORIDA REGIONAL
PLANNING COUNCIL AT 352.339.2489.

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224 South Jefferson Street
Perry, Florida 32347-3235
P: 850-584-7161

September 8, 2026

Scott R. Koons, AICP
Executive Director
North Central Florida, RPC
2009 NW 67th Place
Gainesville, FL 32653-1603
koons@ncfrpc.org

Re: Well No. 3 and Drinking Water Plant Rehabilitation Project CDBG-DR Grant MS034

Dear Director Lovorn:

The City of Perry, Florida is considering funding the project listed above with federal funds from the U.S. Department of Housing and Urban Development (HUD). Under HUD regulation 24 CFR 58.4, the City of Perry has assumed HUD's environmental review responsibilities for the project.

To meet project timeframes, if you would like to be a consulting party on this project, please let us know of your interest within 30 days? If you have any initial concerns with impacts of the project, please note them in your response?

Enclosed are project location maps that show the project area and, if applicable, an additional area of potential indirect effects. The Project will be located within the confines of the City's two downtown water treatment facilities known as the 'Old Water Treatment Plant' located at 407 Lafayette Street West and the 'New Water Treatment Plant' located at 411 Veterans Drive West. See Vicinity, Location, and Site Exhibits 1 – 3, attached.

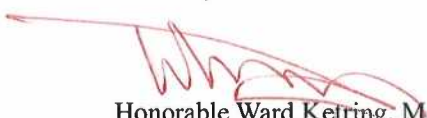
The City of Perry has been awarded \$4,500,000 of CDBG-DR funding for Well #3 and Drinking Water Plant Rehabilitation to restore and harden Well #3 and the associated drinking water facilities to address storm related damage and water quality challenges exacerbated by the 2023-24 Hurricanes. The project will:

- Rehabilitate or replace Well #3, including wellhead improvements, pumping components, and associated appurtenances necessary to restore reliable water production,
- Install granular activated carbon, (GAC), treatment system, as required for the total removal of total organic compounds, iron, and other storm related contaminants, at the new water treatment plant.
- Construction of dedicated treatment and bypass infrastructure, to allow Well #3 to operate as an independent water source capable of serving the community if the primary treatment plant or transmission lines are compromised.
- Install redundant tie-ins and a secondary chlorine dosing point to enhance disinfection reliability and operational flexibility during emergency conditions..
- Install major mechanical equipment, including pumps, generators, and related systems to maintain continuous operations during power outages,

- Installation of electrical systems, instrumentation, and controls, SCADA components, including elevation and hardening of equipment to reduce flood risk.
- Construction of associated site and civil improvements, including piping, linings, concrete pads, drainage features, and other site work necessary to support the rehabilitated facilities.
- Restoration of disturbed areas, site stabilization, commissioning, and water quality verification activities to confirm performance, readiness, and regulatory compliance.
- Purchase of all materials and equipment necessary to complete the above-listed activities.

If you do not wish to consult on this project, can you please inform us? If you do wish to consult, can you please include in your reply the name and contact information for the agency's principal representative in the consultation? Thank you very much. We value your assistance and look forward to consulting further if there are potential impacts.

Sincerely,



Honorable Ward Ketring, Mayor
(850) 584-7161
ward@ketring.com

Attachments:

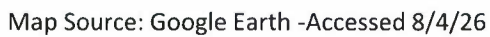
- Ex. 1 – Project Vicinity Map
- Ex. 2 – Project Location Map
- Ex. 3 – Project Location Map



Exhibit 1 Project Vicinity Map



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