## FOR BOARD OF COUNTY COMMISSIONERS PUBLIC HEARING JUNE 25, 2019

# LEGISLATIVE ITEM: CPA-03-19 Evaluation and Appraisal Based Amendments to Update the Alachua County Comprehensive Plan for the period 2019-2040 (Large-Scale Comprehensive Plan Amendment)

A request initiated by Alachua County to amend various elements of the Alachua County Comprehensive Plan: 2011-2030 based on the Evaluation and Appraisal of the Plan pursuant to Section 163.3191 of Florida Statutes. Proposed amendments to the Plan include revisions to certain goals, objectives, policies, maps, tables, and definitions in the following elements: Future Land Use, Transportation Mobility, Housing, Potable Water and Sanitary Sewer, Solid Waste, Conservation and Open Space, Stormwater Management, Recreation, Intergovernmental Coordination, Economic, Capital Improvements, Public School Facilities, Community Health, and Energy.

**STAFF RECOMMENDATION:** Staff recommends that the Board of County Commissioners

transmit CPA-03-19 to State and other agencies for review

and comment.

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Note: The material in Section 2 is not proposed for adoption.)

## Section 1. Proposed Amendments For Board of County Commissioners Transmittal Hearing: June 25, 2019

(Attached proposed amendments show the parts of the adopted elements that are proposed to be changed.)

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(Attached proposed amendments show the parts of the adopted elements that are proposed to be changed.)

## 1.0 URBAN RESIDENTIAL POLICIES

## **OBJECTIVE 1.1 - GENERAL**

Encourage development of residential land in a manner which promotes social and economic diversity, provides for phased and orderly growth consistent with available public facilities, and provides for access to existing or planned public services such as schools, parks, and cultural facilities.

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Policy 1.1.5 Developments within Urban Residential designations per Policy 1.3.2.1 that are:

- (a) 150 or more units and are contiguous to a Rapid Transit or Express Transit Corridor shall be either a Traditional Neighborhood Development, Transit Oriented Development or located within an Activity Center.
- (b) 300 or more units shall be either a Traditional Neighborhood Development or located within an Activity Center.
- (c) Development within the Urban Service Area shall be consistent with Future Land Use Element Objective 8.6 and its policies.

[Note: Policy 1.1.5 (a) and (b) have been moved to the Implementation Section Policy 7.1.34, where they have been consolidated with related development thresholds. 1.1.5(c) would be deleted due to the elimination of the Urban Service Area (see Objective 8.6)]

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## Policy 1.3.8.2 ...

(c) Provide common open space as part of pervious open space requirements established in the Conservation and Open Space Element.

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#### Policy 1.3.9.2 . . .

(c) Provide common open space as part of pervious open space requirements established in the Conservation and Open Space Element.

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## Policy 1.3.10.3 ...

(c) Provide common open space as part of pervious open space requirements established in the Conservation and Open Space Element.

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## **OBJECTIVE 1.4 - NEIGHBORHOOD DESIGN AND SITE STANDARDS**

Encourage the use of innovative concepts for residential development to allow for appropriate mixes of housing types and mixed-use development within Traditional Neighborhood and Transit Oriented Development, adequately served by necessary supporting facilities, in an efficient, environmentally sensitive, and attractive manner.

- **Policy 1.4.1** The use of proven, innovative concepts for residential development such as TND and TOD are strongly encouraged.
  - **Policy 1.4.1.1** Appropriate mixes of housing types within planned developments, traditional neighborhood developments and transit oriented developments shall be allowed where such mixes may be integrated with the character of the surrounding residential area.

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- **Policy 1.4.1.4** Urban development shall incorporate design techniques to promote integration with adjacent neighborhoods and enhance the quality of the living environment. Such design techniques shall include:
  - (a) Quality design practices, transitional intensity (types of uses), stepped density, buffering, boundaries, landscaping, and natural open space.
  - (b) Pervious oOpen space shall be designed as a usable part of the development to be accessible as required by Conservation and Open Space Policy 5.2.23 and Stormwater Management Element Policy 5.1.11. Pervious oOpen space requirements fulfilled through the use of conservation resource areas per Conservation and Open Space Element Policy 5.2.32 shall incorporate usable accessible open space, to the extent consistent with the character and protection of the resource.
  - (c) Special attention shall be provided to the design of development and neighborhood edges, which shall be designed to be integrated into the surrounding community.

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## **OBJECTIVE 1.6 - TRADITIONAL NEIGHBORHOOD DEVELOPMENTS**

To provide for interconnected, mixed-use development through specific site and design standards that create pedestrian and bicycle friendly communities, reduce per capita greenhouse gas emissions and vehicular trips on external roadways and provide development patterns that are transit supportive.

- **Policy 1.6.1** Traditional Neighborhood Developments shall be:
  - (a) Allowed in areas designated on the Future Land Use map for Urban Residential Densities (Policy 1.3.2.1) and Activity Centers within the Urban Cluster,

- (b) At least 15 acres in size,
- (c) Allowed through the development plan review process consistent with the Comprehensive Plan and Land Development Regulations. Planned Developments consistent with these Comprehensive Plan policies shall be required until amended Land Development Regulations for Traditional Neighborhood Developments are adopted.

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**Policy 1.6.5** Density & Mixed Uses: A balanced mixture of uses shall be provided to create vibrant activity throughout the day and allow individuals to live, work and play in the same community without having to rely solely on a motor vehicle for mobility, thereby reducing per capita greenhouse gas emissions.

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- **Policy 1.6.5.2** To ensure a mixture of uses, the following non-residential (heated and cooled) square footage is required:
  - (a) Provide at least 10,000 square feet of non-residential uses, plus
  - **(b)** A minimum of 50 square feet of non-residential uses for every 1 residential unit.
  - (c) A maximum of 200 square feet of non-residential uses for every 1 residential unit is allowed.
  - (d) For projects within the Urban Service Area a maximum of 250 square feet of non-residential use for every 1 residential unit is allowed.
  - (e) For projects that provide 100% of the allowable underlying land use density, an additional 10,000 square feet square feet of non-residential development is allowed with an additional 10,000 square feet of non-residential development allowed for each one (1) unit per acre above 100% of the underlying land use.
  - (f) For projects contiguous with a Rapid Transit or Express Transit Corridor an additional 25,000 square feet of non-residential development is allowed.
  - **(g)** To encourage infill and redevelopment, the square footage of existing non-residential uses may either be utilized to meet the requirements above or be in addition to the above requirements.

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Policy 1.6.6.6 Stormwater facilities shall be master planned. The location of surface stormwater facilities within the village center is discouraged. Surface stormwater facilities located in the village center should be designed in a park like manner serving as an amenity to the development. The use of Low Impact Development Design (LID) techniques is are allowed and required in the Sensitive Karst Areas and encouraged Countywide.

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Policy 1.6.7.4 Street design standards shall address narrow pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for roads, alleys and lanes. Standards shall promote walking and biking, ensure pedestrian and bicyclists safety, and allow for emergency and transit access. Urban green streets and Low Impact Development Design (LID) techniques are allowed and required in the Sensitive Karst Areas and encouraged Countywide.

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## **OBJECTIVE 1.7 - TRANSIT ORIENTED DEVELOPMENT**

To provide for compact, mixed-use, pedestrian and bicycle friendly communities designed with the densities and intensities needed to support transit service, reduced per capita greenhouse gas emissions and enable an individual to live, work, play and shop in a community without the need to rely on a motor vehicle for mobility.

## **Policy 1.7.1** Transit Oriented Developments shall be:

- (a) Allowed in areas designated on the Future Land Use map for Urban Residential Densities (Policy 1.3.2.1) and Activity Centers within the Urban Cluster,
- (b) At least 15 acres in size,
- (c) Served by Express Transit Service and be contiguous to a Rapid Transit or Express Transit Corridor consistent with the Transportation Mobility Element.
- (d) Allowed through Development plan approval consistent with the Comprehensive Plan and Land Development Regulations. Planned Developments consistent with these Comprehensive Plan policies shall be required until amended Land Development Regulations for Transit Oriented Development are adopted.

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- **Policy 1.7.5 Density & Mixed Uses**: A balanced mixture of uses shall be provided to create activity throughout the day and allow individuals to live, work and play in the same community without having to rely solely on a motor vehicle for mobility, thereby allowing a reduction in per capita greenhouse gas emissions.
  - Policy 1.7.5.2 The maximum allowable density within the transit supportive area is twenty-four (24) units per acre, except as provided for in Policy 1.3.10.4 of this element. Within the Urban Service Area, the maximum allowable density within the Village Center is forty-eight (48) units per acre. The maximum allowable density outside the transit supportive area is the maximum allowable under the underlying land use.

- **Policy 1.7.5.3** To ensure a mixture of uses, the following non-residential square footage (heated and cooled) is required:
  - (a) Provide at least 10,000 square feet of non-residential uses, plus
  - (b) A minimum of 100 square feet of non-residential uses for every 1 residential unit.
  - (c) A maximum of 400 square feet of non-residential uses for every 1 residential unit shall be allowed.
  - (d) For projects within the Urban Service Area a maximum of 500 square feet of non-residential use for every 1 residential unit is allowed.
  - (e) To encourage infill and redevelopment, the square footage of existing non-residential may either be utilized to meet the requirements above or be in addition to the above requirements.

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## **OBJECTIVE 1.8 COTTAGE NEIGHBORHOODS**

Cottage Neighborhoods offer opportunities for creative, diverse and high quality infill development within the Urban Cluster and promote a variety of housing types and sizes available within the community to meet the needs of a population diverse in age, income, and household composition. These neighborhoods provide for more efficient use of land through density bonuses consistent with Housing Element Policy 1.2.2, which provides incentives for development of affordable housing. Cottage Neighborhoods encourage the creation of more usable open space for residents of the development and maximize resident and pedestrian oriented outdoor spaces while minimizing the impact of automobile traffic and parking.

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**Policy 1.8.3** Cottage Neighborhoods meeting the design requirements for such neighborhoods in the Unified Land Development Code shall be allowed to develop at two times the maximum units per acre of the <u>underlying future land use zoning district</u> designation.

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## 2.0 URBAN ACTIVITY CENTER POLICIES

## **OBJECTIVE 2.1 - GENERAL**

Promote efficient use of land through designation of Activity Centers within the Urban Cluster which provide for nodes of higher density and intensity mixed uses that are interconnected with other commercial, employment, light industrial, and institutional centers within Alachua County through a system of multimodal corridors and a public transit system. Urban design standards for Activity Centers

will provide for compact, mixed use, and pedestrian-friendly development, which is functionally integrated with surrounding land uses.

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- **Policy 2.1.4** A mixture of residential and non-residential land uses shall be provided in Activity Centers to reduce travel distances between different types of land uses and support pedestrian, bicycle and transit opportunities.
  - (a) Mixed use development plans, including vertical and horizontal mixed uses, shall be allowable in all areas within Activity Centers.
  - (b) In order to increase the variety of housing opportunities within walking distance of existing or future commercial and employment areas, residential uses shall
    - be allowable as part of mixed use development in non-residential Future Land Use designations, in accordance with the following:
    - (1) Ratios of residential dwelling units to non-residential floor area shall be specified in the Land Development Code for mixed use development in accordance with this policy. The mixed use ratios will allow for existing commercial, office, or institutional uses within one-quarter mile of proposed residential development to be used in calculating the allowable number of residential units.
    - (2) Residential uses in mixed use development in accordance with this policy shall be physically and functionally integrated with existing or proposed non-residential uses.
  - (c) Within residential Future Land Use designations in Activity Centers, commercial, office, or institutional uses shall be allowable as part of mixed use developments, <a href="Traditional Neighborhood Developments">Traditional Neighborhood Developments</a>, or Transit Oriented Developments. provided they are located within the same building as the residential uses, and do not exceed one third of the usable floor area of the building.
  - (d) Development projects which exceed minimum size thresholds shall be required to provide a mix of residential and non-residential uses. Minimum thresholds for acreage and non-residential floor area shall be established in the Land Development Code.

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- **Policy 2.1.6** Activity Centers shall include a multimodal street network which provides interconnectivity of land uses within and surrounding the Activity Center.
  - (k) Street design standards shall be provided in the Land Development Code and shall address narrow pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for roads, alleys and lanes, and Low Impact

<u>Development Design</u> (LID) techniques for urban green streets. Standards shall promote walking and biking, ensure pedestrian and bicyclist safety, and allow for emergency and transit access.

- **Policy 2.1.7** Parking areas shall be designed to minimize intrusiveness and impacts on pedestrian circulation and accessibility to development through the following techniques:
  - (f) Parking standards for Activity Centers shall be established in the Land Development Code, and shall address: parking maximums, shared parking to serve multiple uses with different peak usage times, and allowance for the use of semi-permeable paving materials; and limits on the amount of individual contiguous surface area allowed for paved parking.
- Policy 2.1.9 Stormwater management facilities shall be sufficient to serve the functional purpose, and shall be designed as a public amenity that provides usable open space or an aesthetic feature that resembles natural areas. The use of shared stormwater facilities shall be evaluated as part of the development plan process, and utilized to the extent feasible. Low Impact Development Design (LID) techniques are allowed and required in the Sensitive Karst Areas and encouraged Countywide.
- Policy 2.1.10 Development standards for Activity Centers shall be adopted into the Land Development Code to implement Activity Center Policies 2.1.1 through 2.1.8. The development standards shall include provisions related to: permitted uses, mixed use ratios and phasing, transportation interconnectivity, block sizes, pedestrian-oriented design features, civic space standards, parking quantity and design, and dimensional standards such as build to lines, building orientation, lot coverage, building heights, and building footprints. The Land Development Code shall also include alternatives to certain generally required development standards, where appropriate, consistent with Objective 2.1 and the purpose and intent of Policies 2.1.1 through 2.1.8, but provide alternative standards where needed to address unique environmental, topographic, or property boundary features or characteristics that preclude strict adherence to the generally required development standards.
  - (a) Development plans which are consistent with Comprehensive Plan Objective 2.1 and Policies 2.1.1 through 2.1.8, and are consistent with other provisions of the Comprehensive Plan, and the Land Development Code standards for Activity Centers described in this policy, shall be allowable through the development plan review process, notwithstanding conflicting provisions in the specific activity center plans contained in Policies 2.5.1 through 2.5.9 of this Element.

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- **Policy 2.1.12** New activity centers and expansion of the boundaries of existing activity centers shall require a Comprehensive Plan Amendment to establish the Activity Center boundaries and level in the Comprehensive Plan. Such Comprehensive Plan Amendments shall be considered based on the following:
  - (a) The findings of a market study or employment study, such that:
    - The market study shall document the need for location and type of new Activity Centers or for expansion of existing Activity Centers, through analysis of factors including population projections within the relevant market or service areas, identified in Section 3.0 Commercial Policies, based on estimated build out of the future land uses.
    - (2) The employment study shall document the need for location and type of new Activity Centers or for expansion of existing Activity Centers, through analysis of factors including employment rates, economic development needs, income levels, and jobs-housing balance within the relevant service area based on estimated build out of the future land uses.
  - (b) (a) Location of new activity centers shall generally be near intersections of multimodal corridors, and sites shall be adequately sized to allow development of a mix of non-residential and residential land uses, while providing for integration and interconnectivity with existing and future neighborhoods.
  - (c)(b) Availability and capacity of urban services and infrastructure including multimodal transportation, recreation, potable water and sanitary sewer, public schools, solid waste disposal, stormwater management, and public safety.
  - (d) Primary and secondary land uses for new or expanded activity centers shall be determined based upon the needs of the community, character of the surrounding area, and market considerations identified in a market study.

## **OBJECTIVE 2.2 - ACTIVITY CENTER PLANS**

Development occurring within designated Activity Centers shall be consistent with the applicable policies and standards contained in this section and with Policies 2.1.4 - 2.1.12.

## Policy 2.2.1 Activity Center Plan - Springhills

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c. Prior to approval of any final development plan, the developer shall enter into an agreement with the County assuring:

- 1. The developer's responsibility for the design and construction of a roadway with dedicated transit lanes connecting NW 83rd Street at the eastern property boundary of the northeast quadrant (tax parcels 06038-000-000 and 06038-0223-000) to an appropriate connection point on the western boundary of the same property; and
- 2. The developer shall be responsible for providing dedicated transit lanes with bicycle and pedestrian facilities connecting and continuing from the southern end of NW 83rd Street and NW 23rd Avenue to the northern extent of tax parcel 06315-001-000 by way of an overpass across I-75. In the event that the developer is unable to secure authorization from state and federal permitting authorities for said overpass, or rights to use of tax parcels 06315-001-000 and 06318-000-000 for said dedicated lanes, the developer shall be required instead to provide a roadway, dedicated transit lanes with bicycle and pedestrian facilities connecting and continuing from the western end of NW 83rd Street by way of an overpass across I-75 to parcel 06038-022-003.

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- d. These parcels are currently under a Development of Regional Impact development order. The Capital Improvements and Transit Service required in Policy 2.2.1.5(e)1-2 may be required to be revised via a revision to the Capital Improvements Element based on either a Development of Regional Impact Development Order or Urban Service Area/Transportation Concurrency Exception Area policies if adopted in the future.
- ed. NW 95th Blvd, the frontage road located in the northeast quadrant of I-75 and NW 39th Avenue, must be provided with access to the internal roadway system in the northeastern quadrant of the development.

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## Policy 2.2.2 Interim Development Guidelines - Millhopper Activity Center.

- (a) General
  - (1) Expansion of the boundaries of this Activity Center may be allowed based on reviewing proposed boundary and land use amendments on a case-by-case basis, enabling the determination of impacts on existing infrastructure and defining needed improvements for inclusion in development plans.
  - (2) It is intended that these interim development guidelines will only apply until a formal development plan is adopted for the Activity Center. For Map showing boundaries of this Activity Center, see Appendix.
- (b)(a) Land Use Policies

- (1) No new retail commercial uses should be permitted in the Activity Center except on parcels within an approved PD or where commercial development would be permitted pursuant to the provisions of Section 7.1.15.
- (2) Areas with commercial zoning should be developed for office and service uses, including type "a" restaurants, but not type "b" restaurants. Higher density residential development is also encouraged within the Activity Center on land which is currently zoned to a commercial category.
- (3) Where property within the Activity Center abuts property outside the Activity Center, special consideration should be given to the design of the development to ensure that it is in harmony with the residential development which would occur on the outside. In addition to buffers, consideration should be given to building facades, landscaping, and the prohibition of parking areas, building mechanical equipment, storage areas, and dumpsters from areas close to the periphery of the Activity Center.
- (1) Commercial development, including office development should be limited to a floor area ratio (FAR) of .35 to 1, and building coverage should be limited to 80%.
- (5) Parcels #6158 3, 6158 1, 6158 2, 6162, and 6163 are designated for office uses. Development of these parcels shall be in the form of a Planned Development which shall include the requirement of buffering (a high-density combination of any of the following: canopy and understory trees, shrubs, and evergreens/conifers and earth berms) along the northern, and western, and southern boundaries of the activity center, excluding access, to protect adjacent residential uses. The extension of NW 28th Lane shall be designated by the development plans and set aside as a future roadway and shall be located along the northern property line to align with existing NW 28th Lane on the east side of NW 43rd Street. Access to Parcel 6158-3 shall be from NW 43rd Street with additional future access from NW 28th Lane. In lieu of a roadway connection between the office park (parcels 6158-1, 6158-2, 6162, and 6163) and NW 25th place, a public pedestrian connection that will connect to NW 27th Avenue may be provided.

#### (c) Circulation

(1) Entrances onto 43rd Street should be limited as much as possible. All development on a given parcel of land should be served by a single entrance; no individual business should be served by a separate entrance if a common entrance or an entrance off a side street is available. Shared entrances between separate parcels are encouraged.

(2) Entrances should be located in such a manner as to line up with existing intersections, to the maximum extent feasible.

## Policy 2.2.3 Activity Center Plan - Oaks Mall Activity Center

## (a) General

- (1) It is the intent of this Activity Center Plan to promote the area surrounding the interchange of Interstate 75 and State Road 26 as a high-intensity regional focal point. In so doing, it should be developed as a mixed use center, allowing for the general land use classifications identified on the Activity Center Plan Future Land Use map. Individual quadrants of the center should include a mix of complementary uses, including retail, employment, services, and, where possible, residential uses so as to reduce overall traffic impact and promote pedestrian activity.
- (2) These policies shall not be applicable to any parcel or development covered by an approved DRI plan, to the extent that any proposed development activity on such parcel is addressed by that approved plan.

## (b) Land Use

- (1) Future land uses shall be governed by the land use classifications on the Activity Center Future Land Use mMap. Higher density residential uses are encouraged within the Activity Center on land designated for commercial use.
- (2) Land designated as conservation shall be used for purposes identified in the Conservation Element of the adopted Comprehensive Plan.
- (3) All other land use designations on the activity center map are consistent with the general provisions of this Future Land Use Element.
- (4) Buffering of land uses shall be consistent with the general provisions of the Buffer Group Matrix Table. Buffering shall be required along Interstate 75 at depths to be determined on a site by site basis. Buffers along Interstate 75 shall provide visual and acoustical separation.
- (5) Landscaping requirements shall be consistent with the standards of all pertinent County ordinances. However, it is the specific intent of these policies that parking lots be landscaped with canopy trees in landscaped islands. These islands should be so spaced that, at maturity, twenty percent (20%) of the parking area will be underneath the canopy.
- (6) The future activities on tax parcel number 6654 shall be limited to the following uses, subject to all County development codes:
  - a. Conference center.

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- c. Personal services.
- d. Retail sales and services.
- e. Hotels and motels.
- f. Cocktail lounges and nightclubs within the principal building and as accessory to hotels and motels.
- g. Type "A" and "B" restaurants.
- h.—Financial institutions.
- i. Commercial banks.
- j. Service stations (excluding major repairs, paint and body works).
- k. Nursing homes.
- Homes for the aged.
- m. Multiple-family dwellings.
- n. Rooming houses.
- o. Single-family attached dwellings.
- p. Fraternities and sororities.
- q. Dormitories.
- Commercial recreation, including motion picture theaters, driving ranges, and bowling alleys.

The maximum intensity of land use activities, in total, shall be limited to that quantity for which the estimated trips generated, at the time of permitting, results in no more than the following number of total new trips on Tower Road (new trips on Tower Road are equal to unadjusted trips less internal trips, less pass-by trips, and less non-Tower Road trips):

Daily Trip Generation =8810

Total a.m. Peak Hour Trips = 526

Total p.m. Peak Hour Trips = 810

Traffic analysis shall be performed in accordance with the currently accepted practices established by the Institute of Transportation Engineers and using the trip generation rates contained in "Trip Generation - An Informational Report, Institute of Transportation Engineers, Fourth Edition, 1985". This source may be supplemented by other ITE-recognized and established trip generation rates for land use activities not included within it. These activities shall be permitted on the site to the extent that standards for stormwater management and traffic circulation can be maintained.

(7) The following buffers shall apply to Parcel 6656 003 01: an undisturbed

natural buffer of not less than fifty (50) feet in width shall be established on the western boundary with a permanent solid fence or wall of not less than six (6) feet in height and, during development review, this permanent solid fence or wall will be evaluated for effectiveness relative to appropriateness in location or existence.

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(c) Transportation and Traffic Circulation It is the intent of this Activity Center Plan to permit development consistent with the plan map and policies to the extent that the supporting roadway network inside and outside the boundaries of the area can handle additional vehicles. The level of service for any given roadway link or intersection shall not be reduced below the standards established by the County's adopted Comprehensive Plan. As such, a traffic impact analysis may be required by the Board of County Commissioners and/or the Development Review Committee prior to the issuance of a development order to determine the extent of impact that any development may have on the capacity of the roadway system.

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## (d) Stormwater Management

- All new development within the Activity Center shall be permitted only after engineering studies assure that storm water is adequate. The Board of County Commissioners may limit the amount of activity on any site in order to meet county or state stormwater standards.
- (2) The use of "turf block" and other storm water attenuation methods or materials is encouraged to meet stormwater management requirements and to promote the maximization of greenspace.

## Policy 2.2.4 Activity Center Plan/Special Area Study - Archer Road and 34th Street

## (a) General

- (1) It is the intent of this Activity Center Plan/Special Area Study that where the specific policies contained within this section conflict with general policies in the remainder of the Plan, the policies contained herein shall prevail, except that new development within Activity Centers shall be consistent with policies 2.1.4 2.1.12.
- (2) These guidelines are applicable to all property within the Special Area Study Map. Development within the Special Study Area may occur in phases. Any development determined to be a Development of Regional Impact (DRI) shall be subject to the development orders issued pursuant to Chapter 380, Florida

- Statutes, and those orders shall supersede this section to the extent of any conflict.
- (3) Concurrency requirements for roads, storm water management, solid waste, water and sewer, and mass transit will have to be met as a condition of final development plan approval.

## (b) Land Use

- (1) Future Land Uses shall be consistent with the Archer Road and 34th Street Special Area Study Map, incorporated herein by reference and adopted as part of this section.
- (2) "Tourist/entertainment commercial" land uses are appropriate infill uses between the Activity Center boundary and Interstate 75.
- (3) That portion of the expanded Activity Center lying west of Butler Plaza Shopping Center, east of Southwest 40th Boulevard, and north of Archer Road may include all uses consistent with the Activity Center designation including retail commercial. The scale and character of retail uses within this area shall be governed by the policies applicable to community shopping centers.
- (4) The southeast corner of SW 34<sup>th</sup> Street and Old Archer Road (parcels #6780 and #6781) shall be designed in a manner that meets all conditions contained in FLUE policies 2.1.4—2.1.12. Additionally, the following design criteria shall apply:
  - a. A maximum of 155,000 square feet of commercial buildings (or a floor area ratio of .20) may be constructed.
  - b. Use permitted for the property shall be commercial, office, or a mix of those uses at the scale of a community shopping center as defined in FLUE Objective 3.6., and shall include such uses as retail sales, professional services, business services, and personal services.
  - c. Development of the site shall be in the form of Planned Development (PD) zoning.
  - d. A minimum 25'-wide buffer along the east property line shall be maintained. No building or parking shall be permitted within that buffer. Fencing, walls or berms, and appropriate landscaping shall be used along the east property line to screen loading and service areas from the residential development to the east. All other buffering shall meet applicable requirements of the land development code.

- e. Landscaping shall meet criteria set forth in policy 2.1.12 of the Future Land Use Element and shall consist of native, and xeriscape vegetation. The developer shall coordinate with the Florida Dept. of Transportation the redesign and landscaping of the shared stormwater management facility located on the western portion of the property along SW 34<sup>th</sup> Street in order to integrate the facility into the landscape design as an amenity.
- f. To encourage bicycle and pedestrian access to the site, pedestrian and bicycle facilities shall be provided linking buildings to adjacent roadways.

  Bicycle parking facilities shall be provided in accordance with land development regulations, at a minimum. The property shall be developed to ensure convenient pedestrian and bicycle access from surrounding properties to the east and south.
- g. The development shall include an area for a Regional Transit System shelter and parking area designated for park and ride passengers. The shelter shall be provided and the parking designated at such time as RTS officials determine it is needed.
- h. The location and signalization of all driveway access points along SW 34<sup>th</sup> Street shall comply with FDOT requirements.
- i. The developer shall pursue a shared driveway access, in coordination with the owner of adjacent property to the east. Documentation of efforts shall be submitted as part of the development review process.
- j. Development in flood prone areas shall conform to the criteria outlined in the County's Flood Hazard Area Ordinance. Stormwater management systems shall be designed to ensure no increase in flood stages of the pond located off-site to the south.
- (c) Transportation and Traffic Circulation
  - (1) It is the intent of this Activity Center Plan/Special Area Study to permit staged or phased development consistent with the plan map and policies to the extent that the supporting roadway network inside and outside the boundaries of the area can handle additional vehicles.
  - (2) Arrangements for all necessary transportation improvements (including, but not limited to, right-of-way acquisition, roadway widening, traffic signalization, intersection improvements, pedestrian and bicycle facilities, and mass transit facilities) shall be made prior to the issuance of certificates of occupancy. This policy may be satisfied by:

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- a. construction of facilities;
- b. contractual agreements between the County and landowners/
  developers, which agreements address the specific improvements to be
  made, the time periods during which improvements shall be completed,
  and the actual contribution to be made by each party, together with the
  timing and form of such contributions; or
- c. by a County approved transportation assessment or other generally applicable cost sharing arrangement for transportation improvements.
- (3) Financial responsibility for providing such improvements shall be shared by all parties, including the County, generally based on their relative contribution to the overall traffic demand. Nothing in this section shall commit the County to fund improvements for which no provision has been made in the County's adopted budget.
- (4) The construction of the loop road as identified on the Special Area Study map is a facility that is provided to support the increase in commercial activity in this area. This road is being provided, as development occurs, in lieu of the Southwest 34th Street and Archer Road intersection improvements. The following improvements shall be deemed to be necessary to support the development of the commercial and industrial areas lying north of Archer Road:
  - a. The development of any individual parcel in the commercial area in the expanded Activity Center north of Archer Road and in the industrial area adjacent to Southwest 43rd Street south of its intersection with the loop road shall be permitted only when satisfactory arrangements have been made to provide for the following improvements:
    - 1. acquisition of any applicable segment of the right of way for the loop road from Archer Road to Southwest 43rd Street and for Southwest 43rd Street from Southwest 40th Boulevard to the loop road;
    - contribution (including any contractual arrangements for later contribution) to the County of the applicable pro-rata share of the estimated total cost of construction of improvements, including engineering, for the loop road from Southwest 43rd Street to Archer Road and of Southwest 43rd Street from the loop road to Southwest 40th Boulevard;
  - b. Development of any individual parcel in the industrial area along Southwest 43rd Street north of its intersection with the loop road shall

be permitted only when satisfactory arrangements have been made for the following improvements:

- 1. acquisition of right-of-way for Southwest 43rd Street from Southwest 24th Avenue to the loop road.
- contribution (including any contractual arrangements for later contribution) to the County of the applicable pro-rata share of the estimated total cost of construction of improvements, including engineering, for 43rd Street between Southwest 24th Avenue on the north and the loop road on the south.
- acquisition of right-of way, 50 feet in width, along the south side of the section line from Southwest 43rd Street on the west to the east line of parcel 6810-5 on the east.
- (5) In order to enhance the smooth flow of traffic, entrances to individual developments along Archer Road, the loop road, Southwest 40th Boulevard, and Southwest 43rd Street shall be permitted in locations approved by the Board of County Commissioners upon the recommendation of the Development Review Committee.
- (6) The alignments of future roadways shown on the Special Area Study Map are intended to be general. The actual identification of the specific alignment would come as new development provides portions of roadways (i.e.: through the regular development review process) or as a programmed capital improvement in the Capital Improvement Program of Alachua County.
- (7) It is the intent that the property in the Activity Center and Southwest 43rd Street may be developed in stages provided that the property owners/developers have complied with their respective obligations to provide adequate transportation facilities within the study area.
- (8) Where appropriate, the Board of County Commissioners shall consider use of governmental powers to ensure acquisition of necessary right of way and to provide for the relocation of private access consistent with the overall land use and transportation policies set forth in this Plan.
- (9) The Board of County Commissioners supports the extension of the Southwest 20th Avenue to the east to intersect with Southwest 16th Avenue at Archer Road, and encourages the MTPO to adopt a plan that includes this improvement.
- (10) Primary access to parcel #7240-000-000 shall be restricted to SW 39th Boulevard.

- (11) Development plans shall include future roadway alignment on the northern boundary of the Triangle Properties located at the eastern edge of the activity center, specifically parcel numbers 6785, 6785–1, and 6785–2.
- (12) Access to Triangle Properties shall be from SW Archer Road, until such time as SW 24th Avenue Extension is completed. After completion of SW 24th Avenue Extension, access may also occur on the northern boundary for tax parcels 6785 and 6785-1 of the Triangle Properties within the expanded Activity Center.
- (13) Joint access shall be provided to tax parcels 6785 and 6785-1.
- (14) Prior to development approval on tax parcel No. 06810 001 002, additional analysis of daily trip generation shall be submitted to the Department of Public Works and to the Office of Planning and Development to ensure the trips attributable to uses within the Activity Center do not exceed the maximum 50,000 average daily trips.

## (d) Urban Design

(1) Where practicable, retention areas should be designed and used as part of the greenspace/buffering system throughout the study area and should be treated as design elements and enhancements to the overall appearance of the study area.

## Policy 2.2.5 Activity Center Plan/Northwest 53rd Avenue and U.S. 441

## (a) General

- (1) This Activity Center Plan designates the southwest corner of the intersection of Northwest 53rd Avenue and U.S. 441 as a Low Activity Center. This Activity Center should be developed as a mixed-use center, allowing for the general land use classifications identified in the Activity Center Plan map.
- (2) As a Low Activity Center, development orders should be issued consistent with the policies and standards of this Activity Center Plan. Redesignation of the level of activity permitted within the Activity Center shall require an amendment to the Comprehensive Plan.
- (3) No development shall be permitted after the point at which total approved development reaches 20,000 average daily trips (ADT) unless an amendment to the plan changes the designation of the Activity Center to "medium" or higher.
- (4) The future expansion of the boundaries of this Activity Center to include similar existing non-residential uses in close proximity to this intersection,

- and appropriate transitional uses and/or buffer areas, may be considered prior to, or during, the consideration of the redesignation of this Activity Center to a different classification.
- (5) Use of Planned Development (PD) zoning is strongly encouraged for the Activity Center in order to provide adequate buffer areas, sign and landscaping controls, and to ensure consistency with the intent of the Activity Center Plan.
- (6) All development shall utilize public water and sewer.
- (b) Land Use
  - (1) Future land uses shall be governed by the land use classifications on the Activity Center map incorporated herein by reference and adopted as part of this section.
  - (2) Commercial activities shall be permitted up to and including the Neighborhood Shopping Center level. Any shopping center shall be developed consistent with Section 3.0 of the Future Land Use Element.
  - (3) Property designated "conservation" shall be used only in accordance with the policies of the Conservation and Open Space Element of the Alachua County Comprehensive Plan.
  - (4) Property designated as institutional /office may be used for the purpose of establishing a permanent site for a "Farmer's Market". The uses allowed for a Farmer's Market shall be limited to wholesale and retail sale of farm products and hand made craft products, warehousing and distribution of those products, and the establishment and operation of a restaurant as an accessory use.
  - (5) All other land uses on the Activity Center map are consistent with the general provision of the Future Land Use Element.
  - (6) Buffering of land use activities shall be consistent with the Activity Center map. Special consideration shall be given to buffering commercial, office, and other non- residential uses from designated residential areas at the time of development review.
    - Except for ingress/egress points, all property within the Activity Center abutting residential lands shall maintain a continuous fifty (50) foot buffer (minimum) comprised of berms, natural vegetation, and supplemental plantings. This fifty-foot buffer may be reduced up to twenty-five (25) feet (minimum) within the Activity Center if deed restrictions are recorded which establish an additional, ancillary fifty foot buffer (minimum) within the

residential area; in effect, establishing a seventy-five (75) foot buffer (minimum) between non-residential and residential uses.

## (c) Transportation and Traffic Circulation

- (1) It is the intent of this Activity Center Plan to permit development consistent with the plan map and policies to the extent that the supporting roadway network inside and outside the boundaries of the area can handle additional vehicles. The level of service for any given roadway link shall not be reduced below the standards established by the County's adopted Comprehensive Plan. A traffic impact analysis may be required at the time of development review, prior to the issuance of a development order, to determine the extent of impact that any development may have on the capacity of the road system.
- (2) All necessary transportation improvements, including, but not limited to, right-of-way acquisition, roadway widening, traffic signalization, pedestrian and bicycle facilities, and mass transit facilities that accrue due to the impact of a development, shall be provided by the developer and be in place prior to the issuance of the certificate of occupancy. This policy may be satisfied by contractual agreements that establish the timing of improvements and the relative financial responsibilities of all parties.
- Ingress/egress to property within the Activity Center shall be provided via the local street located on the west/northwest boundary and southerly area of the Activity Center, and via two additional access points on U.S. 441. These ingress/egress facilities shall be located in conjunction with existing median cuts and roadways, where available, as indicated on the Activity Center map. Adjustments to the specific locations shown on the map may be made during development review in order to provide a safer, more efficient traffic operation.
- (4) All internal traffic circulation and external transportation improvements shall be designed and constructed consistent with accepted, recognized safe traffic engineering design standards.

#### (d) Stormwater Management

- (1) The amount of development within the Activity Center shall be permitted only to the extent that County and/or state stormwater requirements are met.
- (2) The use of special materials and/or engineering/design techniques to reduce storm water runoff are encouraged.
- (e) Urban Design

- (1) There shall be a twenty-five (25) foot building setback from Northwest 53rd Avenue and U.S. 441. This setback area shall be landscaped and parking areas shall not be permitted to intrude into this setback.
- (2) There shall be a twenty-five (25) foot building setback from designated conservation areas. Parking areas and driveways shall not be permitted to intrude into this setback.
- (3) Landscaping requirements shall be consistent with the requirements of all pertinent County ordinances. Furthermore, parking lots shall be landscaped with canopy trees in landscaped islands. These islands shall be spaced so that, within twenty (20) years, twenty percent (20%) of the parking area will be underneath the canopy. Tree types that reach maturity in twenty years or less are encouraged.
- (4) Special consideration should be given during development review to reducing lighting glare from the Activity Center to adjacent designated residential areas. In addition, development review should give consideration to noise and visual impacts of air conditioning units, dumpsters, and truck loading areas, and should require that location of these facilities minimize impact on existing and future residential areas.
- (5) Building style and facades, color, materials, and signage should be coordinated to create a unified development appearance for all commercial and office uses within the Activity Center.

## Policy 2.2.6 Tower Road/24th Avenue Low Activity Center Interim Guidelines

(a) This Activity Center Plan designates the southwest, southeast and northeast corner of the intersection of Tower Road and SW 24th Avenue as a Low Activity Center/Employment. The Activity Center is specified for a mix of institutional, office, commercial, and residential land uses as per subpolicies a. through f. Total gross leasable floor area for non residential uses within lands with the Commercial and Mixed Use Medium Density Residential Future Land Use designation west of Tax Parcel Number 06839-006-000 shall not exceed 195,000 square feet of which no more than 155,000 square feet may be located within the northeast and southeast quadrant of the Tower Road and SW 24<sup>th</sup> Avenue intersection. For the protection of the Activity Center as a Low Activity Center / Employment, gross commercial square footage shall not exceed that of office/institutional uses. Non residential uses in the southwest quadrant shall not exceed 40,000 square feet, of which no more than 20,000 square feet shall be commercial (retail) uses.

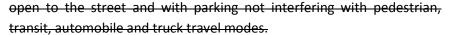
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- (1) Institutional uses may include only public and private educational facilities (compulsory), day care and nursery schools; cultural facilities such as libraries, museums, performing arts theaters; health care facilities (hospitals, specialized medical centers, clinics, nursing homes, retirement centers); public utilities and other infrastructure facilities; places of worship, cemeteries; community service organizations and membership lodges; government buildings and public facilities (fire protection, law enforcement, administrative offices, postal service).
- (2) Office uses may include only administrative and professional activities in the fields of health care, law, engineering, architecture, accounting, real estate, and other business and professional services as defined by Alachua County Zoning Regulations.
- (3) Residential land uses shall be utilized as transitional uses from institutional and office uses within the activity center to existing residential land uses within the Activity Center or existing or proposed residential land uses adjacent to the Activity Center. Subsequent to a PD application submitted for the entire Activity Center, a portion of the site may be developed in residential uses (subject to concurrency provisions contained in the Comprehensive Plan).
- (4) In the southeast quadrant of the SW 75<sup>th</sup> Street and SW 24<sup>th</sup> Avenue intersection, supporting retail commercial uses shall be permitted only in conjunction with permitted office, institutional, or residential development. Retail commercial uses shall not exceed 52,000 square feet of gross leasable floor area. Such uses may include pharmacies and financial institutions (with or without drive throughs), sale of convenience and sundry items, gift, apparel, and souvenir shops, copying services, and restaurants. No other drive-through use shall be permitted. Development within the 9.36 acres located in the southeast quadrant of the SW 75th Street and SW 24th Avenue intersection shall be in accordance with the land use designations of Mixed-Use. Vertical and horizontal mixing of uses is encouraged within the areas designated as Mixed Use. Development within the quadrant shall be in the form of a planned development and shall be governed by the Common Design Standards set forth within 2.2.6.1.g, and the following guidelines:
  - a. Garages may exist along the perimeter of a designated project site as a buffer/liner to adjacent uses.
  - b. If parking faces SW 24<sup>th</sup> Avenue, then a minimum four (4) foot wall shall be required.

- Residential, retail/commercial including wine and cheese shops, eating places, office, civic, schools, day care centers, and places of religious assembly. Retail sales shall not include gas stations or liquor stores. No single story retail/commercial building, where the entire building is in a single use, may exceed eight thousand (8,000) square feet.
- (5) Commercial uses shall be allowed on the 4.4-acre parcel located in the northeast quadrant of the SW 75<sup>th</sup> Street and SW 24<sup>th</sup> Avenue intersection. The parcel shall be limited to a maximum 15,000 ft² stand-alone retail drug store with prescription-only, drive-through window. The store shall be located in the southwest corner of the parcel with access points to and from the sited located along the western and southern boundaries. The Planned Development zoning district shall be required to ensure that the remaining undeveloped portion of the site will be maintained as open space and that buffering will be maximized to ensure compatibility with surrounding uses.
- (6) Development within the 14.897 acres located in the southwest quadrant of the SW 75<sup>th</sup> Street and SW 24<sup>th</sup> Avenue intersection shall be in accordance with the land use designations of Mixed-Use and Medium Density Residential. It is intended that the entire quadrant shall be developed in accordance with fundamental urban design principles commonly referred to as 'new urbanism' providing ingredients presently missing and leaving the neighborhood incomplete. Vertical and horizontal mixing of uses is encouraged within the area designated as Mixed Use with a prescribed minimum square footage of residential use above non-residential uses. Development within the quadrant shall be in the form of a single mixed use planned development and shall be governed by the Common Design Standards set forth within 2.2.6.1.g and the following guidelines:
  - a. Most residential lots shall be served by a rear alley, with garages accessed by the alley;
  - Houses on corner lots should have their front entrance facing the larger street; and
  - c. Residential development shall be limited to no more than 60 residential units within the southwest quadrant of the activity center. Land use designations for the southwest quadrant shall be Mixed Use and Medium Density Residential as indicated on the Tower Road/24th Avenue Low Activity Center map.

Land use designations for the southwest quadrant shall be Mixed Use and Medium Density Residential as indicated on the Tower Road/24th Avenue Low Activity Center map. A minimum of ten residential units above non-residential uses are required within this land use designation. Uses allowed within the area designated Medium Residential Density shall include: apartments, townhomes and detached single family dwelling types.

- (<del>7) Common Design Standards for the Southwest and Southeast quadrants:</del>
  - a. The basic increment of planning is the transit-supportive, mixed-use patterns of neighborhood, village or town.
  - b. The neighborhood is of a certain size defined by an easy walking distance from its edge to its center.
  - c. A variety of housing, shops, workplaces and civic buildings may be included within the planned development.
  - d. There shall be a variety of dwelling types taking the form of single family detached homes, townhomes, and apartments a housing stock that is inclusive, serving a range of income and age groups.
  - e. Minimum setbacks and building height restrictions shall be established during the PD approval process. Where setbacks may be established, the setbacks shall allow encroachment of semi-public attachments, such as porches, bay windows, stoops, and balconies, mechanical and utility type equipment, stairwells, and awnings.
  - f. Build-to lines shall be established along the streets and public square frontages.
  - g. There shall be open space in the form of parks, squares or plazas where appropriate throughout the activity center.
  - h. Streets shall form a network that disperses traffic and provides a variety of itineraries. Street widths shall be the minimum necessary to safely accommodate the movement of traffic through the area while ensuring traffic moves at safe speeds that do not impair pedestrian comfort.
  - i. An interconnected network of thoroughfares shall be provided which shall be relatively narrow and shaded by rows of trees to calm traffic and encourage walking and bicycling by creating a pleasant environment.
  - j. Building frontages shall spatially delineate the thoroughfares and mask the majority of the parking.
  - Provision shall be made for public uses, streets, and squares that are safe,
     comfortable, and attractive for the pedestrian, with adjoining buildings



- Parking and loading functions shall be located and designed to respect, and reinforce, the pedestrian orientation of the neighborhood through on street parking on narrow streets and parking placed behind or on the side of buildings. Parking lots shall be located to the side or behind buildings, so that generally only their access is visible from the street.
- m. On-street parking is allowed on all streets. Off-street parking between building fronts and all internal streets is prohibited. Where parking areas may abut public streets and sidewalks on the side or at the rear of buildings, a space defining and screening edge shall be maintained along the frontage line using landscaping, screening walls or fences. All adjacent parking lots shall have internal vehicular connections or connections via an alley or lane.
- n. Pedestrian movement throughout the area is to be provided by a combination of sidewalks and passages. Sidewalks are to be provided along internal streets in locations and widths established in the implementing PD zoning. Mid-block pedestrian and bicycle passages may be provided where appropriate.
- Comfortable, multi-functional space shall be provided for transit riders
   waiting for buses. Bicycle storage shall be required with particular
   emphasis accorded the need for park and ride bicycle storage for transit
   riders.
- p. Uses allowed within the area designated Mixed Use shall include:
- q. Residential, retail/commercial, eating places, office, civic, schools, day care centers, and places of religious assembly. Retail sales shall not include gas stations or liquor stores. No single story retail/commercial building, where the entire building is in a single use, may exceed eight thousand (8,000) square feet.
- (b) The Planned Development (PD) zoning mechanism shall be used for the Activity Center to ensure that vehicular, pedestrian and bicycle access, adequate buffering and landscaping, and the careful siting and reduction of parking areas are considered in order to maximize the unification and integration of the Activity Center. Provisions shall be made in the development plan for safe vehicular, pedestrian and bicycle circulation between the different uses in the development and from adjacent, existing and planned residential areas. Various design features shall be employed by each land use type within the Activity Center to convey a clear sense of entry, organization, and uniform style. These design

features may include, but are not limited to signage, lighting, provision for screening of adjacent land uses from areas such as loading and service areas, clearly defined edges and entrances, and the use of walls, arches, columns, and change of paving type to signify a change in use, function or ownership.

- (c) It is intended that these interim development guidelines will guide the design of a formal development plan.
- (d) Architectural design of development within the Activity Center shall reflect massing, proportion, and scale consistent with surrounding residential development outside the boundaries of the Activity Center.
- (e) All development shall utilize public water and sewer.

## Policy 2.2.7 Archer Road/Tower Road Activity Center Plan

- (a) General
  - (1) It is the intent of this Activity Center Plan to promote the area around the intersection of Archer Road (State Road 24) and Tower Road (SW 75th Street) as a Low-Medium Activity Center/Retail intensity focal point. In so doing, it should be developed as a mixed-use center, allowing the general land use classifications identified on the Activity Center Plan map.
  - (2) As a Low/Medium Activity Center, development orders should be issued consistent with the policies and standards of this Low-Medium Activity Center/Retail plan.
  - (3) Development of each of the Activity Center's four quadrants shall be in the form of a Mixed-Use Planned Development. Such an application shall be approved showing a detailed land use plan as required by the Future Land Use Element, including stormwater, buffering, an internal/external traffic circulation plan (vehicular and pedestrian), and other appropriate design features.
  - (4) The boundary lines for the four quadrants shall be determined by the intersection of Archer Road and the "New" Tower Road alignment. Land use boundaries are conceptual in nature and may be adjusted as necessary during the PD zoning and development plan review process; however, the relative acreage shall remain the same.

## (b) Land Use

(1) Commercial activities shall be permitted up to and including the Community Shopping Center level only where commercial land use in designated on the Activity Center Plan Map.

- (2) The following minimum buffers shall be required, as defined in the Buffer Matrix of the Future Land Use Element:
  - a. All commercial development within the Activity Center abutting residential land shall establish and maintain a medium density buffer at least 50 feet in width.
  - b. All office and institutional development within the Activity Center abutting residential land shall establish and maintain a medium-density buffer at least 25 feet in width or a low-density buffer at least 50 feet in width.
  - c. All proposed residential development within the Activity Center that is adjacent to existing or recommended residential development outside the Activity Center shall provide for a transitional residential development that is of the same character and intensity as the adjacent residential areas outside the Activity Center.
  - d. Any non-residential development adjacent to Kanapaha Presbyterian Church shall provide a medium-density buffer at least 25 feet in width or a low-density buffer at least 50 feet in width.
- (3) Two sinkholes located on the northern portion of the Activity Center site west of the new Tower Road, and any presently undetected sinkholes, are designated conservation areas. Appropriate setbacks, as determined by the Development Review Committee, shall be shown on all site plans. Such setbacks shall include a minimum 35-foot buffer, retaining the existing vegetation.
- (4) Uses at this site shall not involve the handling or storage of hazardous materials.
- (c) Transportation and Traffic Circulation
  - (1) It is the intent of this Activity Center plan to permit staged or phased development consistent with the plan map and policies to the extent that the supporting roadway network inside and outside the boundaries of the area can accommodate additional development within the area. A traffic circulation plan shall be submitted as part of the Commercial Planned Development application.
  - (2) Arrangements for all necessary transportation improvements, including but not limited to right-of-way acquisition, roadway widening, traffic signalization, intersection improvements, pedestrian and bicycle facilities, and mass transit facilities that accrue due to the impact of a development

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## **FUTURE LAND USE ELEMENT**

shall be provided by the developer and in place prior to the issuance of the certificates of occupancy. This policy may be satisfied by:

- a. construction of facilities;
- b. contractual agreements between the County and landowners/developers, which address the specific improvements to be made, the time periods during which the improvements will be completed, and the actual contribution to be made by each party, together with the timing and form of such contributions (the terms of such development agreements must be negotiated prior to any development approvals); or,
- c. by a County-approved transportation assessment or other generally applicable cost-sharing arrangement for transportation improvements.
- (3) Financial responsibility for providing such improvements shall be shared by all parties based on their relative contribution to the overall traffic demand.
- (4) The location of roadways shown on the Activity Center Plan Map are conceptual in nature and may be adjusted as part of the PD submission during the development review process as necessary to accommodate safety, traffic circulation, and other design considerations.

#### (d) Phasing

- (1) No development shall be permitted prior to the programming, funding, and appropriate construction of the four laning of Archer Road from I-75 to CR SW-29, the widening and realignment (if necessary) of Tower Road (within the Activity Center), and the completion of the SW 91st Street extension to Archer Road.
- (2) No commercial development shall be permitted until the population within the market area meets the threshold for the amount of square footage shown in Table A.

#### Table A

Type of Shopping Center	Market Area	Minimum Population	<del>Square</del> <del>Footage</del>
Neighborhood	Market Area as shown on Map A	<del>10,000</del>	80,000
Community	Market Area as shown on Map A	<del>35,000</del>	Single Center 150,000
Large Community	8 Mile Radius	<del>150,000</del>	300,000

NOTE: Allowable square footage of commercial shopping center development will be interpolated in relation to the population thresholds shown in Table A above after the minimum population of 5,000 persons for a neighborhood shopping center has been met.

- a. The market area shall include the general limits contained on Map A identified by black dashed lines surrounding Archer/Tower Activity Center.
- b. The primary market area shall not overlap other primary market areas by more than ten (10) percent.
- The standards contained in Policy 2.2.7(d). are restrictive guidelines for c. commercial shopping center development in the Activity Center adopted to ensure premature development will not occur. Other factors which influence the timing of commercial shopping center development, such as market penetration within primary, secondary and tertiary markets, and the appropriate scale of development based on market capture rates, travel time, population, number of households, median annual income, proportion of income spent on items available in the proposed shopping center and, other demographic characteristics, may be evaluated utilizing professionally accepted methodological and analytical techniques typically used to identify trade area structure, measurement of trade area, and market potential. The professional analysis may be submitted through the Development Review Committee process to replace the general criteria contained in 2.2.7.4.b., 2.2.7.4.b.(1) and 2.2.7.4.b.(2).

## (e) Design Features

(1) Where practicable, retention areas shall be designed and used as part of the landscaping/buffering system throughout the Activity Center and should be treated as design elements and enhancements to the overall appearance of the Activity Center. Stormwater management systems that are to be

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- constructed on this site should utilize shallow basins of 2 to 3 feet in depth. Shale conveyance of stormwater shall be maximized by utilizing perimeter and internal greenspace for swales as well as landscape purposes.
- (2) Unified signage shall be designed to avoid unsightly intrusions into the residential character of the area. Lighting shall not illuminate adjacent properties.
- (3) Fencing, berms, and appropriate landscaping shall be used to screen views of loading and service areas and to reduce noise and light infiltration into adjacent residential areas.
- (4) Landscaping requirements shall be consistent with the standards of all pertinent County ordinances. However, it is the specific intent of these policies that:
  - a. Parking lots shall be landscaped with xeric, native species canopy trees and shrubs. These islands shall be spaced so that in twenty years, fifty percent (50%) of the parking area will be under the mature canopy.
  - b. Any property having frontage on Archer Road or the new Tower Road shall provide and maintain a minimum 25-foot wide landscaped setback (excluding access points). The intent of this requirement is to successfully integrate the development by retaining the suburban residential character of the area.
  - c. Grasses and flowers shall not be used to satisfy the minimum landscaping requirements, but may be used for additional optional site landscaping.
- (5) Architectural design should use massing, proportion, and scale to define space, to create harmony with adjacent buildings and open spaces and to provide human scale within the Activity Center.
  - a. Use a series of smaller, proportional forms to create facades and features that are related to the adjacent smaller buildings if a building will be substantially larger than adjacent buildings.
  - b. Use building massing, proportion, and scale to define the entrances to the Activity Center and the transition between different land use types.
  - c. Various design features should be employed by each land use type within each mixed use PD to convey a clear sense of entry, and organization and uniform style. These design features may include but are not limited to signage, lighting, screening objectionable views and service areas, clearly

defined edges and entrances, and the use of walls, arches, columns, and change of paving type to signify a change in use, function, or ownership.

(6) Reduction of parking areas shall be encouraged wherever practicable. Large expanses of pavement shall be discouraged.

## Policy 2.2.8 North Main Street/53rd Avenue Low-Industrial Activity Center

- (a) General
  - (1) The Activity Center Plan provides for principal land use of industrial with possible secondary supporting uses of commercial, office or institutional.
  - (2) The internal boundaries shown for different land uses <u>on the Future Land Use</u>

    <u>Map</u> are intended to be conceptual in nature <del>(plus or minus 25 percent)</del> and final boundaries shall be determined at site plan approval. No land use shall be developed within the rights-of-way of the North Main Street extension.
- (b) Land Use
  - (1) Industrial land uses may include all uses permitted in Alachua County industrial zoning categories appropriate with the environmental limitations of the area, such as warehousing, transportation and distribution, manufacturing and fabrication.
  - (2) Conservation areas shall be set aside of the approximate size, shape and location shown on the Activity Center Future Land Use Map to protect selected cypress wetlands. The actual boundaries of the conservation areas shall be determined by field survey with the Alachua County Department of Environmental Protection at site plan approval.
  - (3) The long term sanitary waste plan shall include installation of a pumping station and sewers to collect and pump waste to the Gainesville Regional Utilities System. All septic tanks permitted for small commercial or office users approved by the Health Department shall be phased out when a pump station is constructed. No industrial use shall be permitted without the central sanitary sewer system. In addition, all uses shall be served by central water.
  - (4) The following minimum buffers shall be required, as defined by the Buffer

    Matrix of the Future Land Use Element:
    - a. All industrial development abutting institutional land use shall establish and maintain a medium density buffer of at least 30 feet in width.

- b. All industrial development abutting office land use shall establish and maintain a medium density buffer of at least 25 feet in width.
- c. All industrial development abutting commercial land use shall establish and maintain a medium density buffer of at least 20 feet in width.
- (c) Transportation and Traffic Circulation
  - (1) It is the intent of this Activity Center to permit staged or phased development consistent with the plan map and policies to the extent that the supporting roadway network inside and outside the boundaries of the area can accommodate additional development within the area. A traffic circulation plan shall be submitted as a part of any development proposal in the Activity Center.
  - (2) Arrangements for all necessary transportation improvements, including but not limited to right-of-way acquisition, roadway widening, traffic signalizing, intersection improvements, pedestrian and bicycle facilities, and mass transit facilities that accrue due to the impact of a development shall be provided by the developer and in place prior to the issuance of the certificates of occupancy. This policy may be satisfied by:
    - a. construction of facilities;
    - b. contractual agreements between the County and landowners/developers, which address the specific improvements to be made, the time periods during which the improvements will be completed, and the actual distribution to be made by each party, together with the timing and form of such contributions (the terms of such development agreements must be negotiated prior to any development approvals); or
    - c. a County-approved transportation assessment or other generally applicable cost-sharing arrangement for transportation improvements.
  - (3) Financial responsibility for providing such improvements shall be shared by all parties based on their relative contribution to the overall traffic demand.
  - (4) Access to the planned North Main Street extension and 53rd Avenue shall be limited to as few access points as practical as determined by the Alachua County Department of Public Works during site plan review. A traffic impact analysis shall be conducted prior to any development plan approval, to determine the number and locations of access connections and the extent of roadway improvements needed to support the proposed Activity Center. Particular attention is to be provided to access control for the commercial

areas located at the intersection of North Main Street and 53rd Avenue to minimize to the greatest extent possible the impact of access connections at that intersection.

(5) Before a site plan is approved that will increase the total number of trips per day for the Activity Center to more than 4,000, a special traffic study shall be completed. In the meantime, to keep track of the trip generation by individual developments, before reaching 4,000 trips, individual site plan submissions shall include an assessment of trips currently generated by the Activity Center.

## (d) Phasing

(1) All development is subject to concurrency requirements meeting appropriate level of service for roads and other infrastructure such as central water and sewer.

#### (e) Environment

- (1) Removal of existing wetlands (as defined by the St. Johns River Water Management District and the Alachua County Office of Environmental Protection) shall be permitted only if replaced on a one for one basis with wet detention system littoral zones or man made isolated wetlands. At least 20 percent of the replacement wetlands shall be shallow wetlands not connected to deep wetlands in a manner permitting fish to cross from deep to shallow wetlands.
- The stormwater management systems for the Activity Center shall be similar to and compatible with the Master Drainage Plan for T. J. Hawes Trustee Watershed No. 1 as approved by the St. Johns River Water Management District on March 8, 1988 (Permit No. 4 001 0030CM). The systems generally shall include wet detention treatment systems, volume control as defined in the Hawes Plan and rate control for a 25 year storm. Compliance with rates established in the Hawes Master Plan shall also be required. The stormwater management systems shall be compatible with the adjacent properties. No development orders shall be issued unless the master drainage plan affecting the property in question has been approved.
- (3) All facilities within the Activity Center shall comply with hazardous materials management and Murphree Well Field Management Ordinances in effect at the time of site plan approval. As such, below-ground storage of hazardous materials shall be prohibited (except for storage of automobile fuels). Aboveground storage of hazardous materials shall be permitted only in those

- instances where secondary containment and hazardous materials management plans are provided.
- (4) Establishment of base flood elevations in conformance with the Federal Emergency Management (FEMA) standards shall be required. In addition, the criteria of the County's Flood Prone Area Ordinance shall be met where applicable.
- (f) Design Features
  - (1) Landscaping requirements shall be consistent with the standards of all pertinent County ordinances. However, it is the specific intent of these policies that:
    - a. Parking lots shall be landscaped with xeric, native species canopy trees and shrubs. These islands shall be spaced so that in twenty years, fifty percent (50%) of the parking area for office or institutional or commercial development will be under the mature canopy. Industrial development shall provide at least one shade (canopy) tree planted per 10 parking spaces.
    - b. Any property having frontage on 53rd Avenue or Main Street extension shall provide and maintain a minimum 25 foot wide landscaped setback, excluding access points. The intent of this requirement is to successfully integrate development within the Activity Center.
    - c. Grasses and flowers shall not be used to satisfy the minimum landscaping requirements, but may be used for optional site landscaping.
    - d. Use of xeric species for landscaping shall be encouraged.
    - e. Trees suitable for wet conditions shall be planted within wet detention systems and man made isolated wetlands.
  - (2) If industrial uses are permitted in those areas designated for commercial or industrial or office or industrial, those sites shall either be of a character to blend with future surrounding uses or properly landscaped and fenced to provide proper buffering. An architectural committee including a representative of each property owner within the Activity Center, one professional architect, and a member of the County planning staff shall review and recommend to the DRC the specific elevations and character of the buildings as well as the site design.
    - a. Use of building massing, proportion, and scale to define the entrances to developments within the Activity Center and the transition between different land use types.

- b. Use of various design features employed by each land use type within each development to convey a clear sense of entry, organization and uniform style. These design features may include but are not limited to signage, lighting, screening objectionable views and service areas, clearly defined edges and entrances, and the use of walls, arches, columns, and change of paving type to signify a change in use, function, or ownership.
- c. Reduction of parking area shall be encouraged wherever practicable.

  Large expanses of pavement shall be discouraged.

# Policy 2.2.9 Jonesville Low Activity Center/Employment

- (a) General
  - (1) It is the intent of this Activity Center plan to promote the area around the intersection of Newberry Road (State Road 26) and State Road 241 as a low intensity employment oriented focal point. In so doing, it should be developed as a mixed use center (i.e., commercial, open space, office/business park, institutional, and residential), allowing for the general land use classifications identified on the Activity Center Plan Future Land Use Map.
  - Development of areas designated for an office/business park or shopping center shall be in the form of a Planned Development. Such an application shall show a detailed plan, including stormwater management, buffering and an internal/external traffic circulation plan, and other appropriate design features. Residential development may be clustered according to the County's zoning regulations. The PD shall be reviewed by the County Staff and the Local Planning Agency to ensure the policies contained within the Jonesville Low Activity Center/Employment are being appropriately implemented.
  - (3) Land use boundaries are conceptual in nature and may be adjusted as necessary during the zoning and site plan review process; however, relative acreages shall remain the same.
  - (4) All development shall conform to the Alachua County Hazardous Materials

    Ordinance.
- (b) Land Use
  - (1) Commercial activities shall be permitted, including a shopping center where commercial land use is designated on the Activity Center map, subject to Section 2.2.9.2.d. and phasing requirements.

#### **FUTURE LAND USE ELEMENT**

- (2) All proposed development is required to be served by central water and sewer.
- (3) A 150,000 square foot gross leasable area shopping center, as designated on the Activity Center map, shall be approved when the conditions of Policy 2.2.9.4. are satisfied and once water and sewer services are available.
- (4) Consideration should be given to the location of a public school in the area.

  The public school shall connect to central water and sanitary sewer service.
- (5) The office/business park designation (set in a campus-like setting; see Design Features Section) may include such uses as administrative and professional offices (including medical clinics but excluding hospitals); corporate headquarters, including related supporting services and storage; sales and marketing offices; sales and service offices related to electronic equipment, computers and similar office equipment, including repair incidental to sales and service; data and communication centers including information processing facilities; research and development facilities; hotels and meeting facilities; government and community administrative facilities; light assembly of products from previously manufactured materials (for example jewelry, fabricated metal products, furniture, plastic and wood); industrial engineering and analysis facilities; business services such as office supplies, copy/print centers, medical supplies, pharmacies and travel agencies, but excluding photofinishing laboratories except those that may be incidental to another primary business service; lending institutions; day care centers; technical colleges, business schools and job training centers; free-standing sit down restaurants, without drive through and having seating capacity greater than 150 seats; health clubs/recreation facilities; and their customary accessory uses. These uses shall be consistent with the policies set forth in this Activity Center, as well as any County land development regulations.
  - a. Uses within an office/business park shall not generate noise, lighting, or any other effect that would be a nuisance to surrounding residential development.
- (6) All land uses shown in the Activity Center map shall be served by central water and sewer in order to develop; however, residential density of 1 dwelling unit per acre may be served by well and septic tank if water and sewer is not available.
- (7) The commercial area of the Marlborough Farms PD shall be permitted to develop contingent on tying in to a central water and sewer.

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- (8) The commercial designation on the southwest corner of Newberry Road and SR 241 shall include such uses as restaurant, gift shops, specialty shops, etc.
- (9) The following minimum external buffers shall be required, as defined by the Buffer Matrix of the Future Land Use Element:
  - All commercial development within the Activity Center abutting office, office/business park, or institutional shall establish and maintain a lowdensity buffer of at least 30 feet of width.
  - b. All office/business park development abutting office development shall establish and maintain a low density buffer of at least 25 feet in width.
  - c. All office/business park, office, or institutional designations abutting residential development shall establish and maintain a medium density buffer of at least 50 feet in width unless otherwise specified in a Planned Development.
  - d. All residential uses of 4-8 dwelling units per acre abutting residential development of 1-4 dwelling units per acre shall establish and maintain a low density buffer of at least 30 feet in width.

#### (c) Transportation and Traffic Circulation

- (1) It is the intent of this Activity Center to permit staged or phased development consistent with the plan map and policies to the extent that the supporting roadway network inside and outside the boundaries of the area can accommodate additional development within the area. A traffic circulation plan shall be submitted as a part of any development proposal in the Activity Center.
- Arrangements for all necessary transportation improvements, including but not limited to right-of-way acquisition, roadway widening, traffic signalization, intersection improvements, pedestrian and bicycle facilities, and mass transit facilities that accrue due to the impact of a development shall be provided by the developer and in place prior to the issuance of the certificates of occupancy; i.e., the developer shall provide improvements needed by his development. This policy may be satisfied by:
  - a. construction of facilities; or
  - b. contractual agreements between the County and landowners/developers, which address the specific improvements to be made, the time periods during which the improvements will be completed, and the actual contribution to be made by each party,

together with the timing and form of such contributions (the terms of such development agreements must be negotiated prior to any development approvals); or

- c. a County-approved transportation assessment or other generally applicable cost-sharing arrangement for transportation improvements.
- (3) Financial responsibility for providing such improvements shall be shared by all parties based on their relative contribution to the overall traffic demand, i.e., impact fees, development agreements, etc.
- (4) Access from Newberry Road shall be limited to the minimum number needed as determined by the Florida Department of Transportation and the Alachua County Department of Public Works. Shared access and frontage roads shall be encouraged.

#### (d) Phasing

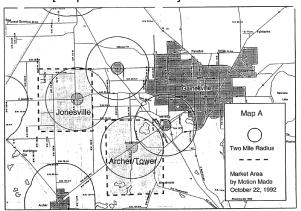
- (1) All development is subject to concurrency requirements meeting appropriate level of service for roads and other infrastructure such as central water and sewer.
- (2) No commercial development shall be permitted until the population within the market area meets the threshold for the amount of square footage shown in Table A.

#### **Table A**

Type of	<del>Market</del>	Minimum	<del>Square</del>
Shopping Center	<del>Area</del>	<b>Population</b>	<del>Footage</del>
Neighborhood	Market Area	<del>10,000</del>	<del>80,000</del>
	<del>as shown on</del>		
	<del>Map A</del>		
Community	Market Area	<del>35,000</del>	<del>Single</del>
	<del>as shown on</del>		Center
	<del>Map A</del>		<del>150,000</del>
	I		i II

NOTE: Allowable square footage of commercial shopping center development will be interpolated in relation to the population thresholds shown in Table A above after the minimum population of 10,000 persons for a neighborhood shopping center has been met.

a. The market area shall include the general limits contained on Map A identified by black dashed lines surrounding the Jonesville Activity Center. [Map A to be deleted]



- b. The primary market area shall not overlap other primary market areas by more than ten (10) percent.
- The standards contained in Policy 2.2.9(d)(2). are restrictive guidelines c. for commercial shopping center development in the Activity Center adopted to ensure premature development will not occur. Other factors which influence the timing of commercial shopping center development, such as market penetration within primary, secondary and tertiary markets, and the appropriate scale of development based on market capture rates, travel time, population, number of households, median annual income, proportion of income spent on items available in the proposed shopping center and, other demographic characteristics, may be evaluated utilizing professionally accepted methodological and analytical techniques typically used to identify trade area structure, measurement of trade area, and market potential. The professional analysis may be submitted through the Development Review Committee process to replace the general criteria contained in 2.2.9(d)(1) and 2.2.9(d)(2).

# (e) Design Features

(1) Where practicable, retention areas shall be designed and used as part of the landscaping/buffering system throughout the Activity Center and should be treated as design elements and enhancements to the overall appearance of the Activity Center. Stormwater management systems that are to be constructed on this site should utilize shallow basins. Swale conveyance of

- stormwater shall be maximized by utilizing perimeter and internal greenspace for swales as well as landscape purposes.
- (2) Unified signage shall be designed to avoid unsightly intrusions into the residential character of the area. Lighting shall not illuminate adjacent properties.
- (3) Fencing, berms, and appropriate landscaping shall be used to screen views of loading and service areas and to reduce noise and light infiltration into adjacent residential areas.
- (4) Landscaping requirements shall be consistent with the standards of all pertinent County ordinances. However, it is the specific intent of these policies that:
  - a. Parking lots shall be landscaped with xeric, native species canopy trees and shrubs. These islands shall be spaced so that in twenty years, thirty-five percent (35%) of the parking area will be under the mature canopy.
  - b. Any property having frontage on Newberry Road or Country Road 19-C shall provide and maintain a minimum 25-foot wide landscaped setback, excluding access points. The intent of this requirement is to successfully integrate the development by retaining the suburban residential character of the area.
  - Grasses and flowers shall not be used to satisfy the minimum landscaping requirements, but may be used for additional optional site landscaping.
  - d. Use of xeric species for landscaping shall be encouraged.
- (5) Architectural design should use massing, proportion and scale to define space, to create harmony with adjacent buildings and open spaces and to provide human scale within the Activity Center by:
  - a. Use a series of smaller, proportional forms to create facades and features that are related to the adjacent smaller buildings if a building will be substantially larger than adjacent buildings.
  - b. Use building massing, proportion, and scale to define the entrances to the Activity Center and the transition between different land use types.
  - c. Use of various design features should be employed by each land use type within each development to convey a clear sense of entry, and organization and uniform style. These design features may include but are not limited to signage, lighting, screening objectionable views and service areas, clearly defined edges and entrances, and the use of walls,

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arches, columns, and change of paving type to signify a change in use function or ownership.

(6) Reduction of parking areas shall be encouraged wherever practicable, however such reductions shall not be beyond the minimum needed to support parking needs. Large expanses of pavement shall be discouraged.

# Policy 2.2.10 Eastside Activity Center Master Plan

#### (a) General

The area north of SR 20 (Hawthorne Road) generally located at the intersection of SE 43rd Street and SR 20 and extending to the north approximately ½ mile, east ½ mile, and west ¼ mile is the Mixed Use, Medium Intensity, Eastside Activity Center. The Eastside Activity Center Master Plan allows provides for a mix of residential, office, neighborhood-oriented retail, support service commercial, institutional, and public civic uses. The Eastside Activity Center Master Plan shall guide the design of development plans within the Activity Center boundaries.

#### (b) Definitions

- (1) "Business Incubator" is a facility that assists in the development of new business by providing support services such as commercial space, financial assistance, management training, and shared services. Incubators may house multiple tenants.
- (2) "Floor Area Ratio" (F.A.R.) means the ratio of a building's gross floor area to the area of the lot or parcel on which the building is located.
- (3) "Gross Floor Area" is the sum of the gross horizontal areas of several floors of a building measured from the exterior faces of the exterior walls or from the centerline of walls separating two buildings.
- (4) "Micro Enterprise" is a small business requiring fewer than five full time employees
- (5) "Mixed Use Building" means a building with one floor containing allowed non-residential uses and at least one floor containing allowed residential uses.

#### (c) Land Use Categories

The following Future Land Use categories shall apply within the Eastside Activity Center, as shown on the Future Land Use Map.

(1) Mixed Use

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The intent of the Mixed Use category is that these areas develop with a mix of residential and non-residential uses. The Mixed Use category supports mixed-use development with active ground-floor uses and available access to public transit, providing a compatible mix of shopping, housing, employment, and community civic uses which will serve as a focal point for the Eastside Activity Center.

#### a. Allowable Uses

- The Mixed Use area is intended to contain a balanced mixture of compatible retail, office, residential, institutional, and professional services.
- 2. Retail uses may include those uses typically found within a Neighborhood Shopping Commercial Center as provided in the Commercial policies of the Future Land Use Element.
- Office uses may include general business and professional offices, business and professional services, and offices for technology-based firms.
- 4. Residential uses may include a mixture of housing types and lots sizes including: standard or small lot single-family attached or detached dwellings, and multiple-family dwellings.
- 5. Institutional uses may include public and private educational facilities; business incubators; job training centers; cultural facilities such as museums or performing arts centers; public civic uses (as provided in Policy 2.2.10(h); libraries; and health care facilities such as hospitals, medical centers, clinics, nursing homes, and retirement centers.

# b. Residential Density

- 1. Residential density shall be within the range of 8 <u>4</u> to 14 units per acre.
- 2. Residential uses are <u>may be</u> permitted in addition to the allowable non-residential development.

#### c. Non-Residential Development Intensity

- 1. Non-residential development shall have a maximum Floor Area Ratio of 0.20.
- 2. For development in mixed use buildings, the maximum nonresidential Floor Area Ratio may be up to 0.25.

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#### d. Non-Residential Mix of Uses

1. Retail uses shall not exceed 60% of the total allowable non-residential floor area within a development plan, as defined in Policy 2.2.10(c)(1)c.

#### e. Development Standards

- 1. Individual development plan applications within the Mixed Use category must may contain both residential and non-residential uses, with the exception of Parcel Number 16177-041-000, which may be redeveloped as a single use. Mixed-use development may occur in a vertical form, (e.g. housing above nonresidential), or in a horizontal form (e.g. housing adjacent to nonresidential). Horizontal mixed use development plans shall provide for functional integration of the residential and nonresidential components of the development through street and parking design, building orientation, and pedestrian and bicycle connections.
- 2. Building height shall be limited to a maximum of 60 feet.
- 3. Transitional design elements must be utilized to provide a step-down in density, intensity, and building height and bulk in areas abutting existing residential uses. Required open space should be located to provide a transition between new development and existing residential uses.
- 4. Retail uses shall be concentrated near Hawthorne Road.
- 5. Enhanced buffering may be required between Mixed Use areas and existing residential uses at the development plan review stage.

#### (2) Mixed Use Residential

Mixed Use Residential includes three sub-categories based on allowable densities, as identified on the Future Land Use Map: § 4 to 14 units per acre, 4 to 8 units per acre, and 1 to 4 units per acre. The Mixed Use Residential categories are intended for residential uses of all types, with an optional mix of retail, professional and personal services, and office uses within mixed use buildings.

#### a. Allowable Uses

1. Residential uses, including standard or small lot single-family attached or detached dwellings and multiple-family dwellings.

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- Office uses, designed at a scale to be compatible with and serve the immediate neighborhood, are permitted on the ground floor within mixed use buildings in all Mixed Use Residential categories.
- 3. Retail uses and professional and personal services are permitted on the ground floor within mixed use buildings in the Mixed Use Residential (8 4 to 14 units per acre) category.
- 4. Public Civic Uses (as provided in Policy 2.2.10.8) shall be allowable in all Mixed Use Residential categories.
- b. Residential Density
  - 1. The following residential densities shall apply within the Mixed Use Residential designations, as shown on the Future Land Use Map:
    - i. 8 4 to 14 units per acre
    - ii. 4 to 8 units per acre
    - iii. 1 to 4 units per acre
- c. Non-Residential Development Intensity
  - Non-residential uses, including office, retail, and professional or personal services are allowable only within mixed use buildings. Stand-alone non-residential uses are not permitted in the Mixed Use Residential categories.
  - 2. Non residential uses within mixed use buildings are limited to a maximum of 30 50 percent of the usable floor area of the building.
- d. Development Standards
  - 1. Transitional design elements must be utilized to provide a step-down in density, intensity, and building height and bulk in areas abutting existing residential uses.
  - 2. Transitions between new development and existing residential uses should include provision of open space.
  - 3. Individual retail uses within mixed use buildings shall not exceed 3,000 square feet of floor area per store front.
  - 4. Building heights shall be limited as follows:
    - i. Mixed Use Residential (8 to 14): 55 feet
    - ii. Mixed Use Residential (4 to 8): 45 feet
    - iii. Mixed Use Residential (1 to 4): 35 feet
- (3) Mixed Use Neighborhood Convenience Center

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The Mixed Use - Neighborhood Convenience Center area is intended for small-scale retail, office, and professional or personal services. Such uses may include small-scale shopping, dining, office and services oriented toward the immediate neighborhood.

#### a. Allowable Uses

Allowable uses include restaurants/cafes, coffee shops, book stores, dry cleaning, personal care, specialty retail shops, art galleries, professional and business offices, professional services, day care centers, public civic uses (as provided in Policy 2.2.10(h)), and limited residential uses. Drivethru facilities are not permitted in this area.

- b. Non-Residential Development Intensity
  - 1. Non-residential development shall be limited to a maximum Floor Area Ratio of 0.15.
  - 2. For development in mixed use buildings, the maximum non-residential Floor Area Ratio may be up to 0.20.
- c. Residential Density
  - 1. Residential dwellings are allowable at a maximum density of 8 dwelling units per acre in conjunction with non-residential uses. In order for this density to occur, there must be a minimum of 1,000 square feet of non-residential uses for each residential dwelling unit within a development plan.
  - 2. At least 50% of the residential dwelling units shall be located above non-residential uses within mixed use buildings.
- d. Development Standards
  - The Mixed Use-Neighborhood Convenience Center area shall be designed to accommodate pedestrian and bicycle connectivity from all surrounding residential areas and from Eastside High School.
  - 2. Building height shall be limited to a maximum of 45 feet.
- (4) Mixed Use Employment

The Mixed Use Employment areas are intended to accommodate non-retail, employment-generating land uses, with an option for retail, professional services, or residential uses which are accessory to and serve the immediate employment areas.

a. Allowable Uses

Allowable uses include professional offices; business and professional services; offices for technology-based firms and micro enterprises; research and development activities; catering operations; public and private educational facilities; business incubators; job training centers; public civic uses including libraries or recreational facilities; health care facilities including medical centers, clinics, nursing homes, and assisted living facilities; residential uses within mixed use buildings; and retail uses designed to serve the businesses, employees, and residents of the immediate area.

## b. Non-Residential Development Intensity

- 1. Non-residential development intensity is limited to a maximum Floor Area Ratio of 0.40.
- Allowable retail uses must be located within mixed use buildings which also contain non-retail commercial uses. No more than 5% of the total floor area of any building may be used for retail commercial purposes.

#### c. Residential Density

- Residential dwellings are allowable at a maximum density of 2 dwelling units per acre in conjunction with non-residential uses. In order for this density to occur, there must be a minimum of 2,000 square feet of non-residential uses for each residential dwelling unit within a development plan.
- Residential dwelling units shall be located above non-residential uses within mixed use buildings.

#### d. Development Standards

- 1. Building height shall be limited to a maximum of 35 feet.
- Transitional design elements, such as step-down in density, intensity, building height and bulk, and other protection measures in accordance with the Conservation and Open Space Element, will be utilized to protect Conservation areas and significant habitat within or adjacent to the Activity Center.
- 3. Required open space should be located within development to serve as a buffer to adjacent wetlands, high quality uplands and Strategic Ecosystem areas within or adjacent to the Activity Center.
- (5) Institutional

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- a. The areas designated Institutional recognize existing institutional uses within the Eastside Activity Center, including Eastside High School and the Alachua County Fire Station. This designation may also be applied to future Institutional uses within the Activity Center.
- b. Pursuant to Sections 1013.33(15), Florida Statutes, Eastside High School is consistent with the Alachua County Comprehensive Plan.
- c. Expansion of the existing Eastside High School site shall be coordinated with Alachua County pursuant to Section 1013.33(15) to ensure that the expansion occurs in a manner that is integrated with the overall Activity Center Master Plan and is adequate with respect to environmental concerns, health, safety and welfare, and effects on adjacent property as provided in Section 1013.33(13), Florida Statutes.
- (d) Transportation and Traffic Circulation
  - (1) The Master Plan Community Facilities Map identifies the locations of generalized future transportation corridors within the Eastside Activity Center. These corridors are identified as general locations for the internal traffic circulation system to serve development within the Activity Center. The corridor and multimodal facility locations shown on the map are generalized only, with the specific locations of future roadway alignments and multimodal facilities to be determined at the development plan review stage, taking into account land use and environmental conditions. New roads that are needed as part of the internal circulation system to serve development in the Activity Center shall be the responsibility of the developers of property within the Activity Center.
    - a. Transportation corridors identified on the Community Facilities Map shall contain design elements including, on-street parking, sidewalks, bicycle lanes, pedestrian-scale lighting, bulb-outs with landscaping, gutters, shade trees, and shelters at bus stops.
  - (2) Arrangements for all necessary transportation improvements (including, but not limited to, roadway construction, right-of-way acquisition, roadway widening, traffic signalization, intersection improvements, pedestrian and bicycle facilities, and mass transit facilities) shall be made as conditions of development plan approval.
  - (3) Ingress/egress to property within the Activity Center shall be provided via SE 43rd Street or other local roads that may be constructed to provide access to the activity center to the maximum extent possible. Primary access via SR 20 (Hawthorne Road) shall be minimized in order to maintain and preserve

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traffic mobility on the roadway, which is part of the Florida Intrastate Highway System and Strategic Intermodal System.

- (4) All internal traffic circulation and external transportation improvements shall be designed and constructed consistent with accepted, recognized safe traffic engineering design standards.
- (5) All transportation improvements in the Activity Center shall be evaluated to ensure that safe transportation of children to the public schools is accomplished.
- (6) New roadway facilities within the Activity Center shall be designed to connect to existing roads and rights-of-way in the surrounding area to the greatest extent possible, except where such connectivity is precluded by constraints resulting from the location of existing development or environmental features.
- (7) Development plan applications must include an assessment of the need for transportation improvements to SE 43<sup>rd</sup> Street resulting from the proposed development. These improvements may include, but are not limited to: intersection improvements to SE 43<sup>rd</sup> Street at Hawthorne Road and East University Avenue; turn lanes and bicycle and pedestrian facility improvements on SE 43<sup>rd</sup> Street; and pedestrian safety improvements, including traffic calming measures on SE 43<sup>rd</sup> Street at its intersection with Hawthorne Road and in the area of Eastside High School. Conditions may be included on development plans to address necessary improvements to level of service and operational or safety conditions.
- (8) Development plan applications on properties within the Eastside Activity Center shall be coordinated with Gainesville Regional Transit System (RTS) to evaluate the potential need for intermodal transit facilities associated with the City's Bus Rapid Transit Study. If, at the time of development, the Bus Rapid Transit Study or other documentation from RTS indicates that there are needs for intermodal transit facilities in the Activity Center as part of an overall Bus Rapid Transit System, then development plans shall incorporate areas for such facilities, which shall be accessible by pedestrians from all areas of the development. Any land areas acquired, or otherwise transferred, for transit facilities may be included in the acreage used for determining allowable gross residential density or non-residential floor area within a development.
- (9) If the total number of daily vehicle trips (AADT) on Hawthorne Road (SR 20), E University Avenue, or SE 43<sup>rd</sup> Street reaches 85% of the adopted Level of

Service, the County shall conduct an assessment of traffic conditions, including the following:

- a. Evaluation of the existing amount and types of development within the Activity Center as compared to what is allowed under the adopted Eastside Activity Center Master Plan, and assess the current transportation conditions including roadway function, roadway level of service, roadway safety, and modal split.
- b. If, at the time of evaluation, roadway capacity or facilities are not sufficient to accommodate the remaining amount of development allowed under the Eastside Activity Center Master Plan, then the necessary roadway facility improvements to address potential level of service and operational and safety deficiencies shall be identified and considered for inclusion in the County's Capital Improvements Program as described in 2.2.10.9.b.

#### (e) Natural Resource Protection

- (1) The use of special materials and/or engineering design techniques to reduce the volume and improve the treatment of storm water runoff are encouraged, including the use of Low Impact Development Design techniques. These techniques include, but are not limited to the following:
  - a. Clustering of development on non-environmentally-sensitive portions of a development parcel;
  - b. Use of bioretention areas or 'rain gardens';
  - c. Use of permeable pavements;
  - d. Redirecting rooftop runoff to functional landscape areas, rain barrels or cisterns;
  - e. Minimization of impervious surfaces through use of shared driveways and parking lots;
  - f. Minimization of rooftop area by building vertically instead of horizontally, in order to reduce the total footprint area of buildings;
  - Reduction in impervious driveways through minimized building setbacks;
  - h. Use of "Florida Friendly" plant species and preferably native species for landscaping; and
  - i. Enhanced stormwater treatment areas, similar to the requirements as provided in Chapter 407.56 ULDC.

- Undeveloped areas within individual developments that are set aside for the protection of the Eastside Greenway Strategic Ecosystem, in accordance with Policy 4.10.5 of the Conservation and Open Space Element, shall be geographically and functionally connected to form a continuous corridor through the Eastside Activity Center. The primary function of the corridor shall be to preserve the ecological integrity of the Eastside Greenway Strategic Ecosystem, including providing a wildlife corridor. The corridor may also serve as a location for recreational trails.
  - a. The corridor width and location shown on the Community Facilities Map is generalized. The actual width and location may vary depending on the location and quality of the natural resources on a particular property, as determined through ground-truthing.
  - b. The preferred width of the corridor shall be an average of 300 feet. It may be less than 300 feet in some areas, provided that the ecological integrity of the Eastside Greenway Strategic Ecosystem is protected.
  - c. Land areas set aside for the corridor may be included in the acreage used for determining allowable gross residential density or non-residential floor area within a development. The allowable density or nonresidential floor area may be clustered in non-conservation portions of the development.

## (f) Urban Design

- (1) Site and building design shall be consistent with the general standards for Urban Activity Centers provided in Policies 2.1.4 through 2.1.12 of the Future Land Use Element.
- (2) Both vertical and horizontal mixing of uses is encouraged.
- (3) Development in the Activity Center shall be in the form of streets and blocks.
- (4) There are no required minimum building setbacks, but such setbacks may be established through the development plan review process or through establishment of a zoning overlay for the Eastside Activity Center. Building setbacks, if any are established, shall be determined in accordance with the hierarchy of street sections in order to create a strong sense of spatial definition. Where setbacks may be established, the setbacks shall allow encroachment of semi-public attachments, such as porches, bay windows, stoops, and balconies.
- (5) Provision shall be made for public use areas, streets, and squares that are safe, comfortable, and attractive for the pedestrian, with adjoining buildings

# **FUTURE LAND USE ELEMENT**

- open to the street, and with parking not interfering with pedestrian, transit, automobile and truck travel modes.
- (6) The Activity Center shall contain a continuous interconnected network of narrow streets, including a pedestrian and bicycle circulation system which is designed to calm automobile traffic speeds, provide a variety of itineraries, encourage walking and bicycling throughout the activity center, provide connectivity, and functionally and physically integrate the various uses within and surrounding the Activity Center.
- (7) Where appropriate, development or redevelopment shall be accessible to and accommodate public transit routes that serve the Eastside Activity Center, and shall provide comfortable, multi-functional space for transit riders waiting for buses, including covered transit stops or bus shelters, which are appropriately scaled in size and number to the proposed development. Bicycle storage shall be required with particular emphasis on the need for park and ride bicycle storage for transit riders.
- (8) Parking and loading functions shall be located and designed to respect, and reinforce, the pedestrian orientation of the Activity Center through the provision of on-street parking on narrow streets and placement of parking and loading areas behind or on the side of buildings. Building frontages should spatially delineate public streets and mask the majority of the parking.
- (9) Reduction of required off-street parking areas shall be considered in order to enhance the pedestrian character of the Activity Center. Large expanses of off-street parking fronting SE 43<sup>rd</sup> Street are discouraged. Parking structures are permitted within all development.
- (10) On-street parking is encouraged throughout the Activity Center. On street spaces may each be counted toward required parking as long as the space is within 300 feet of the supported use. Each on-street parking space shall count toward only one required space except that they may be counted toward more than one required space when shared parking is approved.
- (11) Primary entrances to buildings shall open to the street. A series of smaller, well defined customer entrances shall be used to break up long building facades.
- (12) Sidewalks, signage, street trees, landscaping, street furniture, entryway features, and lighting shall enhance the pedestrian character of the Activity Center.

#### **FUTURE LAND USE ELEMENT**

(13) Special consideration should be given during development review to reducing lighting glare from the Activity Center to adjacent designated residential and natural areas. In addition, development review should give consideration to noise and visual impacts of air conditioning units, dumpsters, and truck loading areas, and should require that location of these facilities minimize impact on existing and future residential areas.

## (g) Civic Open Space

- (1) The 'Civic Open Space' area shown on the Community Facilities Map may be considered as a location for periodic temporary civic events such as farmer's markets, art and craft shows, and fund raising events. Use of the property for temporary civic events must be coordinated with the School Board and Eastside High School.
- (2) Temporary events in the identified 'Civic Open Space' area shall not be subject to the limitations on the allowable number of special use permits per year as provided in the Unified Land Development Code.

## (h) Public Civic Uses

- (1) Public Civic Uses, as used in this Activity Center Plan, shall include community-oriented functions including educational, cultural, social, active recreation, community centers, and libraries. Public Civic Uses shall be allowable in all Future Land Use categories within the Eastside Activity Center, provided that the public civic uses are open to the general public.
- (2) Any land area used for Public Civic Uses within a development may be included in the acreage used for determining the allowable gross residential density or non-residential floor area within a development.
- (3) As an incentive to include public civic uses into the Eastside Activity Center, developments which provide public civic uses shall be allowed a total of 1 additional dwelling unit per 500 square feet of indoor public civic use provided in a development plan. In order to be eligible for this dwelling unit bonus, the public civic uses must be open to the general public.
- (4) For outdoor public civic uses, 1 additional dwelling unit shall be allowed per 5,000 square feet of outdoor public civic use provided in a development plan. In order to be eligible for this dwelling unit bonus, the public civic uses must be open to the general public.
- (i) Intergovernmental and Community Partnerships
  - (1) Development of the Activity Center shall employ mechanisms and resources to unite County and City agencies and local residents to promote economic

#### **FUTURE LAND USE ELEMENT**

- development in and around the Activity Center and to ensure development occurs in a manner harmonious with institutional, office, residential and commercial uses, Lake Forrest Elementary and Eastside High School.
- (2) Public investments in the form of capital improvements to infrastructure and the location of governmental administration, public safety and various public and non-profit community support activities, should be considered for inclusion in the Capital Improvements Elements of the relevant entities. Proposed capital improvements shall be coordinated with the School Board of Alachua County to ensure infrastructure improvements in the Activity Center are accomplished while maintaining the safety of children attending public schools in the vicinity.
  - a. Road enhancements and extensions of roads in and around the Activity
     Center should be considered for inclusion in the Capital Improvements
     Program.
  - b. The location of community support services and job related activities such as recreation, social service, and vocational training centers, etc., in this activity center should be pursued through various means including identification of appropriate funding for inclusion in the Capital Improvements Program, and coordination with other relevant public and nonprofit entities such as Santa Fe Community College and the University of Florida to encourage investments by those organizations in this Center.
  - c. The County shall coordinate with Gainesville Regional Utilities concerning extensions and enhancements to existing potable water and sanitary sewer facilities near and within the Activity Center in order to serve development which is consistent with the Eastside Activity Center Master Plan. Such coordination may include identification of potential funding sources for utility extensions, and programming of funds in Gainesville Regional Utilities' and/or the County's Capital Improvements Programs.
- (3) Focus activities to strengthen private investment in the Activity Center, including:
  - Encourage the linkage of job training to job creation within the Activity Center.
  - b. Encourage the creation of a business incubator within the Activity Center.
  - c. Encourage the coordination of community policing and neighborhood servicing efforts.

#### (j) Implementation

Within one year of the effective date of the Eastside Activity Center Master Plan, the County shall propose updates to the Land Development Code to provide for specific development standards and a zoning overlay to implement the Master Plan.

In the interim time period prior to adoption of the necessary Land Development Code and zoning amendments, Planned Development (PD) zoning may be used to implement the Eastside Activity Center Master Plan.

## 3.0 COMMERCIAL POLICIES

#### **OBJECTIVE 3.1 - GENERAL**

A variety of commercial land use categories shall be established to allow for a range of commercial activities within designated areas, distributed to make efficient use of infrastructure and land, and to meet market demand. Commercial development shall include such uses as retail sales, professional services, business services, and personal services and storage (mini-warehouses).

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- **Policy 3.1.2** New commercial facilities shall be encouraged to locate within designated activity centers, Transit Oriented Developments or Traditional Neighborhood Developments in order to discourage strip commercial development and the premature establishment of new activity centers.
  - (a) All neighborhood level shopping centers commercial shall locate within high, medium, or low activity centers, or within Transit Oriented Developments or Traditional Neighborhood Developments, consistent with the standards of this Flement.
  - (b) All community level shopping centers commercial shall locate within high or medium activity centers, or within Transit Oriented Developments or Traditional Neighborhood Developments, consistent with the standards of this Element.
  - (c) All regional level shopping centers <u>commercial</u> shall locate within high activity centers, or within Transit Oriented Developments consistent with the standards of this Element.
- **Policy 3.1.3** The size, location, and function of shopping centers commercial uses shall be related and central to the population and market area they serve.

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#### **OBJECTIVE 3.2 - LOCATION AND COMPATIBILITY**

#### **FUTURE LAND USE ELEMENT**

Commercial development shall be located and designed to maintain compatibility with neighboring residential uses and support pedestrian activity, taking into account scale and intensity, through implementation of the following policies.

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**Policy 3.2.4** All Neighborhood, Community, and Regional shopping commercial centers shall include pedestrian access, bicycle parking areas, and bus bays and bus shelters in order to encourage alternative transportation modes.

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## **OBJECTIVE 3.5 - REGIONAL SHOPPING COMMERCIAL CENTER POLICIES AND STANDARDS**

Regional Shopping Commercial Centers are described by the following standards and general characteristics:

Usual Minimum Site Area	30-50 acres or more
Gross Leasable Area (GLA)	300,000-1,000,000 sq. ft. or more
Minimum Support Required	150,000 or more people
Market Area Radius	10-15 miles or more
Number of Stores	40 or more
Leading Tenant	1 or more full-line department stores of at least
Leading Terrant	100,000 sq. ft. GLA
Other Tenants	Stores providing such items as: General
	merchandise, furniture, and home furnishings.

- **Policy 3.5.1** Regional Shopping Commercial Centers shall only be located in areas designated for commercial development in High Activity Centers consistent with the following policies, or within Transit Oriented Developments.
  - (a) Regional Shopping Commercial Centers shall be located at the:
    - (1) intersection of arterials, or
    - (2) interchanges of arterials and interstate highways.
  - (b) Regional Shopping Commercial Centers and any planned expansion shall be developed with an overall plan to address access management issues.
  - (c) Regional Shopping Commercial Centers shall be served by mass transportation routes and shall be designed to accommodate mass transit, bicycles, and pedestrians.
  - (d) Regional Shopping Commercial Centers shall only locate where automobile, bicycle, and pedestrian access is adequate to accommodate safe and convenient access to the shopping center.

## **OBJECTIVE 3.6 - COMMUNITY SHOPPING COMMERCIAL CENTER POLICIES AND STANDARDS**

Community Shopping Commercial Centers are described by the following standards and characteristics:

Usual Minimum Site Area	10 acres
Gross Leasable Area (GLA)	100,000 to 300,000 sq. ft.
Minimum Support Required	20,000 to 60,000 people
Market Area Radius	2 miles or more
Number of Stores	15 to 40
Leading Tenant	Variety, discount, or junior department store
Other Tenants	A supermarket and drugstore

- **Policy 3.6.1** Community Shopping Commercial Centers shall be only located in areas designated for commercial development in Medium or High Activity Centers, or within Transit Oriented Developments at the:
  - (a) intersection of arterials, or
  - (b) intersection of collectors and arterials.
  - (c) Community Shopping Commercial Centers shall only locate where automobile, bicycle, and pedestrian access is adequate to accommodate safe and convenient access to the shopping center.

## **FUTURE LAND USE ELEMENT**

# OBJECTIVE 3.7 - NEIGHBORHOOD <del>SHOPPING</del> <u>COMMERCIAL</u> CENTER POLICIES AND STANDARDS

Neighborhood shopping Commercial centers are described by the following standards and general characteristics:

Usual Minimum Site Area	4 acres
Gross Leasable Area (GLA)	30,000 to 100,000 sq. feet
Minimum Support Required	5,000 to 10,000 people
Radius of Market Area	1-1/4 miles or more
Number of Stores	5 to 20
Leading Tenant	Supermarket
Other Tenants	Stores providing convenience goods and personal services for the day-to-day needs of the immediate neighborhoods.

- **Policy 3.7.1** Neighborhood Shopping Centers shall only locate in areas designated for commercial development in Low, Medium, or High Activity Centers, or within Transit Oriented Developments, where:
  - (a) automobile, bicycle, and pedestrian access is adequate to accommodate safe and convenient access to the shopping center
  - (b) local neighborhood streets do not provide principal automobile traffic access.

#### **OBJECTIVE 3.8 - NEIGHBORHOOD CONVENIENCE COMMERCIAL POLICIES AND STANDARDS**

Neighborhood Convenience Centers are represented by the following standards and characteristics:

Usual Maximum Site Area	4 Acres
Gross Leasable Area (GLA)	3,000 to 30,000 square feet
Spacing	At least 1 mile travelling distance on public roads from the property boundary of facilities supplying the same needs or another Neighborhood Convenience Center.
Leading Tenant	convenience store, drug store, grocery store
Other Tenants	laundry, dry cleaning, eating places, day care center.
Transitional Land Uses (at the edge of the Neighborhood Convenience center, to be included in the four acre site	civic, open space, office, residential, business, industrial.

- **Policy 3.8.1** Neighborhood Convenience Centers shall only be located in areas designated and mapped for commercial development, Low, Medium, or High, Activity Centers, rural employment centers, or rural clusters, consistent with the following policies:
  - (a) on major collector or arterial streets, with preference given to locations at the intersections of such streets.
  - (b) New Convenience Centers shall not be located internally within existing single family neighborhoods unless integrated with the surrounding neighborhood through a neighborhood planning process and approved through a comprehensive plan amendment.
  - (c) The County shall promote the development of commercial uses in planned commercial centers and discourage scattered, incremental and strip commercial development.
  - (d) Neighborhood Convenience land uses are allowable within Transit Oriented Developments and Traditional Neighborhood Developments consistent with the policies under Objectives 1.6 and 1.7 of this Element.

#### **OBJECTIVE 3.9 - OFFICE POLICIES AND STANDARDS**

An Office land use category shall be established for individual offices or office parks to provide for professional and business services, <u>business incubators</u>, <u>research and development activities and uses similar to those allowed in Policy 4.3.1-exclusive of retail trade</u>. Office uses are <u>unique suited to mixed use developments</u> because of the need to have accessibility to both residential and other commercial uses. Their special trade area characteristics require office uses to have additional policies and standards.

- Policy 3.9.1 Office uses shall only be located in areas designated for commercial development, Low,

  Medium, or High Activity Centers, village centers, planned developments, Traditional

  Neighborhood Developments, Transit Oriented Developments, or traditional neighborhood developments, rural employment centers, or rural clusters.
  - (a) Office uses shall be grouped within compact areas, including vertically mixed uses, to discourage disruption to residential areas.
    - (1) Office uses should not be located between properties designated for development at low or medium density on the Future Land Use Map, except when designed as part of a Transit Oriented Development or Traditional Neighborhood Development.
    - (2) The land development regulations shall specify appropriate buffers or transitional development and design practices, when office uses are permitted adjacent to residential development or other uses.
  - (b) Office uses are appropriate in areas planned for high density residential use along major arterials served by public mass transportation, including Activity Centers, Traditional Neighborhood Developments and Transit Oriented Developments.

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## 4.0 INDUSTRIAL POLICIES

**OBJECTIVE 4.1 - GENERAL** 

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- Policy 4.1.2 A range of choice in land areas and locations for the different types of industry shall be provided to meet the anticipated expansion of industry in the County and to meet the objectives of the Economic Element of this Plan. Sufficient area for industrial land use shall be identified in appropriate locations on the Future Land Use Map in an effort to create a supply of land which has the proper zoning already in place, which is therefore immediately available for such uses. The County shall identify has identified a number of potential locations with suitable infrastructure, including parcels with rail access, interstate access, or proximity to cargo terminals, and suitable environmental characteristics for such uses. Procedures and standards to facilitate development review shall be adopted as part of the land development regulations to implement this policy. Such standards and procedures shall be reviewed on an annual basis to determine their effectiveness in protecting public health and the environment, and facilitating permitting.
- **Policy 4.1.3** Industrial locations and proposed uses shall be consistent with the Conservation and Open Space Policies of Alachua County.

- Policy 4.1.4 Industrial operations shall meet the performance standards established in the Unified Land Development Code in order to eliminate or, where possible, minimize the following impacts on public health and the environment.
  - (a) erosion;
  - (b) noise;
  - (c) odor, fumes, vapors and gases;
  - (d) fire and explosion hazards;
  - (e) radioactive elements;
  - (f) electromagnetic interference;
  - (g) smoke, dust, particulate matter, and dirt;
  - (h) vibrations;
  - (i) glare;
  - (j) toxic wastes.

#### **OBJECTIVE 4.2 - LOCATION AND COMPATIBILITY**

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Policy 4.2.4 Alachua County shall utilize a public planning process to evaluate alternatives to the Industrial Future Land Use designation to the southeast of the Gainesville Regional Airport. The process should include private property owners, representatives of the Gainesville Regional Airport, and other interested members of the public. The process shall evaluate the needs of existing residents of the area, as well as evaluating any new regulations related to the airport.

#### **OBJECTIVE 4.3 - LIGHT INDUSTRIAL**

The Light Industrial future land use classification is established to accommodate certain office and light industrial uses, such as research and development and experimental laboratories and similar uses or the manufacturing or fabrication of products that have minimal off-site impacts. Certain warehousing, transportation and distribution uses may be appropriate if all performance standards can be achieved.

Policy 4.3.1 Certain office and light industrial uses, such as research, development, <u>advanced and computer assisted manufacturing</u>, and experimental laboratories and similar uses, or the manufacturing or fabrication of products that have minimal off-site impacts and that do not require specialized sites may also be appropriate within <u>Office land uses</u>, Transit Oriented Developments (TODs) or Activity Centers. <u>Stringent pP</u>erformance standards shall be incorporated into the land development regulations to provide buffering,

signage, landscaping, and architectural standards, and other methods to limit any adverse impacts and ensure compatibility with adjacent areas. Certain warehousing, transportation and distribution uses may be appropriate if all performance standards can be achieved.

## **OBJECTIVE 4.4 - HEAVY INDUSTRIAL**

The Heavy Industrial Future Land Use is established to accommodate traditional industrial uses that are dependent on transportation and large volumes of raw materials. Heavy Industrial uses have unique potential impacts on surrounding lands including noise, odor, smoke, vibration and other hazards. Heavy Industrial uses shall be located to provide the most efficient provision of services while minimizing potential impacts to adjacent development and environmental features.

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Policy 4.4.3 The use of tires, plastics or plastic derived materials as a fuel source or as feedstock for waste to energy facility is prohibited. Exceptions to this policy may be allowed for research and development activities by special exception when approved by the Board of County Commissioners. Additional standards including limitations on scale and environmental and safety standards shall be included in the Unified Land Development Code for such research and development activities.

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## 5.0 INSTITUTIONAL POLICIES

#### **OBJECTIVE 5.1 - GENERAL**

An institutional land use category shall be established to provide for a range of activities related to human development and community services, subject to the policies and standards contained in this Section.

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#### **OBJECTIVE 5.4 - COMMUNITY SERVICES**

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- **Policy 5.4.5** HEALTH FACILITIES: Major health facilities should be accessible by mass transit.
  - **Policy 5.4.5.1** Medical support facilities and services shall locate in close proximity to hospitals.
  - **Policy 5.4.5.2** New major health facilities, e.g., hospitals and medical complexes, shall be located in areas designated for Institutional/Medical land uses on the Future Land Use Map. This land use category shall also provide for related facilities such as pharmacies, medical

suppliers, lodging, restaurants, and accessory facilities, subject to performance standards in the land development regulations.

- Policy 5.4.5.3 Other health facilities such as outpatient medical clinics, including emergency facilities and nursing homes, may be allowed in the urban cluster in areas designated on the Future Land Use Map for Institutional, Institutional/Medical, Commercial, Medium-High Density Residential, and High Density Residential, as well as within Transit-Oriented Developments and Traditional Neighborhood Developments.

  Performance criteria which address site size, scale, intensity, parking, buffering, access, and other impacts associated with such uses shall be provided in the land development regulations. within specific zoning districts subject to performance criteria in the land development regulations regarding site size, scale, and dimensions, building coverage, parking, buffering, access, and other impacts.
  - (a) Nursing homes, assisted living facilities, and continuing care communities that provide some combination of housing, housekeeping services, personal care services, and medical care services are allowable in areas designated on the Future Land Use Map for Medium Density Residential in addition to the areas listed in Policy 5.4.5.3 above. The land development regulations shall provide for zoning and development standards which address site size, scale, intensity, parking, buffering, access, and other impacts associated with such uses.

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#### **OBJECTIVE 5.5 - PUBLIC UTILITY, COMMUNICATION, OR INFRASTRUCTURE SERVICES**

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 eliminate or minimize adverse visual impacts on the landscape.

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Policy 5.5.4 Landfills and transfer systems shall be designed to have a minimal impact on the environment. The use of tires, plastics or plastic derived materials as a fuel source or as feedstock for a waste to energy facility is prohibited. Exceptions to this policy may be allowed for research and development activities by special exception when approved by the Board of County Commissioners. Additional standards including limitations on scale and environmental and safety standards shall be included in the Unified Land Development Code for such research and development activities.

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## 6.0 RURAL AND AGRICULTURAL POLICIES

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## **OBJECTIVE 6.2 - RURAL/AGRICULTURE**

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Policy 6.2.5 Parcels containing natural resource areas as identified in the Conservation and Open Space Element shall be conserved in accordance with those policies, such that the natural functions of the resource area are not significantly altered. This shall be accomplished either through clustering of new developments in accordance with Policy 6.2.9 through 6.2.14 below, or for developments of less than 25 lots that might not be clustered in accordance with these policies, through a development plan that assures the permanent protection of natural resources consistent with the requirements of the Conservation and Open Space Element; the land development regulations shall detail the requirements for management and permanent protection of the ecological value of natural resources in those developments that are not clustered through legally enforceable mechanisms that provide protection of those resources equivalent to the protection under Policies 6.2.12.3(c) through 6.2.12.5(e).

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#### 7.0 IMPLEMENTATION

#### **OBJECTIVE 7.1 - GENERAL**

To establish standards through the adopted goals, objectives and policies of the Comprehensive Plan in conjunction with the adopted maps within the Future Land Use Element and within the other elements to guide decisions affecting land use and development. To provide for implementation of the Comprehensive Plan through land development regulations and an ongoing Capital Improvements Program. To provide a process for Plan revision, Map amendments, and establishment of Special Area Plans, incorporating citizen participation.

**Policy 7.1.1** The Future Land Use designation within an area considered to be an enclave, as defined in the Alachua County Boundary Adjustment Act Florida Statutes, shall consider the existing land use, infrastructure, and the Comprehensive Plan of the surrounding municipality.

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#### **FUTURE LAND USE ELEMENT**

**Policy 7.1.25** All amendments to the Comprehensive Plan shall meet the requirements of Chapter 163.3181, Florida Statutes, and Section 9J-5.004, F.A.C. for public participation in the comprehensive planning process.

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Policy 7.1.30 Annexations shall be in accordance with the Alachua County Boundary Adjustment Act Florida

Statutes, Chapter 171 as specified in Policies under Objective 4.1 of the Intergovernmental
Coordination Element.

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- Policy 7.1.32 Existing and future rights-of-way shall, generally, be available for use for utility corridors.

  However, the design of roadway, transit, bicycle and pedestrian facilities shall have priority in allocation of space within any County-owned right-of-way. Priority shall be placed on the proper allocation of these facilities and any required landscaping, including trees, before considering utility locations. Where location of utilities within rights-of-way conflicts with the primary transportation purpose, utilities shall be located outside the right-of-way, or the right-of-way shall be expanded to allow for utilities to be placed within the right-of-way. Above-ground utility infrastructure shall be designed and located to ensure that users of the right-of-way are safe and comfortable and shall not impact any minimum design standards established in the land development regulations.
- Policy 7.1.33 All development and redevelopment within the Urban Cluster, other than a single-family home, shall be designed in accordance with Traditional Neighborhood Development design standards under Future Land Use Element policies and sub-policies in 1.6.6, Site and Building Design, 1.6.7 Transportation Network, and 1.6.8 Parking. The Land Development Code shall include alternatives to specific Traditional Neighborhood Development design standards consistent with the intent of those standards as appropriate, for small parcels, institutional uses, and industrial uses; such alternatives shall also be provided for parcels that have unique characteristics such as environmental, physical or topographic constraints which preclude strict adherence to the generally required standards. In addition, notwithstanding minimum parcel size requirements per Policy 1.6.1 of this Element, all development shall have the option of developing as a Traditional Neighborhood Development consistent with Future Land Use Element Objective 1.6 and its policies.

[Note: This policy is currently applicable within the Urban Service Area portion of the Urban Cluster. The Urban Service Area and related policies are proposed to be eliminated, and this policy would be moved here from Policy 8.6.1, and would be made applicable to the entire Urban Cluster.]

Policy 7.1.34 The following thresholds for development design requirements and locational standards shall apply within the Urban Cluster:

- (a) All commercial development or redevelopment on 25 developable acres or more in size shall be developed as either a Traditional Neighborhood Development or Transit Oriented Development in accordance with all requirements of Objective 1.6 or 1.7 and their policies.
- (b) <u>Developments within Urban Residential designations that are:</u>
  - (1) <u>150 or more units and are contiguous to a Rapid Transit or Express Transit</u> <u>Corridor shall be either a Traditional Neighborhood Development, Transit</u> <u>Oriented Development or located within an Activity Center.</u>
  - (2) <u>300 or more units shall be either a Traditional Neighborhood Development</u> or located within an Activity Center.

[Note: Item (a) above is an adopted policy that is currently applicable within the Urban Service Area portion of the Urban Cluster. The Urban Service Area and its related policies are proposed for deletion. Item (a) above would be moved here from Policy 8.6.2, and would also be made applicable to the entire Urban Cluster.

Items (b)(1) and (b)(2) above are existing policies that have been moved here from Policy 1.1.5 in order to consolidate related development thresholds in one place.]

Policy 7.1.35 Development or redevelopment in the Urban Cluster that is contiguous with a rapid or express transit corridor and exceeds 1,000 dwelling units or 350,000 sq ft of non-residential shall be developed as a Transit Oriented Development (TOD) consistent with Future Land Use Element Objective 1.7 and its policies.

[Note: This is an adopted policy that is currently applicable within the Urban Service Area portion of the Urban Cluster. The Urban Service Area and its related policies are proposed to be eliminated. This policy would be moved here from Policy 8.6.3, and would also be made applicable to the entire Urban Cluster.]

Policy 7.1.36 To encourage infill development, redevelopment and integration of existing development within a proposed development plan, buildings existing as of July 1<sup>st</sup>, 2010, at the discretion of the developer, may be excluded from or included in the calculation of the thresholds provided in Policy 7.1.35 of this Element and Policy 1.1.10.3 of the Transportation Mobility Element.

[Note: This is adopted policy 8.6.4 that is currently applicable within the Urban Service Area portion of the Urban Cluster. The Urban Service Area and its related policies are proposed to be eliminated. This policy would be moved here from its current location, and would also be made applicable to the entire Urban Cluster.]

## 8.0 SPECIAL AREA STUDIES

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## OBJECTIVE 8.5 - Plan East Gainesville Urban Area

Alachua County has established a special area plan, Plan East Gainesville, for the East Gainesville <u>urban</u> area. This plan was established in collaboration with the City of Gainesville and other stakeholders <u>as part of the Plan East Gainesville process</u>, and requires <u>continuing</u> collaboration with the City of Gainesville for part of its implementation. Alachua County is committed to implementing the general vision of the plan – both long and short term, consistent with the implementation strategies outlined in the plan. The key elements of the County's implementation strategy are captured in the following policies.

- Policy 8.5.1 Map 16 (Figure A of Recommended Master Plan for Plan East Gainesville) <u>is</u> adopted as part of FLUE Map Series to serve as a guiding vision for <u>the</u> East Gainesville <u>urban area</u>. The County shall promote economic opportunity through implementation of Plan East Gainesville, and sustainable development practices and design standards that support natural resources protection and energy efficiency.
- As part of the County's strategy to expand employment and eliminate disparities identified in BEBR's 2018 study of Racial Inequity in Alachua County, infrastructure improvements that would facilitate development focused within the vicinity of The Eastside Activity Center shall be identified as part of a special area planning process should be considered as a foundation for establishment of a Community Redevelopment Area. The County shall continue to protect vital natural resources, such as wetlands, watersheds, significant habitat, strategic ecosystems, creeks, tree canopy, and scenic vistas that make East Gainesville unique.
- **Policy 8.5.3** Coordinate with the City of Gainesville and other stakeholders in the development of a strategy for the Alachua County Fairgrounds for possible conversion to a mixed use employment center.
- **Policy 8.5.4** Coordinate with the City of Gainesville to evaluate the site east of Fred Cone Park as a potential cultural or recreational center to be compatible and complementary with the existing uses at Cone Park, and support co-location of a library branch or other related community-type facilities and services.
- Policy 8.5.53 TRANSPORTATION: Coordinate with the MTPO and the City of Gainesville to strengthen economic, social and transportation linkages and establish a Bus Rapid Transit system connecting east Gainesville with centers of employment and commerce including the areas of downtown, the University of Florida, and the western urban areas of unincorporated Alachua County. Coordinate with the City of Gainesville and the MTPO to extend East 27th Street from Hawthorne Road to NE 39th Avenue.
- **Policy 8.5.64** HOUSING: Diversify housing choices in the area by creating incentives for more market rate housing through the County's housing program such as State Housing Initiative

- Partnership (SHIP). The County shall develop strategies to expand the range of housing choices to attract and retain residents with varied income levels.
- **Policy 8.5.75** CAPITAL IMPROVEMENT: Assign priority, in County's economic development budget, to capital improvement projects that enhance the implementation of Plan East Gainesville urban area.
- **Policy 8.5.86** The County shall seek ways to increase economic opportunities by bringing sustainable and higher paying jobs and providing services.
- **Policy 8.5.97** The County shall promote and incentivize redevelopment of areas already in development or impacted by prior development.
- Policy 8.5.108 The County shall continue to assist property owners and business interests within the Plan East Gainesville <u>urban</u> area in achieving a balance of sustainable development and natural resource protection, including: actions to increase outreach and education about the value and benefits of natural resources within the community; clarifying the limitations and uses of available data and maps on the web; and stressing the value of ground-truthing (inspecting) of regulated resources on a development site prior to initiating the development process.

#### **OBJECTIVE 8.6 - URBAN SERVICE AREA**

To provide for higher density and intensity infill and redevelopment within the built up portion of the Urban Cluster served by a range of public facilities and services by designating an urban service area as defined in F.S. 163.3164(29) to promote healthy, compact mixed-use centers served by a multimodal transportation system. Within the Urban Service Area designated on the Future Land Use Map the following policies shall apply.

- Policy 8.6.1 All development and redevelopment, other than a single-family home, shall be designed in accordance with Traditional Neighborhood Development design standards under Future Land Use Element policies and sub-policies in 1.6.6 Site and Building Design, 1.6.7 Transportation Network and 1.6.8 Parking. The Land Development Code shall include alternatives to specific Traditional Neighborhood Development design standards consistent with the intent of those standards as appropriate, where small size parcels have unique characteristics such as environmental, physical or topographic constraints which preclude strict adherence to the generally required standards.—In addition, notwithstanding minimum parcel size requirements per Policy 1.6.1, all development shall have the option of developing as a Traditional Neighborhood Development consistent with Future Land Use Element Objective 1.6 and its policies.
- Policy 8.6.2 All non-residential development or redevelopment on 25 developable acres or more in size and all residential developments with 150 or more units shall be developed as either

- a Traditional Neighborhood Development or Transit Oriented Development in accordance with all requirements of Objective 1.6 or 1.7 and their policies.
- Policy 8.6.3 Development or redevelopment contiguous with a rapid or express transit corridor that exceed 1,000 dwelling units or 350,000 sq ft of non-residential shall be developed as a Transit Oriented Development (TOD) consistent with Future Land Use Element Objective 1.7 and its policies.
- **Policy 8.6.4** To encourage infill development, redevelopment and integration of existing development within a proposed development plan, buildings existing as of July 1<sup>st</sup>, 2010, at the discretion of the developer, may be excluded from or included in the calculation of the thresholds provided in Policy 8.6.3 of this Element and Policy 1.1.10.3 of the Transportation Mobility Element.
- Policy 8.6.5 All development and redevelopment shall be exempt from Transportation Concurrency consistent with Transportation Mobility Element Policies 1.1.10-1.1.10.9. All development and redevelopment shall meet all other concurrency and affordable housing requirements of the Alachua County Comprehensive Plan.
- Policy 8.6.6 Development and redevelopment shall be exempt from the state Development of Regional Impact (DRI) process in accordance with Florida Statute 380.06 (29) (c) 3.

# 9.0 TRANSFER OF DEVELOPMENT RIGHTS

# **OBJECTIVE 9.1 - TRANSFER OF DEVELOPMENT RIGHTS PROGRAM**

To create a tool that, in addition to other County policies and regulations, will protect the County's environmental resources and promote viable agriculture and the rural landscape while encouraging efficient use of services and infrastructure by concentrating development in more suitable areas of the County.

#### . . .

#### **Policy 9.1.3** Receiving Areas

- (a) Any nonresidential or mixed use development, including Transit Oriented

  Development and Traditional Neighborhood Development, in the

  unincorporated area may become a receiving area through the purchase of

  development rights in order to reduce the amount of open space required on
  the development site, at a transfer rate to be established in the Land

  Development Regulations.
- (b) (a) Receiving areas may be located within any of the municipalities in Alachua County through the establishment of interlocal agreements.

# **FUTURE LAND USE ELEMENT**

(c) (b) Any proposed amendment to expand the Urban Cluster must include a commitment to purchase development rights at a rate equivalent to the proposed increase in density or intensity in accordance with Policy 7.1.3(e) of this Element.

. . .

#### **FUTURE LAND USE ELEMENT DEFINITIONS**

. . .

Low Impact Development Design (LID): An approach to land development that preserves and protects natural resource systems using various site planning and design approaches and technologies to simultaneously conserve and protect natural resource systems while managing stormwater runoff. The approach includes using engineered small-scale hydrologic controls to replicate the pre-development hydrologic regime through infiltrating, filtering, storing, evaporating, and detaining runoff close to its source (also see Energy-Stormwater Management Element Definitions).

. . .

Research and Development: Activities undertaken to create new or improved products and processes and consists of basic scientific research, prototyping, testing and refining products prior to commercial sale or use and may be conducted by individuals, corporations, or institutions.

. . .

Sensitive Karst Areas (SKAs): (see Stormwater Management Element Definitions)

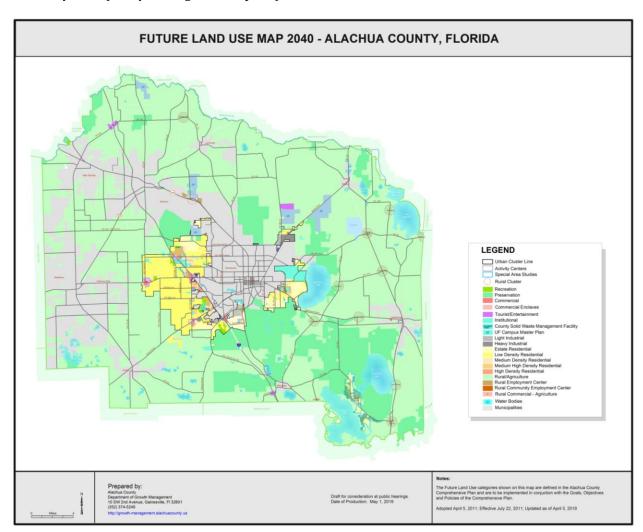
. . .

## **FUTURE LAND USE ELEMENT MAP SERIES**

The following maps in the Future Land Use Element Map Series are proposed to be updated. Other adopted maps that are not proposed to be updated have not been included here.

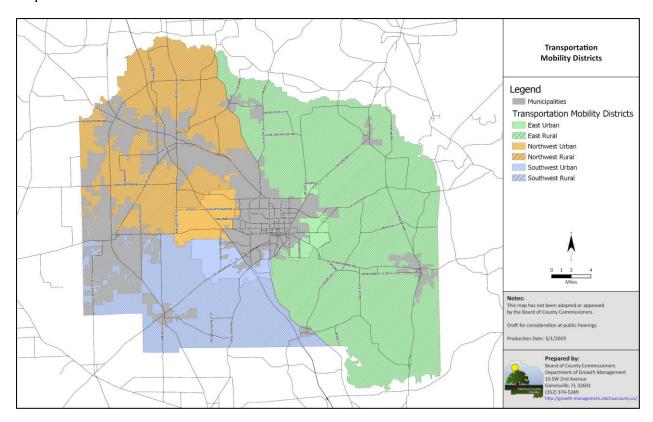
## Map A. Future Land Use Map 2030 2040

The currently adopted Future Land Use Map 2030 would be replaced with the updated Future Land Use Map 2040 below. The only changes to the Map are the elimination of the "Urban Service Area" line and the update of the planning horizon year from 2030 to 2040.



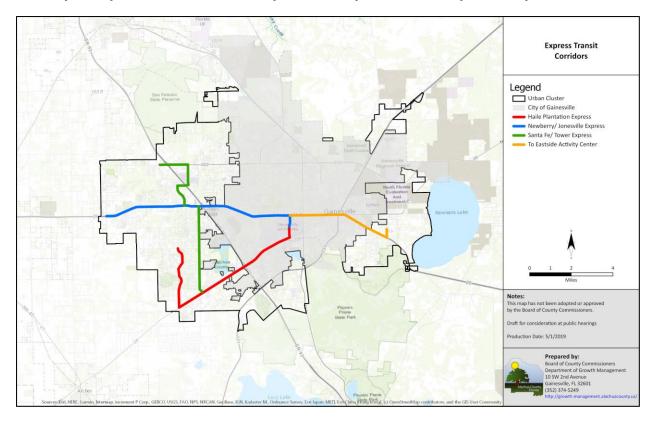
## Map B. Urban Cluster Transportation Mobility Districts

The adopted Urban Cluster Transportation Mobility Districts map would be replaced with the updated map below.



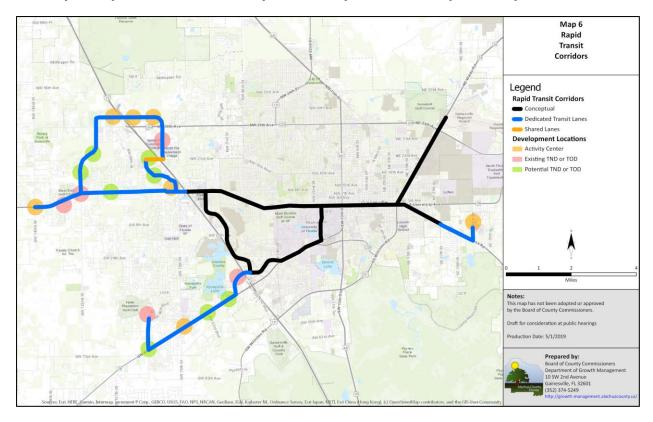
# Map C. Express Transit Corridors

The adopted Express Transit Corridors map would be replaced with the updated map below.



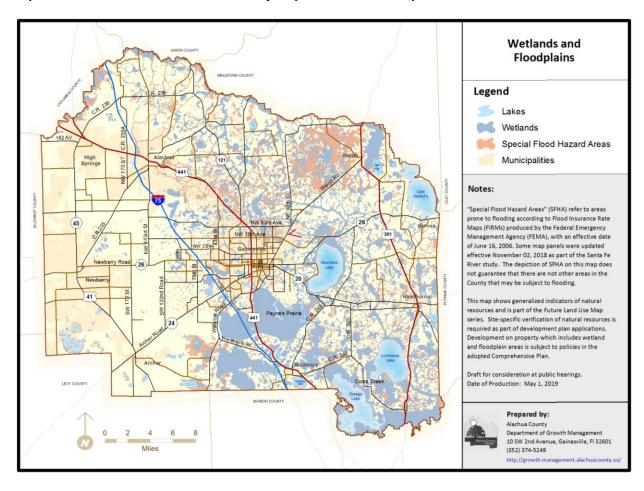
# Map D. Rapid Transit Corridors

The adopted Rapid Transit Corridors map would be replaced with the updated map below.



## Map E. Wetlands and Floodplains

The adopted Wetlands and Floodplains map would be replaced with the updated map below which depicts the most current available data layers for Wetlands and Special Flood Hazard Areas.



#### **GOAL**

ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM THAT PROVIDES MOBILITY 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 AUTOMOBILE, TRANSIT, BICYCLE AND PEDESTRIAN-TRANSPORTATION SYSTEM FOR ALL USERS THAT IS, CAPABLE OF MOVING PEOPLE AND GOODS THROUGHOUT THE COUNTY.

#### PRINCIPLE 2

TO REDUCE VEHICLE MILES OF TRAVEL AND PER CAPITA GREEN HOUSE 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 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 CONCURRENCY-FUNDING SYSTEM WITHIN THE URBAN CLUSTER-THAT RECOGNIZES THAT 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 DEDICATED RAPID TRANSIT LANES FACILITIES SERVED BY EFFICIENT TRANSIT SERVICE.

# **1.0 TRANSPORTATION SYSTEM CAPACITY**

#### OBJECTIVE 1.1 - Urban Cluster Transportation Mobility Districts

<u>Urban</u> Transportation Mobility Districts <u>provide an alternative to conventional transportation</u> <u>concurrency by encouraging encourage</u> future land use and transportation patterns that emphasize mixed-use, interconnected developments <u>that</u>, 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.

- 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 <u>Urban Transportation Mobility Districts</u>. <u>Urban Transportation Mobility Districts</u> shall be established for the Northwest, Southwest and Eastern portions of the Urban Cluster.
- Policy 1.1.2 <u>Urban</u> Transportation Mobility Districts are designed to support compact, mixed-use developments provided for in the Future Land Use Element by developing an interconnected multi-modal 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 1.1.3** The intent of Urban Transportation Mobility Districts are:
  - (a) To provide for mobility within urban areas through the development of an interconnected network of:
    - (1) Roadways that provide multiple route choices, alternatives to the state road system and protect the Strategic Intermodal System (SIS).
    - (2) Rapid Transit and Express Transit Corridors that connect 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) 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.
  - (c) To utilize features of the <u>an</u> exceptions and alternatives to transportation concurrency and multi-modal transportation districts alternative mobility funding

<u>system</u> 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. consistent with requirements of F.S. 163.3177.
- (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.
- (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.
- (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 1.1.4** Within the Urban Cluster, the County adopts multi-modal level of service (LOS) standards guidelines for the following:

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

<sup>\*</sup> Standard-Guideline applies to Collector and Arterial Roads

#### \*\* Strategic Intermodal System

- (a) In order to achieve the level of service <u>standard guideline</u> 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 <u>20302040</u>, 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 achieved a goal achieved within the Urban Cluster starting by 2015-on each of the four (4)-routes shown on the Express Transit Corridors map by 2030. The peak hour frequency for each route shall be a minimum of 30 minutes by 2015, 20 minutes by 2017 and 15 minutes by 2020. Service hoursand may be extended increased to add three (3) hours and additional service added to meet demand and maintain up to fifteen (15) minute headways based on the capacity and productivity of the Serviceservice. The addition of Express Transit Service to serve Transit Oriented Development(s) on the Parker Road Corridor as shown on the Rapid Transit Corridor Map will require an update to the Multi-Modal Transportation Capital Improvement Program.

- (c) Within each <u>Urban</u> Transportation Mobility District, achievement of the LOS for all functionally classified <del>County and Non SIS State Roadways roadways shall be based on an Areawide LOS. The Areawide LOS analysis shall be divided into north-south and east west roadways.</del> 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 <u>standard guideline</u> for all functionally classified <u>County and Non SIS State Rroadways</u>.
- (d) The LOS for SIS facilities within the Urban Cluster shall be addressed through the Strategic Intermodal System (SIS) Mitigation Plan (Alachua County Growth Management Department January 26<sup>th</sup>, 2010). The SIS Mitigation Plan identifies mitigation measures such as the construction of parallel roadways serving similar travel demand patterns, dedicated transit lane(s), access management and transit service. Mitigation projects, consistent with the SIS Mitigation Plan, shall be included in the Multi-Modal Transportation Capital Improvements Program. The SIS Mitigation Plan may be amended, in consultation with FDOT, during updates to the Capital Improvements Element.
- Policy 1.1.5 Over the next twenty (20time horizon of the Comprehensive Plan) years 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 dedicated rapid transit corridors. The Twenty (20) year Multi-Modal Transportation Capital Improvements Program provides a schedule of the transition from development of the interconnected network to provision of transportation services.construction of dedicated transit lane(s).
- Policy 1.1.6 The Multi-Modal Infrastructure Projects in the Capital Improvements Element are identified to meet the adopted level of service <u>standards guidelines</u> and proactively address projected transportation needs from new development and redevelopment within the Urban Cluster by <u>20302040</u>.

- Policy 1.1.6.1 The annual <u>Uupdates</u> of the Capital Improvements Element (CIE) shall include a roadway LOS analysis that demonstrates that the Areawide LOS for each Transportation Mobility District is being achieved. The annual <u>update <u>Updates shall</u> include a LOS analysis of SIS facilities and shall demonstrate consistency with the Strategic Intermodal System (SIS) Mitigation Plan (Alachua County Growth Management Department January 26th, 2010). The annual <u>uUpdates</u> 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 Districts policies, the annual <u>Uupdates</u> 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.</u>
- **Policy 1.1.6.2** 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 1.1.6.3 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 be four (4) lane roadways withshall contain provisions for transit, bicycle lanes, sidewalks and/or multi-use paths.
- **Policy 1.1.6.4** 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 1.1.6.5** 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 1.1.6.6 Should the Areawide LOS for motor vehicles within a Transportation Mobility District fall below adopted LOS standardsguideline, then the County shall as a part of its annual-update to the Capital Improvements Element either identify additional motor vehicle capacity projects or increase peak hour transit frequencies and provide off-peak transit service with at least 30 minute headways along Express Transit Corridorsadditional bicycle, pedestrian and transit projects in order to provide enhanced mobility.
- **Policy 1.1.6.7** A network of corridors with <u>either</u> dedicated transit lane(s) <u>or other enhanced transit</u>

facilities (ie, queue jump lanes, signal preemption technologies, autonomous transit vehicles, etc) as shown on the Rapid Transit Corridors Map shall be developed. In order 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 Transit Oriented Developments shall provide for the inclusion of dedicated transit lanes. Dedicated Transit Lane(s)Rapid Transit Corridors shall connect transit supportive development with regional employment, educational and entertainment centers. The design of dedicated transit lanes (s)Rapid Transit Corridors 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 1.1.6.8** The County may elect, but shall not be required, to construct dedicated transit lanes on existing roadways identified on the Rapid Transit Corridors map until such time as the roadway is operating at or below the adopted LOS standard. Any changes to time frames shall require an amendment to the Capital Improvements Element.
- **Policy 1.1.6.9** Dedicated transit lane(s) shall be designed and constructed in conjunction with <u>any</u> new roadway projects consistent with the Rapid Transit Corridors map.
- **Policy 1.1.6.10** 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 1.1.6.11** Policy 1.1.6.10 Bicycle and Pedestrian facilities shall be provided in accordance with Objective 1.6.
- Policy 1.1.6.12 Policy 1.1.6.11 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 standards guidelines for the affected Urban Transportation Mobility District and impacted Strategic Intermodal System (SIS) roadways are achieved and that additional required infrastructure, including infrastructure identified in the SIS Mitigation Plan (Alachua County Growth Management Department January 26<sup>th</sup>, 2010) 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 1.1.6.13 Policy 1.1.6.12 Requests to expand the Urban Cluster Boundary, whether by public

or private entities, shall require the entity to demonstrate that the adopted LOS standards-guidelines for the affected <u>Urban</u> Transportation Mobility District <u>is-are</u> 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 <u>development</u> <u>proposed newly included</u> <u>properties</u> 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 1.1.6.13 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 development's impact.
- **Policy 1.1.6.15** Amendments to projects in the Capital Improvements Element are permitted so long as it can be demonstrated that the LOS standards guidelines can be meet and that the amendment is in keeping with <a href="the County's goal to">the County's goal to</a> provideing mobility by multiple modes of transportation within the Urban Cluster.
- **Policy 1.1.6.16** Alachua County accepts the standards and recommendations of the Tower Road Charrette for SW 75<sup>th</sup>/Tower Road Study Area as a basis for capital improvements programming for transportation facilities in the area. Prior to programming specific projects involving the expenditure of County funds, additional analysis shall be required.
- **Policy 1.1.7** A <u>multi-modal transportation mobility</u> fee shall be adopted to ensure that a development funds mobility and fully mitigates its impact to the transportation system.
  - (a) Development shall satisfy its transportation concurrency transportation impact mitigation obligations through payment of a multi-modal transportation mobility fee. This provision shall not exempt Developments of Regional Impact, except those located within an Urban Service Area, from statutory requirements for proportionate share mitigation.
  - (b) No development shall receive a final development plan approval where the

development impacts a roadway operating below the adopted LOS, except through the proportionate share ordinance or until such time as a multi-modal transportation fee is adopted that address the traffic impact of the development.

- (c)(a) Modes of transportation to be addressed by the multi-modal transportation mobility fee shall be consistent with the modes identified in Policy 1.1.4.
- (d)(b) The multi-modal transportation mobility fee should 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.
- **Policy 1.1.8** 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) 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.
  - (e) Internal streets shall connect to stub-outs provided by adjacent developments.
  - (f) Developments shall provide a pedestrian and bicycle circulation system that

- includes a network of multi-use paths throughout the development. The multiuse paths shall connect open space areas, adjacent developments, and existing or planned bicycle pedestrian facilities along collector and arterial roadways.
- (g) 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 1.1.9 The Transportation Concurrency Exception for Projects that Promote Public Transportation (TCEPPT) shall be limited to those Projects that by April 2<sup>nd</sup>, 2009 have either been previously approved to utilize the Exception or that have filed a Comprehensive Plan Amendment as part of a Development of Regional Impact seeking to utilize the Exception subject to approval by the Board of County Commissioners. Should the Board of County Commissioners not approve the Comprehensive Plan Amendment filed as part of the Development of Regional Impact, the Project would not be eligible to utilize the TCEPPT in the future.
  - Policy 1.1.9.1 Exceptions from roadway concurrency requirements may be granted to Projects That Promote Public Transportation, in accordance with F.S. 163.3164 and F.S. 163.3180 for qualifying projects in the Archer Road/Tower Road Activity Center, the Springhills Activity Center and the Oaks Mall Activity Center designated on the Future Land Use Map Series. A portion of a development outside one of these Activity Centers that meets the criteria for this Transportation Concurrency Exception will be eligible for this exception if that portion is part of a unified plan that is integrated with a project within one of these Activity Centers and the development as a whole meets the criteria specified below.
  - Policy 1.1.9.2 The County shall adopt land development regulations providing in greater detail the standards for Transportation Concurrency Exception for Projects that Promote Public Transportation, including connectivity index standards for the purpose of ensuring adequate internal connections as well as connections to adjacent and nearby uses.
  - **Policy 1.1.9.3** In order for a project to be eligible for this TCE, the project shall meet all of the following criteria:
    - (a) Is located on or within 1/4 mile of an existing public transit line, or a planned public transit line, with 15 minute peak hour frequencies, or alternatives that are funded and assured to be operational within the first phase of the development. This may include things as such as express bus service or other transit that meets these requirements.
    - (b) The development plan includes public transit facilities and services designed to

maximize use of the public transit line by persons expected to live and/or work within the proposed development;

- (c) Contain a range of uses and density and intensity of uses organized along a transitional gradient suitable to the site and surrounding land uses.
- (d) Provides a transit shelter or a station on the public transit line of sufficient size to accommodate the persons expected to live and or work/shop within the project boundaries. The transit shelter/station shall be safe, comfortable and convenient for its intended users. The station shall be of a size and design, to include such amenities. The station shall not be a single purpose facility, but shall instead include a mix of uses and amenities. The transit station shall be located near the center of the project. Alachua County shall adopt in the Land Development Regulations, definitions, criteria, and specifications for transit shelters and stations.
- (e) The project must be designed in such a way as to provide easy access for transit to service the project. The project should be designed to allow 80% of the residents/workers walking access to the transit station. As an alternative the project may provide for 80% of the users to have walking access to a feeder-distributor service that provides for fast and easy access to the mainline transit shelter/station via shuttles, vans, or some other automated form of people mover (other than a single-occupant vehicle). For the purposes of this section walking access is defined as being within 1/4 mile. Safe, comfortable and pedestrian- and bicycle friendly facilities shall be provided within the development to the transit shelters, stations and stops, including appropriate bicycle parking and lockers at the transit shelter/station. Access for pedestrians shall be by sidewalks, trails, and paths, and should provide for safety, shade, comfort and generally a pedestrian friendly atmosphere. The connectivity standards shall address connectivity for pedestrians, bicycles and vehicles.
- (f) The project provides a commercial center that includes the main transit station.
- Policy 1.1.9.4—The project meets the requirements for Traditional Neighborhood Developments as specified in the Future Land Use Element, and the commercial center must be consistent with the policies for either Neighborhood Center or Activity Centers, whichever is applicable. In addition, the project should be designed according to the following criteria:
  - (a) Residential lots are serviced by a system of streets, alleys and sidewalks, with setback/build-to lines established to ensure that buildings front on sidewalks and are oriented to the street. Generally, garages are located on the rear portion of

the property and accessed from the rear by an alley or lane.

- (b) Sidewalks, street trees, landscaping, street furniture, entryway features, signage, and lighting are required and used to strengthen the identity of the neighborhood centers.
- (c) A continuous interconnected network of narrow streets, including a pedestrian and bicycle circulation system, designed to calm traffic speeds and encourage walking and bicycling throughout the development, provide connectivity, and functionally and physically integrate the various uses within and beyond the neighborhood.
- (d) Street design standards address pavement and right-of-way widths, turning radii, on street parking, and other design criteria for roads, alleys and lanes. Standards should promote walkability, ensure pedestrian safety and allow for emergency access.
- (e) Building frontages spatially delineating the thoroughfares and masking the majority of the parking.
- (f) Parking and loading functions are located and designed to respect, and reinforce, the pedestrian orientation of the neighborhood, through on-street parking, and parking placed behind buildings.
- Policy 1.1.9.5 The County shall incorporate into its LDRs procedures and standards for projects that promote public transportation. In the interim period between the effective date of these policies (May 2, 2005) and amendment of LDRs, projects shall meet the requirements in Policies 1.1.9.1 The County may consider TCEs for Planned Development zoning proposals that meet the requirements of these policies and incorporate conditions that the County determines to be sufficient to ensure compliance with these requirements.
- Policy 1.1.10 The Urban Service Area shown on the Future Land Use Map shall be a Transportation Concurrency Exception Area (TCEA) consistent with F.S. 163.3180 (5) (b) 3 c., and shall be exempt from state mandated transportation concurrency. All of the Transportation Mobility District policies of this Element shall apply within the TCEA. The Transportation Concurrency Exception Area is shown on the Transportation Mobility District Map.
  - Policy 1.1.10.1 All development within a Transportation Concurrency Exception Area shall mitigate its impact through payment of a multi-modal transportation fee consistent with Policy 1.1.7 of the Transportation Mobility Element. Development shall mitigate its impact consistent with the proportionate share ordinance until such time as a multi-modal transportation fee is in effect that address the traffic impact of the development.

- **Policy 1.1.10.2** Policy 1.1.9 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 1.1.10.3 Policy 1.1.10** 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 standardguideline. Adverse roadways are roadways that operate below that adopted roadway level of service standardguideline. 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 offsite 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 occur in three phases and shall commence within one year upon the issuance of building permits where the following cumulative development thresholds, based on the total approved development, are exceeded: 25% for phase one,

50% for phase two and 75% for phase three. The frequency, limits and span of service for each phase are as follows:

- a. Phase 1: twenty (20) minute headways during the am and pm peak hours and forty (40) minute headways during off-peak hours from the Development to a centrally located transit hub on the University of Florida campus and the Eastside Activity Center for a span of service of 10 hours, with 4 of those hours occurring during peak periods.
- b. Phase 2: fifteen (15) minute headways during the am, afternoon and pm peak hours and thirty (30) minute headways during off-peak hours from the Development to a centrally located transit hub on the University of Florida campus and the Eastside Activity Center for a span of service of 14 hours, with 6 of those hours occurring during peak periods.
- Phase 3: ten (10) minute headways during the am, afternoon and pm peak hours, twenty (20) minute headways during daytime and early evening off-peak hours, thirty (30) minute headways during early morning and late evening off-peak hours from the Development to a centrally located transit hub on the University of Florida campus and the Eastside Activity Center for a span of service of 18 hours with 8 of those hours occurring during peak periods. 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 1.1.10.4 Policy 1.1.11 Developments may receive multi-modal transportation 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), a Transportation Concurrency Backlog Authority (TCBA) or Transportation Special Improvement District (TSDTID) District. The Developer shall enter into a Development Agreement with the County to specify timing for the infrastructure projects and funding of transit service, multi-modal transportation mobility fee credit, development entitlements, and funding mechanisms.

**OBJECTIVE 1.2 Transportation Management Outside of Urban Cluster Mobility Areas Rural** 

#### **Transportation Mobility Districts**

To protect and support agricultural activities, preserve the character of rural communities and encourage development in areas where infrastructure can be provided in a financially feasible manner, developments the unincorporated area outside the Urban Cluster as identified in the Comprehensive Plan shall be established as Rural Transportation Mobility Districts. Developments within Rural Transportation Mobility Districts are required to mitigate directly impacted roadways and impacts to roadways within the urban Rural and Urban cluster Transportation Mobility Districts as established in the adopted Mobility Fee.

**Policy 1.2.1** Alachua County shall adopt the following minimum—level of service standards guidelines based on peak hour conditions 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 – SIS*	₽
Motor Vehicle <del>- Multi-lane**</del>	С
Motor Vehicle – Two lane Arterial	C***
Motor Vehicle – Two lane Collector	E

<sup>\*</sup> Strategic Intermodal System, Florida Department of Transportation

SR 24 (Archer Road) from SW 91st to Levy County

SR 121 (Williston Rd) from SW 62nd to Levy County

SR 26 from NE 39th (SR 222) to Putnam County

CR 241 (NW 143rd) from NW 39th to City of Alachua

#### (a) SW 122nd (Parker Rd) from SW 24th to SR 24 (Archer Rd)

- Policy 1.2.2 Alachua County has established level of service standards 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 standards 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. Alachua County may elect to widen a roadway adjacent to the Urban Cluster where development approved within the Urban Cluster significantly impacts the adverse roadway.
- Policy 1.2.3 Adequate roadway capacity necessary to support development shall be required to be available "concurrent" with the impact of that development. The procedures for implementation of concurrency management as detailed in the Capital Improvements

  Element shall include a requirement for a Certificate of Level of Service Compliance as a

<sup>\*\*</sup> Four or more through lanes

<sup>\*\*\*</sup> LOS D for:

condition of approval of a final development order, specifying intensity and density of development. "Concurrent" shall mean that all adopted LOS Standards shall be maintained or be achieved within a reasonable time frame as set out in 1.2.4.7 below, consistent with 9J-5.0055(2). Failure to receive a Certificate of Level of Service Compliance will preclude the establishment of vested rights for a project and will preclude the issuance of any final development order on the project or project phase, until the requirements of 1.2.4.7 have been met. This policy shall be implemented through the Development Review process in accordance with the Concurrency Management Ordinance.

- Policy 1.2.4 Adopted LOS standards shall be used as the criteria to measure the available capacity of facilities that are part of the traffic circulation system. A development order will not be approved unless the adequate capacity is concurrent with the impacts of development based on the following standards:
  - **Policy 1.2.4.1** The necessary facilities and services are in place at the time the development permit is issued; or
  - **Policy 1.2.4.2** The development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur; or
  - Policy 1.2.4.3 The necessary facilities are under construction at the time the permit is issued; or
  - **Policy 1.2.4.4** The necessary facilities and services are guaranteed in an enforceable development agreement that includes provisions of subsections 1, 2, and 3 above, and that guarantees that the necessary facilities and services will be in place when the impacts of development occur; or
  - **Policy 1.2.4.5** At the time the development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of actual construction of the required facilities or the provision of services within one year of the issuance of the development permit; or
  - Policy 1.2.4.6 The necessary facilities and services are guaranteed in an enforceable development agreement which requires commencement of construction of the facilities within one year of the issuance of the applicable development permit. Such enforceable development agreements may include, but are not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, F.S.; or
  - Policy 1.2.4.7 In areas in which the local government has committed to provide the necessary public facilities and services in accordance with its 5-year schedule of capital improvements, where actual construction is scheduled to commence in or before the third year of the adopted five year Capital Improvement Program. The Capital Improvement

Program will recognize projects included in the first three years of the Florida Department of Transportation Five Year Work Plan where actual construction is scheduled to commence in or before the third year of the five year plan. If projects in the FDOT plan are moved to later years, or otherwise amended, Alachua County shall assess the impact of such changes on level of service to determine if modification to pending development orders should be made. Projects operating under existing development orders with a valid certificate of level of service compliance approved pursuant to this policy shall be considered vested for purposes of this policy. A Plan Amendment shall be required in order to eliminate, defer or delay construction of any road listed in the 5-Year Capital Improvements Schedule which is needed to maintain the adopted level of service standard.

- 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 road s based on the roadway functional classification and number of lanes.
- Policy 1.2.4 Where No amendment to the Future Land Use Element shall be approved where this the evaluation of a proposed Future Land Use amendment indicates that the level of service on affected individual roads-road segments would be reduced below the adopted level of service standardsguidelines. Under these circumstances, any amendment to the Future Land Use Map, the amendment shall be accompanied by corresponding amendments to identify roadway modifications needed to maintain the existing adopted individual segment by segment level of service standardsguideline, 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) 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 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 by the Alachua County Public Works Department for consideration as part of 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 1.4**

To establish the Future Transportation Circulation Maps (FTCM) as the guiding documents for development of an adequate network of major roadways in Alachua County for 5 and 20 years.

- Policy 1.4.1 The Future Transportation Circulation Maps, and any subsequent updates, shall be developed on an interim basis through projected Areawide levels of service within Transportation Mobility Districts and the levels of service for roadway segments outside the Urban Cluster using best available data.
  - **Policy 1.4.1.1** The Future Transportation Functional Classification Maps for major roadways shall reflect existing functional classifications and future functional classifications consistent with the Future Transportation Circulation Maps.
  - Policy 1.4.1.2 The Future Transportation Circulation Maps shall be adopted to be used in conjunction with the Capital Improvement Element for capital improvement programming and long-range planning. The capital improvement program shall identify those projects required to provide the facilities indicated on the adopted Future Transportation Circulation Maps.
  - Policy 1.4.1.3 The Future Transportation Circulation Maps shall be used for the following:
    - (a) Review of all proposed development orders for consistency with level of service standards for facilities as identified on the adopted Future Transportation Circulation Corridor Maps.
    - (b) Review of all proposed capital projects proposed to widen existing, or develop new major roadways. All capital projects shall be consistent with the Future Transportation Circulation Maps.
    - (c) Achieving consistency of this Comprehensive Plan, where appropriate, with the long range transportation plans of all local governments within Alachua County, with the transportation plans of the Gainesville/Alachua County Metropolitan Transportation Planning Organization (MTPO), and with the Florida Department of Transportation's transportation plans.
  - Policy 1.4.1.4 The Future Transportation Circulation Maps may be amended if one or more of the following criteria are met and remain consistent with the Capital Improvement Element and the Capital Improvement Program:
    - (a) One or more additional major roadways are proposed to be added to the Map or improved where such addition or modification can be demonstrated to improve the level of service or the safety on one or more roadways already shown of the Map, and where such roadways are projected to operate at deficient levels of service in the long-range planning time frame of this Comprehensive Plan.

Additions could be proposed by public and / or private entities such as the County, Private Developers, FDOT and the MTPO. Any such amendment shall also be consistent with other Elements of this Comprehensive Plan.

- (b) Update or amendment of this, or any other element results in a need to amend the FTCM.
- (c) Update of the Future Transportation Functional Classification Map results in a need to amend the FTCM.

#### **OBJECTIVE 1.5** -

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 1.5.1** 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.
- <u>Policy 1.5.2</u> 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 1.5.2 Policy 1.5.3 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 1.6** -

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

Policy 1.6.1 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 1.6.2** The County shall strive to achieve Platinum Level Bicycle Friendly Community Status from the League of American Bicyclists.
- **Policy 1.6.3** Alachua County will promote the development of a multi-modal transportation system consistent with the Capital Improvements Element.
- Policy 1.6.4 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 1.6.5 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 designs 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 1.6.6** The preferred location for sidewalks and multi-use paths is the edge of the right-of-way, behind existing or proposed vegetation.
- Policy 1.6.7 The <u>standard-minimum</u> 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 1.6.8** 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 1.6.9** 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 1.6.10** 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.
- **Policy 1.6.11** 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.

#### **OBJECTIVE 1.7** -

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

- **Policy 1.7.1** 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 transportation plans of the municipalities within Alachua County; and
  - (d) the transportation plans of adjacent counties.
- Policy 1.7.2 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 1.7.3 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. as determined by the Alachua County Public Works Department. Projects that provide access between two existing or proposed collector or arterial roadways may be required to amend the Future Traffic Circulation Maps through the Comprehensive Plan Amendment process.
- **Policy 1.7.4** 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 standardsguidelines.
- (4) Bike Bicycle facilities and sidewalks.
- **Policy 1.7.5** Alachua County shall continue to coordinate with the Florida Department of Transportation on development orders issued by the County with access to SIS and statemaintained roadways by requiring implementation of FDOT access control regulations and by involving the FDOT in the County's development review process.
- **Policy 1.7.6** 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 1.7.7 Citizen participation shall be a part of the traffic circulation planning process. This shall include, but not be limited to, citizen participation in the annual Capital Improvement Element review process, conducted in accordance with Policy 1.6.1 of the Capital Improvement Element.

#### **OBJECTIVE 1.8 - <u>- SAFETY</u>**

To <u>provide a safe resolve existing and potential future safety problems within the transportation</u> network that supports the needs of all system users.

- Policy 1.8.1 Alachua County shall strive to minimize the number of crashes resulting in fatalities and severe injuries for all transportation network users. This shall include a system wide approach...
- Policy 1.8.2 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 1.8.3 The Board of County Commissioners shall receive a report, annually, identifying all fatalities and severe injuries that occur on the County's roadway network. The report shall include an analysis of whether any specific system-wide improvements can be identified to reduce problem areas or corridors.
- Policy 1.8.4 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.
- Policy 1.8.5 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 1.8.1 Policy 1.8.6 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 accidents crashes. This information shall be used as part of the identification of projects for Transportation System Management programs.

**Policy 1.8.2** Policy 1.8.7 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 1.9** -

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

- **Policy 1.9.1** The Future Transportation Corridor Map incorporated herein will be used to identify right-of-way needs along given transportation -corridors.
- Policy 1.9.2 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 1.9.3** 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 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.

#### **OBJECTIVE 2.2 - Transportation Disadvantaged**

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 2.2.1** 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**

To promote an appropriate rail transportation system.

- **Policy 2.3.1** Alachua County shall promote MTPO activities to coordinate with Federal, State, regional, and local agencies to study the feasibility of a regional light rail system.
- **Policy 2.3.2** Alachua County shall encourage continued provision of existing freight and passenger railroad service in the County and promote the expansion of freight and passenger railroad service in the County and explore the possibility of intercity high speed rail.

# **3.0 AVIATION**

## **OBJECTIVE 3.1- AVIATION**

To coordinate improvements or expansions of aviation facilities with the Future Land Use Element and the Conservation and Open Space Element Comprehensive Plan; and to prevent obstructions to airport operations.

**Policy 3.1.1** The land development regulations shall provide for airport protection zoning regulations and airport land use compatibility zoning regulations in order to protect designated airport hazard areas from potential obstructions to airport operations, and to prevent

incompatible land uses in the vicinity of public use airports. Such land development regulations shall be adopted or amended, as needed, administered, and enforced in accordance with the interlocal agreement for airport zoning regulations between Alachua County, the City of Gainesville, and the Gainesville-Alachua County Regional Airport Authority, as required by Chapter 333, Florida Statutes. Such land development regulations shall be based on the most current Gainesville Regional Airport Part 150 Noise Study that has been determined to be compliant by the FAA and the most current version of the Gainesville Regional Airport Master Plan.

- **Policy 3.1.2** Alachua County shall protect and conserve natural resources from improvements or expansions of aviation facilities, except in accordance with state and local permitting and any approved mitigation plan, consistent with the Conservation and Open Space Element.
- **Policy 3.1.3** Expansion of existing airport facilities or construction of new airport facilities in the unincorporated County shall be directed away from existing residential areas or areas planned for residential use, except as may be permitted by the Alachua County Board of County Commissioners in accordance with the Land Development Regulations.
- Policy 3.1.4 Alachua County will notify with the Gainesville Regional Airport Authority and the Flying Ten Airport concerning proposed changes in land use within designated runway protection zones, and any application for approval of communication towers or other structures that would be more than 500 feet above mean sea level in the unincorporated portion of Alachua County. All other (private) air facilities identified in the most recent report for the Continuing Florida Aviation System Planning Process shall be notified of any application for approval of communication towers or other structures that would be more than 500 feet above mean sea level in the unincorporated portion of Alachua County.
- Policy 3.1.5 Surface transportation access to aviation facilities shall be coordinated with the traffic circulation system shown on the traffic circulation maps.
- Policy 3.1.6 Alachua County shall coordinate its transportation planning efforts with the GainesvilleAlachua County Regional Airport Authority, the City of Gainesville, the GainesvilleAlachua County Metropolitan Transportation Planning Organization, and the Florida
  Department of Transportation, in order to address the impacts of planned airport
  expansions on transportation needs.

#### OBJECTIVE 3.2 -

To coordinate improvements or expansions of aviation facilities with the Transportation Mobility Element.

- **Policy 3.2.1** Surface transportation access to aviation facilities shall be coordinated with the traffic circulation system shown on the traffic circulation maps.
- Policy 3.2.2 Alachua County shall coordinate its traffic planning efforts with the Gainesville Alachua County Regional Airport Authority, the City of Gainesville, the Gainesville Alachua County Metropolitan Transportation Planning Organization, and the Florida Department of Transportation, in order to address the impacts of planned airport expansions on transportation needs.

# Alachua County Comprehensive Plan Evaluation & Appraisal Based Amendments Proposed Amendments for Board of County Commissioners Transmittal Hearing: June 25, 2019

## TRANSPORTATION MOBILITY ELEMENT

## OBJECTIVE 3.3 - OBJECTIVE 3.2 -

To coordinate the capital improvement plans associated with aviation facilities of the Federal Aviation Administration, the Florida Department of Transportation, the Gainesville-Alachua County Metropolitan Transportation Planning Organization, the City of Gainesville, Alachua County, and the Multi-County Regional Airport Task Force.

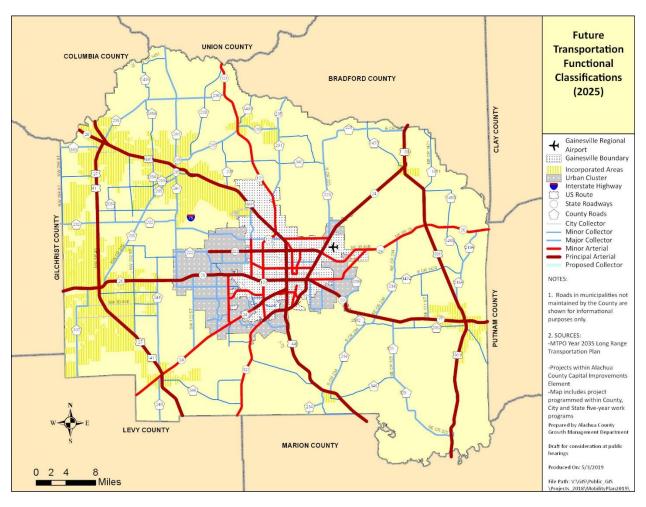
- Policy 3.3.1 Policy 3.2.1 Fiscal impacts for improvements or expansions of aviation facilities, as well as transportation plans impacted by such improvements or expansions, shall be reflected in the applicable budgets of the Federal Aviation Administration, the Florida Department of Transportation Five-Year Transportation Plan, the Gainesville-Alachua County Metropolitan Transportation Planning Organization, and the Alachua County Capital Improvement Element.
- **Policy 3.3.2** The County shall encourage and support appropriate funding applications submitted by the Airport Authority to the appropriate agencies.
- **Policy 3.3.3** Improvements or the expansion of airport facilities shall be coordinated with the necessary expansion or modifications to the traffic local transportation system to support the facility.
- Policy 3.3.4 Policy 3.2.4 The costs and funding sources for right-of-way acquisition and road improvement projects needed to meet the impact of airport facilities on the traffic circulation plan shall be reviewed and taken into account in the annual update of the Alachua County Capital Improvement Program.

#### TRANSPORTATION MOBILITY ELEMENT MAP SERIES

The following maps in the Transportation Mobility Element Map Series are proposed to be updated. Other adopted maps that are not proposed to be updated have not been included here.

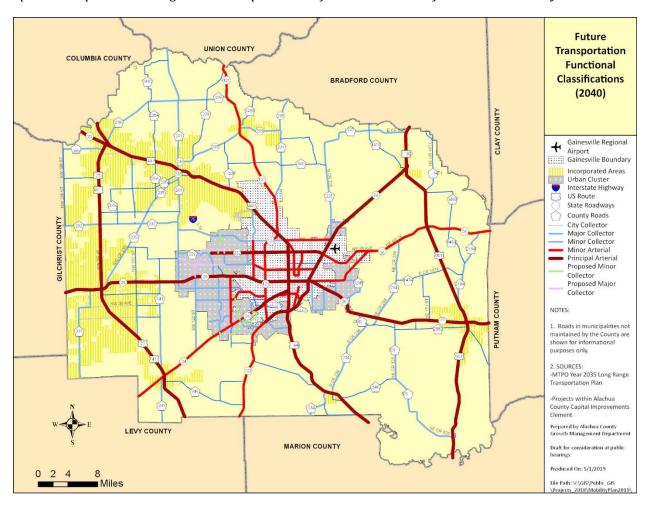
## Map 1. Future Transportation Functional Classifications (2015) (2025)

The adopted Future Transportation Functional Classifications (2015) map would be replaced with the updated map below. Changes to the Map are identified in Section IV of the Data and Analysis.



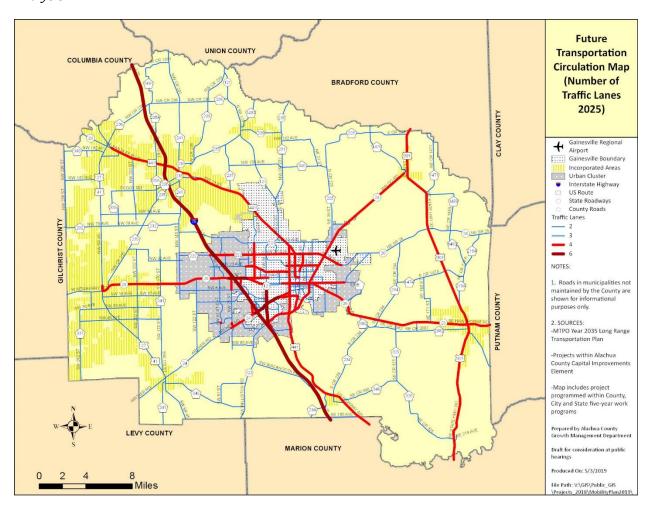
# Map 2. Future Transportation Functional Classifications (2030) (2040)

The adopted Future Transportation Functional Classifications (2030) map would be replaced with the updated map below. Changes to the Map are identified in Section IV of the Data and Analysis.



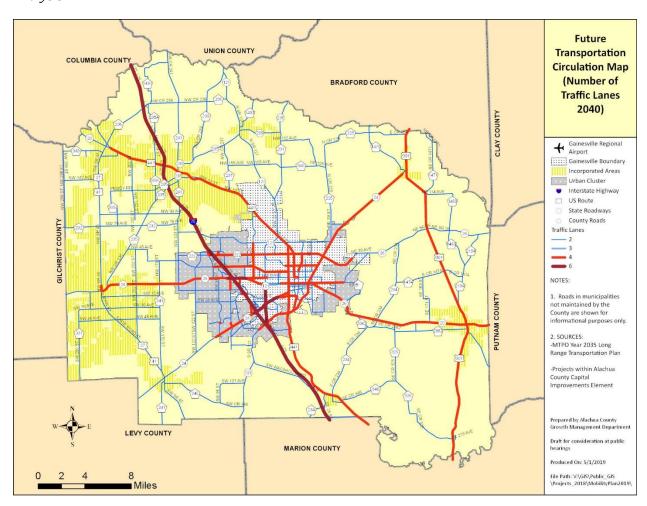
# Map 3. Future Transportation Circulation (Number of Traffic Lanes, 2015 2025)

The adopted Future Transportation Circulation Number of Traffic Lanes (2015) map would be replaced with the updated map below. Changes to the Map are identified in Section IV of the Data and Analysis.



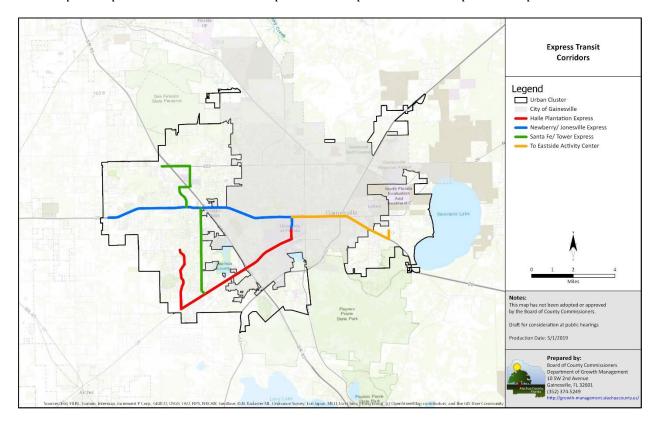
# Map 4. Future Transportation Circulation (Number of Traffic Lanes, 2030 2040)

The adopted Future Transportation Circulation Number of Traffic Lanes (2030) map would be replaced with the updated map below. Changes to the Map are identified in Section IV of the Data and Analysis.



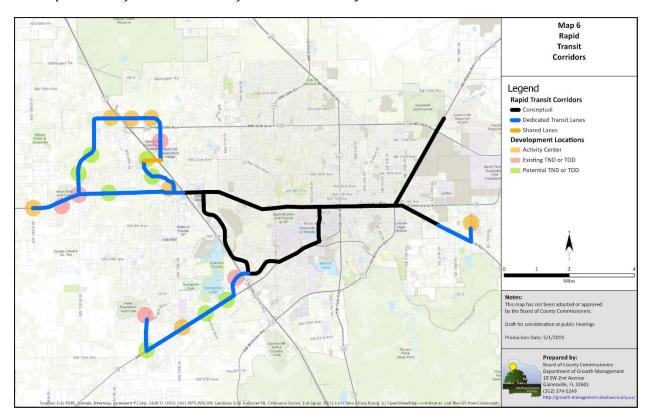
## **Map 5. Express Transit Corridors**

The adopted Express Transit Corridors map would be replaced with the updated map below.



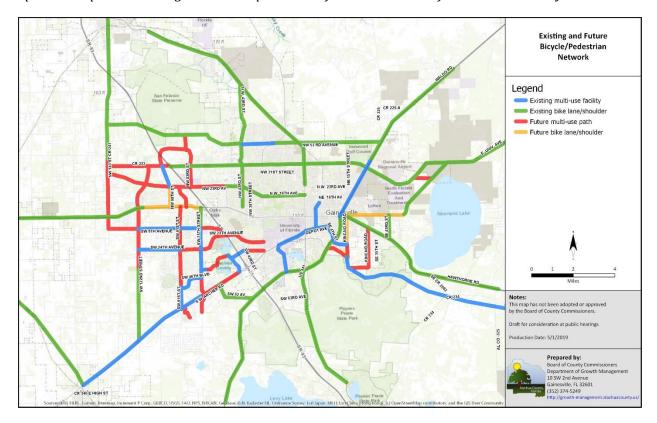
## Map 6. Rapid Transit Corridors

The adopted Rapid Transit Corridors map would be replaced with the updated map below. Changes to the Map are identified in Section IV of the Data and Analysis.



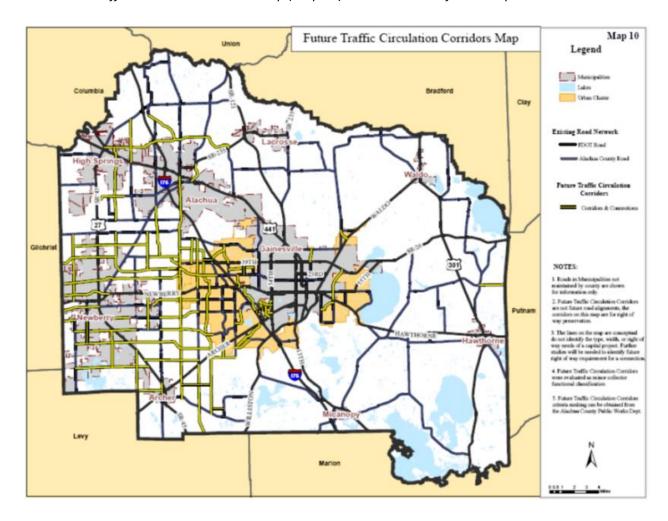
## Map 8. Existing and Future Bicycle and Pedestrian Network

The adopted Existing and Future Bicycle and Pedestrian Network map would be replaced with the updated map below. Changes to the Map are identified in Section IV of the Data and Analysis.



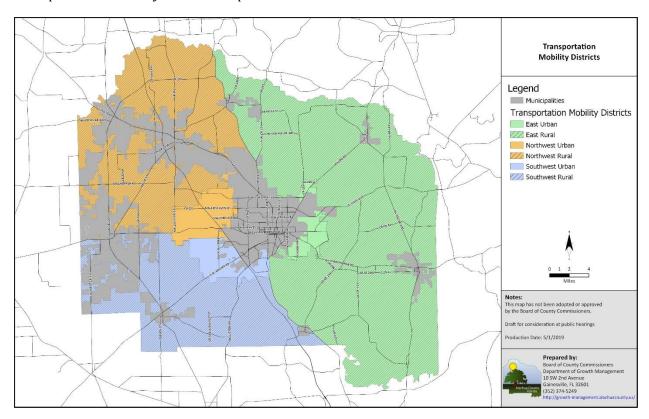
## **Map 10. Future Traffic Circulation Corridors Map**

The Future Traffic Circulation Corridors Map (Map 10) to be eliminated from Comprehensive Plan



## Map 11. Urban Cluster Transportation Mobility Districts

The adopted Urban Cluster Transportation Mobility Districts map would be replaced with the updated Transportation Mobility Districts map below.



#### GOAL 1

TO PROMOTE SAFE, SANITARY, AND AFFORDABLE HOUSING FOR ALL <u>CURRENT AND FUTURE</u> ALACHUA COUNTY RESIDENTS.

#### **OBJECTIVE 1.1**

Alachua County shall provide for the development of affordable housing, dispersed throughout the County, through policies which focus on the following areas:

- -Land use and facilities
- -Methods to promote the dispersion of affordable housing, and
- -Manufactured housing.
- Policy 1.1.1 Alachua County shall, through the policies in the Future Land Use Element, provide areas for residential development which would be suitable for the development of affordable housing. These areas shall take into account the availability of infrastructure and land, the accessibility to employment and services, the proximity to shopping, daycare facilities, transit corridors, and the promotion of infill opportunities.
- **Policy 1.1.2** Neighborhoods in the County shall be located, designed and maintained in accordance with the Future Land Use Element, other Elements of the Comprehensive Plan, and land development regulations.
- Policy 1.1.3 Alachua County shall, with participation by the Gainesville Builder's Builders Association of North Central Florida, the Board Gainesville-Alachua County Association of Realtors, lending institutions, Habitat for Humanity, the public, and other housing providers, conduct a detailed Housing Study which includes the following elements:
  - (a) A detailed, County-wide Needs Assessment;
  - (b) A Housing Production Cost Analysis, taking into account the cost of production, including any differences related to the unit's geographical location within the County;
  - (c) An Economic Feasibility Analysis of building affordable housing;
  - (d) An Inventory of substandard housing;
  - (e) An assessment of existing affordable housing developments; and
  - (f) An identification of specific areas in the County where the market and incentive programs are not producing enough affordable housing to meet the area's needs including the needs of very low, low and moderate income households.

The results of this study shall form one of the bases for any future affordable housing goals, development requirements, and implementation strategies.

Measure: This Study shall be completed by 2002 updated periodically.

- Policy 1.1.4 It is and shall be the policy of the Board of County Commissioners to promote the dispersion of newly built affordable housing units within developments throughout the entire County. This should include areas which are proximate to schools, shopping, employment centers, daycare facilities, and transit corridors. The Board of County Commissioners shall promote the development of affordable housing in the areas identified in the Housing Study that are deficient in market produced, or incentive based, affordable housing. This policy shall also apply to any proposed Development of Regional Impact (DRI), and shall be used as a guideline to determine future affordable housing development goals. This policy shall not limit housing programs created to assist farmers or rehabilitation assistance programs and activities which may be appropriate in rural areas.
- **Policy 1.1.5** Alachua County shall support the development of new affordable housing within the areas identified in Policy 1.1.3 through the allocation of dedicated funding sources such as CDBG or single family revenue bond programs.
- Policy 1.1.6 Alachua County shall enact an Affordable Housing Ordinance that:
  - (a) Establishes a need for new development that must be affordable within the areas that the Housing Study indicated where the market or incentive based housing programs are not producing affordable housing. The amount of new affordable housing needed shall be equivalent to a percentage of the County-wide need as determined by the Housing Study called for in Policy 1.1.3;
  - (b) Establishes development requirements for affordable housing, including provisions requiring a phasing schedule for affordable housing units to be constructed in conjunction with the market based housing;
  - (c) Establishes incentives for the creation of affordable housing;
  - (d) Establishes incentives for the rehabilitation of the existing housing supply to ensure its long term affordability and re-use;
  - (e) Establishes mitigation options for new development unable to meet the required development percentage, provided that mitigation options a. and b. below may only be applied to areas identified in policy 1.1.3(f) that are not producing enough affordable housing to meet the area's needs. Mitigation options may include:
    - (1) off-site development of affordable housing units;

- fees paid in lieu of the creation of affordable housing units to be contributed to a fund to be used for things such as; down payment assistance, the creation of affordable housing units, reduced rate financing, and the reduction of fees;
- (3) off-site rehabilitation of existing affordable housing units; or
- (4) off-site redevelopment of neighborhoods characterized by substandard and blighted housing.
- (f) Allocates a portion of the annual SHIP funding to assist the development community in meeting the County requirements.
- (g) Establishes a process whereby the effectiveness of the provisions of this Ordinance shall be reviewed at least every 3 years after adoption, and allows for change in priorities and requirements.

(*Policies 1.1.7 – 1.1.15* have been renumbered to 1.1.6 – 1.1.14)

- **Policy 1.1.6** Alachua County shall review and update the list of areas for affordable development identified in Policy 1.1.3 every three years, to determine whether areas need to be added or removed from the list.
- **Policy 1.1.7** Alachua County will review surplus land in its possession for suitability for sale or donation to organizations which propose to develop affordable housing projects.

Measure: By 2001, revise the list of County owned parcels which may be suitable for affordable housing projects, and disseminate this information to developers and builders throughout the County.

- **Policy 1.1.8** Facilities and Services for New Housing Development. All new housing shall be served by adequate facilities and services as defined in other elements of the Alachua County Comprehensive Plan. These facilities or services may be provided, in accordance with the policies in the Potable Water and Sanitary Sewer Element of the Comprehensive Plan, by the County, other public service entities or the developer.
- **Policy 1.1.9** Expansion of County services for new housing development shall be permitted in accordance with the priorities of the Alachua County Capital Improvements Element, and the procedures and criteria in the Alachua County Potable Water and Sanitary Sewer Element.
- **Policy 1.1.10** Manufactured homes. Alachua County recognizes manufactured homes as one source of affordable housing when constructed, placed, and maintained in a safe manner. Although recognized as a source of housing, Alachua County may be restricted in its ability to offer funding for the construction, rehabilitation, or repair of manufactured homes.

### **HOUSING ELEMENT**

- **Policy 1.1.11** Manufactured/ or mobile homes shall be subject to the same density regulations as are applicable to conventional residential construction.
- **Policy 1.1.12** Manufactured/ or mobile homes meeting the minimum construction standards should be generally permitted for use as permanent housing in the same manner as conventional housing for the following areas of the County:
  - (a) in rural areas;
  - (b) in areas where the nature of surrounding development indicates that there will not be adverse impacts on existing development, or
  - (c) provided that any adverse impacts can be mitigated through buffers and other design strategies.
- Policy 1.1.13 The development regulations shall establish rules for the temporary use of manufactured/ or mobile homes. Generally, such use should be permitted administratively pursuant to specific standards regarding need, time limits, parcel size and configuration, location, and buffering and screening. Any revisions made to the development regulations affecting temporary use of manufactured/mobile homes shall address the status of manufactured/mobile homes permitted under previous regulations and should permit phased removal of such previously approved units.
- Policy 1.1.14 These policies shall not be construed as applying to the use of a manufactured/ or mobile home, trailer, or other modular or manufactured building unit for non-residential purposes subject to the applicable limitations of the law, provided that the use of land is consistent with the adopted Comprehensive Plan of Alachua County and with the development regulations. This section shall not be construed as applying to the transport, display, and/or sale of manufactured/mobile homes.

#### **OBJECTIVE 1.2**

The land development regulations shall be evaluated for their impacts on housing prices and periodically reviewed.

- **Policy 1.2.1** Alachua County shall provide incentives in the land development regulations for residential development at the maximum allowable density.
- **Policy 1.2.2** Alachua County shall provide incentives in the land development regulations for the development and redevelopment of affordable housing. These incentives may include but are not limited to:
  - (a) relaxation of applicable impact fees;
  - (b) fee relief;

### **HOUSING ELEMENT**

- (c) provisions for expedited development review, approval, and permitting processes;
- (d) special provisions for reservation of infrastructure capacity for concurrency;
- (e) density bonuses;
- (f) provisions for reduced lot sizes and modification of setback requirements; and
- (g) grants and other financial incentives.
- **Policy 1.2.3** The land development regulations shall be periodically reviewed to consider the inclusion of new construction techniques and promote the usage of building materials which can help reduce housing construction costs, and/or enhance public health and safety.
- **Policy 1.2.4** Alachua County shall periodically review and evaluate its zoning and other regulations to ensure that requirements are reasonable and do not unduly limit opportunities for lower income groups to secure housing in desirable locations, consistent with the health, safety, and welfare of the public.
- Policy 1.2.5 Alachua County's building permit and development review processes shall include an incentive based scoring system that recognizes developers who use construction techniques which reduce future maintenance and energy costs in accordance with Policies 2.1.2 and 3.1.3 of the Energy Element, such as homes oriented and constructed for energy efficiency and sustainability.
- **Policy 1.2.6** Alachua County shall provide flexibility for innovative housing design for non-traditional households and emerging home-based economic activities.
- Policy 1.2.7 Expand housing diversity to provide for the use of non-traditional housing development alternatives, such as cohousing.
- Policy 1.2.8 Establish regulatory incentives for the development and redevelopment of housing units affordable to very low and extremely low-income households. The new units are to be located within proximity to major employment centers, high performing public schools and public transit.
- Policy 1.2.9 Establish an expedited conceptual plan review process for affordable housing developments that are applying for Low-Income Housing Tax Credits (LIHTC).

#### **OBJECTIVE 1.3**

To ensure consistency of housing activities, and to provide for the most effective methods for achieving its housing goals, Alachua County shall embark on the following policies of collaboration and implementation.

### **HOUSING ELEMENT**

- **Policy 1.3.1** Alachua County shall review plans and programs of other local, regional and state agencies to ensure consistency of County efforts and to accomplish effective coordination of housing opportunity activities.
- **Policy 1.3.2** Alachua County shall continue to provide funding for affordable housing to residents of local municipalities as well as the unincorporated County, through mechanisms such as partnerships, interlocal agreements and joint planning activities.
- **Policy 1.3.3** Alachua County will assist any affordable housing provider in making information available to all persons concerning opportunities to obtain affordable housing in the County.
- **Policy 1.3.4** Alachua County shall continue County participation in local affordable housing advocacy groups.
- **Policy 1.3.5** Alachua County shall establish partnerships with for-profit and non-profit developers of affordable housing.
- **Policy 1.3.6** Alachua County shall establish partnerships with lending institutions to assist with affordable housing for citizens of local municipalities as well as unincorporated Alachua County.
- **Policy 1.3.7** Support the efforts of the Alachua County Housing Authority to develop sites and programs for public/assisted housing for very low and extremely-low income households.
- Policy 1.3.8 Coordinate with fair housing programs to provide protections for renters and to overcome discrimination and disparities in access to housing.

#### **OBJECTIVE 1.4**

To ensure access to housing for all income levels of the population, Alachua County shall provide funding for affordable housing activities.

- **Policy 1.4.1** Alachua County shall continue to allocate public funds for the creation, rehabilitation, or purchase of affordable housing.
- **Policy 1.4.2** Alachua County shall continue to dedicate a portion of its annual State Housing Initiatives Partnership (SHIP) Program allocation to the following programs:
  - (a) down payment assistance;
  - (b) single-family housing development (new, affordable housing construction);
  - (c) multi-family housing development (new, affordable, rental units)
- **Policy 1.4.3** By 2002, Alachua County staff shall present an annual report to the Board of County Commissioners outlining additional funding sources that can be used to fund affordable housing activities within the County.

### **HOUSING ELEMENT**

- Policy 1.4.4 Alachua County shall utilize Alachua County Housing Finance Authority bonds and approved bonds from other Issuing County Housing Finance Authorities to provide low interest rate mortgage loans to eligible homebuyers or to subsidize the creation of affordable rental housing in Alachua County. Areas identified under Policy 1.1.3 are eligible for bond financing, in addition to areas previously defined by the U.S. Department of Housing and Urban Development (HUD).
- **Policy 1.4.5** Alachua County shall apply for Federal or State housing funding, under such programs as the Community Development Block Grant (CDBG) Programs or the HOME (Home Ownership Made Easy) Programs.
- **Policy 1.4.6** Alachua County shall encourage methods of financing which will increase the opportunities for low, and very low and extremely low-income households to obtain decent, safe, sanitary, attractive and affordable housing.
- **Policy 1.4.7** Alachua County shall assist the Alachua County Housing Authority in the pursuit of increased Federal and State funding for the creation of new assisted dwelling units.
- **Policy 1.4.8** By 2003, Alachua County staff shall provide an annual report to the Board of County Commissioners, detailing ways that local assistance can be offered to meet certain needs for which state and federal funds are not available. Approaches that are determined to be feasible and potentially effective will be incorporated as experimental projects.
- Provide funding for transitional housing and rental assistance programs for very low and extremely low-income households. This would include assistance with rent deposits as well as the establishment of a rental deposit surety bond program.
- **Policy 1.4.10** Coordinate with municipalities within the County, the local builders association, the local realtors association, and the County's legislative delegation to ensure the full funding of the programs supported by the Sadowski Affordable Housing Trust Fund.
- Policy 1.4.11 Develop a program to use the revenue from the sale of escheated properties to develop affordable housing for both home-ownership and rental opportunities. This includes the establishment of a local Housing Trust Fund.

### **GOAL 2:**

TO MAINTAIN AND IMPROVE THE EXISTING SUPPLY OF AFFORDABLE HOUSING, AND PROVIDE FOR THE REDEVELOPMENT OF NEIGHBORHOODS.

#### **OBJECTIVE 2.1**

Alachua County shall provide a systematic approach to the identification, preservation, and redevelopment of neighborhoods and existing affordable housing across the County.

### **HOUSING ELEMENT**

- **Policy 2.1.1** Alachua County shall prepare an inventory of substandard homes within the County, to identify geographic areas requiring housing conservation, rehabilitation, redevelopment, or improvement of historically significant housing in the unincorporated area. This inventory shall be updated every 3 years.
- **Policy 2.1.2** Based on the results of an inventory of substandard housing provided for in Policy 2.1.1, Alachua County shall develop and implement a community planning process using local participation to develop strategies, and identify funding sources for those strategies, for areas identified as requiring rehabilitation, redevelopment, or improvement of historically significant housing.
- **Policy 2.1.3** Alachua County shall create an unincorporated area Neighborhood Redevelopment Code.
- **Policy 2.1.4** Alachua County shall conserve and extend the useful life of the existing housing stock through the following methods:
  - (a) Conservation. (Areas that are characterized by mostly sound dwelling units and structures, few land use conflicts, and generally adequate facilities.) The conservation strategy will be to maintain and enhance the area's developed character by upgrading public facilities as necessary, and careful monitoring for signs of deterioration.
  - (b) Transition. (Areas where a change in character from one general type of use to another is occurring or is expected to occur, and areas where a new type of predominant land use character is expected to emerge from an existing uncoordinated mix of uses.) The transition strategy shall be to confine and minimize impacts of new uses on adjacent uses and to orient facilities planning toward serving the new use types.
  - (c) Rehabilitation. (Areas characterized by a significant number of substandard structures interspersed among sound structures and vacant land and/or are also lacking adequate streets, drainage, facilities, and/or utilities.) The rehabilitation strategy shall be to reduce blighting factors by selectively eliminating dilapidated structures while upgrading public facilities and services to create incentives for investment in improving existing structures or in new development.
  - (d) Redevelopment. (Areas characterized predominantly by substandard units and blighted conditions.) The redevelopment strategy shall be a comprehensive evaluation of the best future use of the area with regard to the Comprehensive Plan. Future land use and public facility planning would be consistent with the needs identified in the redevelopment strategy. The County's redevelopment and public improvement efforts shall be directed by the policies and standards set forth herein.

### **HOUSING ELEMENT**

- Policy 2.1.5 Alachua County shall assist, as appropriate, in the rehabilitation and adaptive reuse of historically significant structures through the policies defined under the Historic Preservation Element of this Comprehensive Plan. This shall include assisting private property owners of historically significant structures in applying for and utilizing state and federal assistance programs as appropriate.
- Policy 2.1.6 Coordinate with the Alachua County Housing Authority to address the maintenance needs of aging units and reduce the loss of inventory of rental units affordable to low, very low and extremely low-income households due to expiring subsidies or sales.

### **OBJECTIVE 2.2**

Alachua County shall promote construction and rehabilitation techniques that enhance the long-term usability and affordability of housing.

- **Policy 2.2.1** Energy Conservation. Alachua County shall promote Energy Conservation techniques that incorporate Federal Energy Star Standards as consistent with the requirements of the State Energy Code.
- **Policy 2.2.2** Alachua County shall provide developers/builders with information on how to incorporate Federal Energy Star Standards into construction.
- **Policy 2.2.3** Alachua County shall seek financial resources that mitigate the cost of building to Federal Energy Star Standards in affordable housing units.
- **Policy 2.2.4** Alachua County shall collaborate with local builders, developers, contractors, labor unions, and educational institutions to create a program that enhances apprenticeship opportunities for home-building related trades.
- Policy 2.2.5 Alachua County shall collaborate with the Alachua County Cooperative Extension Office, the banking community, the builders' associations and other interested parties, to determine ways builders can incorporate "Sustainable Building" technologies in the construction of affordable housing, through the following areas:
  - (a) Water (e.g., indoor water conservation, low-flow/low-flush fixtures, composting toilets, pervious materials, xeriscaping, reclaimed water irrigation, harvested rainwater, water budget)
  - (b) Energy (e.g., Energy Star ratings, traditional, local vernacular techniques of climate sensitive design, passive solar design, landscaping for energy conservation, site development and unit orientation (e.g. north/south rather than east/west windows)) that takes advantage of the natural shade and lighting available, radiant barrier and ridge and soffit venting, earth sheltered design, solar heating and cooling systems, photovoltaic systems, gas water heating

### **HOUSING ELEMENT**

- systems, ductwork, fans, energy recovery ventilators, programmable thermostats, energy efficient appliances)
- (c) Building materials (e.g., dimensional lumber, wood treatment, engineered structural materials, engineered siding and trim, flyash concrete, non-toxic termite control, earth materials, floor coverings, wood flooring, roofing structural wall panels, insulation, windows and doors, cabinets, finishes and adhesives, straw bale construction)
- (d) Solid Waste Management (e.g., home recycling, compost systems, construction waste recycling)
- Policy 2.2.6 Consider a pilot matching grant program for landlords to improve energy and water efficiency for rental units that are affordable for very low and extremely low-income households.
- Policy 2.2.7 Alachua County may consider regulatory and financial incentives (e.g., building permit fee reduction) for the redevelopment and rehabilitation of housing units affordable to very low and extremely low-income households.

### **OBJECTIVE 2.3**

Provide funding for rehabilitation and redevelopment.

- **Policy 2.3.1** Alachua County shall continue to dedicate a portion of its annual State Housing Initiatives Partnership (SHIP) Program allocation to the following programs:
  - (e) down payment assistance;
  - (f) single-family housing development (emergency repair and housing rehabilitation);
  - (g) multi-family housing development (acquisition/rehabilitation of affordable rental units).
- **Policy 2.3.2** Alachua County will pursue additional dedicated funding sources that can be used to fund the rehabilitation of housing within the County.
- **Policy 2.3.3** Utilize Alachua County Housing Finance Authority bonds and approved bonds from other Issuing County Housing Finance Authorities to provide low interest rate mortgage loans to eligible home buyers in Alachua County.
- **Policy 2.3.4** Alachua County shall provide local funds and/or seek federal, state and local funding for the rehabilitation or demolition of dangerous residential buildings.

### **HOUSING ELEMENT**

- Policy 2.3.5 Alachua County shall apply for federal and state funds including Community Development Block Grant (CDBG) funding sources for improving neighborhoods in the County. Private partnerships to provide redevelopment shall also be sought.
- **Policy 2.3.6** The local priority for using federal and state housing funds shall be for improvement activities within residential neighborhoods. To the extent program rules and scoring criteria allow, the local criteria for setting priorities among eligible projects shall include:
  - (a) Condition of the Neighborhood: Target neighborhoods shall exhibit characteristics of housing costs and condition, household incomes, housing usage and population demography which meet eligible area requirements of the federal program for indicating public assistance needs.
  - (b) Size and Scope of Project: The project size and scope should be such that the available funds will permit a substantial improvement to the neighborhood so as to create incentives for continued investment by residents and developers in neighborhood improvements.
  - (c) Project Location: Project neighborhoods shall represent a viable part of the long term residential development patterns of the County. Priority will be given to projects that, by upgrading a single neighborhood, will also improve the surrounding area for uses proposed in the Future Land Use Element. This shall also include areas identified in Policy 1.1.3.
- **Policy 2.3.7** A variety of funding programs should be used in conjunction with local money, rehabilitation assistance funds and/or housing assistance funds where possible in order to achieve a comprehensive approach for improving a target neighborhood.
- **Policy 2.3.8** Alachua County shall seek innovative approaches for using available funding sources to eliminate factors that contribute to neighborhood decline.
- **Policy 2.3.9** Alachua County shall assist the Alachua County Housing Authority in the pursuit of increased Federal and State support for the rehabilitation of the existing housing stock.
- **Policy 2.3.10** The Alachua County Housing Authority shall be a responsible entity for coordinating home financing or rent subsidy assistance through federal and state programs. Rehabilitation and neighborhood revitalization assistance shall be coordinated directly through the County department administering Community Development Block Grant or other Federal and State funds.

#### **OBJECTIVE 2.4**

To ensure that the County's land development regulations are consistent and conducive to cost-effective redevelopment of neighborhoods.

- **Policy 2.4.1** Ensure that all Alachua County housing meets minimum standards for health and safety in order to eliminate substandard housing conditions and provide for the structural and aesthetic improvement of existing housing.
- **Policy 2.4.2** Alachua County shall maintain a housing code that will set minimum standards for the condition and use of occupied dwelling units. It is the intent of the County to use the adopted housing code to determine instances where conditions exist which pose a serious threat to the health and safety of residents such that corrective actions are warranted.
- Policy 2.4.3 A continuing program of comprehensive code enforcement shall be developed for the entire County, providing a systematic application of minimum standards to all dwelling units including manufactured homes. Alachua County shall establish housing assistance programs for those eligible homeowners who are unable to meet the cost of abating code violations or who are unable to replace a substandard manufactured home.
- Policy 2.4.4 The housing code shall not require displacement of persons from substandard homes where the homeowner occupant cannot afford the necessary improvements to meet the minimum housing code, and relocation or rehabilitation resources are not available. In the case of rental units, the housing code shall not require the displacement of tenants except in cases in which the code violations are potentially life threatening. This policy does not absolve landlords or home owners of the responsibility to maintain the unit in a manner that promotes the health, safety, and welfare of the tenant.
- **Policy 2.4.5** Alachua County shall provide assistance to households displaced by public programs.
- Policy 2.4.6 Amend the land development regulations to allow for adaptive reuse to facilitate the repurposing of existing vacant structures for affordable housing for very low and extremely low-income households.

### GOAL 3

TO ENSURE ACCESS TO HOUSING OPPORTUNITIES FOR THOSE RESIDENTS WITH SPECIALIZED HOUSING NEEDS, ALACHUA COUNTY SHALL IMPLEMENT THE FOLLOWING POLICIES:

#### **OBJECTIVE 3.1**

Alachua County shall provide access to housing opportunities for groups identified as having special needs.

**Policy 3.1.1** Alachua County shall encourage and promote the opportunity for each person to obtain housing of their choice, without regard to race, color, ancestry, sex, familial status, marital status, age, disability, housing status, religion, or national origin. Alachua County shall

### **HOUSING ELEMENT**

provide policies and programs which will help alleviate conditions resulting from discrimination. Chief among these shall be the continued enforcement of its Fair Housing Ordinance.

- **Policy 3.1.2** Alachua County shall continually review its development regulations to ensure that farmworker housing needs are addressed.
- **Policy 3.1.3** Alachua County shall continue to provide adequate sites in areas of residential character for group homes and foster care facilities licensed or funded by the Florida Department of Children and Families (DCF), Agency for Persons with Disabilities, and Agency for Health Care Administration.
- **Policy 3.1.4** Alachua County shall cooperate with and assist the Florida Department of Children and Families (DCF) in its effort to deinstitutionalize and equitably distribute foster care facilities and group homes throughout the County.
- Policy 3.1.5 To promote greater accessibility to employment, facilities, and services, adult congregate living facilities and housing for the elderly are encouraged to locate inside or close to activity centers, and within Transit Oriented Developments and Traditional Neighborhood Developments as defined in the Future Land Use Element of the Comprehensive Plan.
- **Policy 3.1.6** Alachua County shall continue to provide funding and assistance through the SHIP (State Housing Initiative Partnership) program to homeless shelters or transitional housing providers.
- Policy 3.1.7 Participate in a Continuum of Care that organizes and delivers emergency, transitional and permanent housing and services to meet the needs of homeless persons as they move toward self-sufficiency.
- Policy 3.1.8 Coordinate with the City of Gainesville, United Way of North Central Florida, and other agencies to provide permanent supportive housing services for people experiencing chronic homelessness.
- Policy 3.1.9 Utilize the best practice of rapid rehousing which immediately places people first experiencing homelessness into housing and provides supportive services to help them maintain housing.

### **OBJECTIVE 3.2**

Alachua County shall ensure that the land development regulations concerning the provision of housing for those with special needs comply, at a minimum, with the statutory requirements, and do not present barriers to the development of special needs housing.

**Policy 3.2.1** The development regulations shall allow densities for farmworker housing which may be in excess of the maximum densities shown on the Future Land Use Map. Such farmworker

### **HOUSING ELEMENT**

housing may be permitted by a special use permit or other appropriate mechanism to allow living accommodations of multiple farm employees and their families on one parcel without regard to duration, while performing agricultural labor.

- Policy 3.2.2 Alachua County may require farmworker housing which exceeds the density permitted on the Future Land Use Map to be provided by manufactured homes which can be removed once the need for provision of farmworker housing is no longer present. Such ordinance shall ensure that all appropriate federal, state and local regulations are met especially with regard to the provision of water and wastewater facilities.
- Policy 3.2.3 In accordance with Florida Statutes Section 419.001, the development regulations shall provide that homes falling within the statutory definition of a community residential home which has six or fewer residents shall be allowed in any single or multifamily zoning district. In accordance with Florida Statutes Section 419.001, community residential homes which have seven or more residents shall be allowed in multifamily zoning districts, and may be allowed in other districts by special exception or other appropriate mechanism. The County's development regulations with respect to community residential homes shall be consistent with Florida Statutes Section 419.001 and the State's implementing regulations.
- **Policy 3.2.4** Alachua County shall consider the proposed size, intensity and type of care, and prospective number of residents of community residential homes when reviewing suitable locations for new facilities.
- Policy 3.2.5 Density thresholds as set forth in the Future Land Use Element for other residential uses shall apply to community residential homes. Standards shall be developed for inclusion in the development regulations for converting the capacity of community residential homes into "equivalent residential units" for the purpose of ensuring compliance with the density thresholds. Such standards should define the comparable density as resident capacity divided by persons per household, divided by site area.

### **OBJECTIVE 3.3**

Alachua County shall provide a dedicated funding source for the provision of Special Needs housing, and form partnerships with local advocacy groups or organizations providing such housing.

- **Policy 3.3.1** Alachua County shall actively seek opportunities to partner with local organizations or agencies providing housing assistance to those with special needs as defined in Goal 3.
- Policy 3.3.2 Alachua County shall dedicate a portion of its annual State Housing Initiatives Partnership (SHIP) Program allocation to assist agencies in the provision of special needs housing, including, but not limited to the construction of new housing, or the rehabilitation of existing units.

### **HOUSING ELEMENT**

- **Policy 3.3.3** Alachua County shall assist local organizations or agencies that are providing special needs housing in securing additional Federal or State funding. This assistance may be in the form of dedicated funding that can be used for leveraging, information sharing, or grant writing assistance.
- **Policy 3.3.4** Alachua County shall continue to participate in local advocacy groups which provide assistance to those needing specialized housing. The Alachua County Affordable Housing Coalition and the Coalition for the Hungry and Homeless are examples of such groups.

#### HOUSING ELEMENT DEFINITIONS

**Affordable Housing:** Affordable means monthly rent or monthly mortgage payments including insurance and property taxes generally do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross income for households qualifying under the definitions for low-income, moderate-income and very low-income. This does not preclude participation in federal or state programs that allow for a higher percentage of income to be devoted to rent or mortgage payments.

Cohousing: A planned residential community that offers an affordable, cooperative living arrangement in which multi-family units or a cluster of single-family houses are built around a common area for shared kitchen facilities, guest rooms and other amenities and services.

**Community residential home:** A dwelling unit licensed to serve clients of the Department of Children and Family Services, which provides a living environment for 7 to 14 unrelated residents who operate as the functional equivalent of a family, including such supervision and care by supportive staff as may be necessary to meet the physical, emotional, and social needs of the residents.

Extremely low-income: Extremely low-income means one or more natural persons or a family that has a total annual adjusted gross income for the household that does not exceed 30 percent of the median annual gross income for households, adjusted for family size, within the metropolitan statistical area.

**Low-income:** Low-income means one or more natural persons or a family that has a total annual adjusted gross income for the household that does not exceed 80 percent of the median annual gross income for households, adjusted for family size, within the metropolitan statistical area.

**Manufactured home:** means a mobile home fabricated on or after June 15, 1976, in an offsite manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act.

### **HOUSING ELEMENT**

**Mobile home:** means any residential unit constructed to standards promulgated by the United States Department of Housing and Urban Development.

**Moderate-income:** Moderate-income means one or more natural persons or a family that has a total annual gross income for the household that is less than 120 percent of the median annual gross income for households, adjusted for family size, within the metropolitan statistical area.

**Special Needs Households:** Special needs households include persons who are elderly, physically disabled, homeless, at risk of being homeless, or have extremely low incomes. These special needs populations may include more specifically defined subgroups such as farm workers, ex-felons re-entering the community, youth aging out of foster care, survivors of domestic violence, persons with severe and persistent mental illness including co-occurring disorders, or persons with developmental disabilities.

**Very low-income:** Very low-income means one or more natural persons or a family that has a total annual gross income for the household that does not exceed 50 percent of the median annual gross income for households, adjusted for family size, within the metropolitan statistical area.

#### POTABLE WATER AND SANITARY SEWER ELEMENT

# **OBJECTIVE 6.1**

The County shall encourage wastewater effluent reuse, where appropriate. The best uses of reclaimed water are for industrial uses that offset potable demand and for recharging the aquifer following additional treatment, such as that provided by infiltrating wetlands. Reclaimed water may also be used for landscape irrigation purposes in place of potable water or well water in areas with high landscape irrigation demand. However, the County recognizes the need to minimize landscape irrigation demands regardless of the source of irrigation water. and other incentives for the maximum utilization of reclaimed water to the greatest extent possible by facilitating the approval of environmentally sound facilities.

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# **OBJECTIVE 8.1**

To promote the increased conservation and reuse of water.

Policy 8.1.1 Alachua County shall promote public information programs in an effort to increase public awareness and acceptance-adoption of water conservationing techniques and behaviors through newsletters, public service announcements, social media, workshops and forums, and displays at public awareness events.

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- Policy 8.1.4 Restrictions established by applicable water management districts or water districts shall be adhered to. The restrictions shall be enforced by the County or other government organization. The County or other government organization shall enforce these restrictions. Alachua County shall also encourage largescale commercial and institutional users of outdoor water to utilize early morning consumption as part of its public awareness efforts.
- Policy 8.1.5 The County will make available lists of vegetation classified by water demand information on reducing water use for use by residents and developers as part of the public awareness efforts of the County.

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- Policy 8.1.7 The County shall encourage the use of stormwater runoff for irrigation, agricultural or industrial water needs in order to conserve potable water sources. By 2002, Alachua County shall complete a study of alternative technologies for consideration in revising the land development regulations.
- Policy 8.1.8 The County shall discourage the use of permanent landscape irrigation in new construction and in existing development through regulatory and/or voluntary measures.

  Strategies may include encouraging or requiring permeable hardscapes, limiting the amount of irrigated areas, and the use of organic matter to improve soil conditions.

#### **SOLID WASTE ELEMENT**

### GOAL 1

TO PROVIDE CLEAN, EFFICIENT, ECONOMICAL, AND ENVIRONMENTALLY SOUND MANAGEMENT OF SOLID WASTE RESOURCES IN ALACHUA COUNTY.

#### **OBJECTIVE 1.1**

Establish level of service standards for solid waste management in order to coordinate capital improvement planning with land use decisions to meet the requirement that adequate solid waste management facilities be available when needed for development concurrent with the impacts of development by implementing Policies 1.1.1 through 1.1.4.

Policy 1.1.1 The level of service (LOS) standard for solid waste disposal, used as the basis for determining availability of disposal capacity to accommodate the demand generated by existing and new development in Alachua County, is hereby established, at a minimum, at 0.73 0.8 inbound tons per person per year at the Leveda Brown Environmental Park in 1997 2018 and thereafter.

## **OBJECTIVE 1.2**

Provide for safe operation and maintenance of publicly owned solid waste management facilities, in compliance with all stipulations and conditions of Florida Department of Environmental Protection (FDEP) permits; and other applicable local, state or federal regulations; provide for protection of water, soil and air resources, in compliance with local, state, and federal permit requirements including monitoring of groundwater at all public landfill sites.

Due to the toxic nature of lincinerator and mass burn facilities, no such facility will not be

and safety standards shall be included in the Unified Land Development Code for such

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**Policy 1.2.5** 

included in the County solid waste system. The use of tires, plastics or plastic derived materials as a fuel source or as feedstock for a waste to energy facility is prohibited in the County solid waste system. This policy does not prohibit the combustion of vegetative yard trash, vegetative biomass and vegetative storm debris. Hazardous waste or other material for which there is no alternative method of disposal shall be disposed of as mandated by Federal law. Exceptions to this policy may be allowed for research and development activities by special exception when approved by the Board of County Commissioners. Additional standards including limitations on scale and environmental

research and development activities.

### **SOLID WASTE ELEMENT**

### **OBJECTIVE 1.5**

The County shall develop and implement a waste reduction strategy that includes waste prevention, source reduction, reuse, recycling and biological disposition, resulting in a reduction of solid waste disposed per capita.

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Policy 1.5.2 Achieve a diversion rate from disposal of 40% by December 31, 2012; 50% by December 31, 2014; 60% by December 31, 2016, 70% by December 31, 2018; and 75% by December 31, 2020. Special waste being recycled such as tires, appliances, yard trash and construction and demolition debris will be included. The calculation will be made annually by dividing the tons recycled by the sum of tons disposed plus tons recycled The calculation will be made in accordance with the accepted methodology of the State of Florida Department of Environmental Protection. In addition to changes in total waste diversion, the County shall track and report on indicators of improvements in waste diversion such as percentage of businesses in compliance with the mandatory commercial recycling program, percentage of residential users voluntarily recycling, rates of recycled vs. disposed waste collected at rural collection centers, or similar measures.

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Policy 1.5.4 The County shall increase enforcement of the mandatory commercial recycling program that includes apartments, multi-family complexes, businesses, institutions and manufacturers for full compliance by the year 2020 for a compliance rate of 95% by the year 2030.

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**Policy 1.5.6** The County shall provide coordination and assistance to all local municipalities, the University of Florida and Santa Fe College and the local United States Postal Service and institutions to maintain effective and efficient recycling programs.

## **Solid Waste Element Definitions**

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<u>County Solid Waste System</u> The collection, processing, and disposal of garbage, recycling, yard waste, and white goods at County operated or contracted facilities, or by County employees or contracted services.

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Research and Development means activities undertaken to create new or improved products and processes and consists of basic scientific research, prototyping, testing and refining products prior to commercial sale or use and may be conducted by individuals, corporations, or institutions.

#### STORMWATER MANAGEMENT ELEMENT

#### **OBJECTIVE 1.1**

Maintain an inventory and evaluation of new and existing County and privately owned/maintained stormwater management facilities.

**Policy 1.1.3** The County shall investigate the feasibility of establishing a Stormwater Utility for the purposes of funding improvements to the existing systems and the on-going monitoring and maintenance of all stormwater management systems.

### **OBJECTIVE 2.1**

Deficient stormwater management and drainage facilities will be upgraded in accordance with Chapter 62-25 F.A.C and federal, state, regional, water management districts (WMD) and local regulations in effect on the date of adoption of this Comprehensive Plan to an acceptable level of service to prevent violations of water quality standards.

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- Policy 2.1.2 Alachua County shall pursue the use of stormwater benefit assessments or other dedicated revenue sources, including state and federal funding, for correcting localized deficiencies in stormwater management facilities and for designing, constructing and operating regional master stormwater management facilities.
- Priorities for correcting volume and water quality pollution abatement deficiencies in existing County-maintained stormwater management systems shall be scheduled in the Capital Improvements Program in accordance with the criteria established in the Capital Improvements Element of this plan. The Robin Lane, Sunningdale and S.W. 34th Street Industrial Park, North Florida Regional Doctor's Park, Kanapaha Prairie, and Emerald Woods stormwater facilities shall be included in the Capital Improvements Program for improvements within the five year planning period provided a funding source has been established (e.g. Special Assessment District, Special Tax District, Stormwater Utility, grant or general funding).
- **Policy 2.1.4** The County shall pursue funding of stormwater projects through appropriate state or federal grant applications which address identified needs.

#### **OBJECTIVE 3.1**

Coordinate improvements to the stormwater management system which serve new or future needs with the Future Land Use Map and level of service standards as adopted in this plan.

**Policy 3.1.1** To ensure water quality and flood protection, new development shall provide facilities designed to control and treat stormwater runoff at the following levels of service:

### STORMWATER MANAGEMENT ELEMENT

#### LEVELS OF SERVICE

#### Floodplain Management

All new building lots shall include adequate buildable area above the 100-year floodplain and all new habitable structures must be outside the floodplain. Existing lots of record as of May 2, 2005, without buildable area above the floodplain may only develop subject to limitations such as intensity, impervious surface ratio (ISR), clearing, limits on the use of fill material and requirement for appropriate on-site sewage disposal. No development shall adversely impact the functions of the floodplain. Silviculture and agricultural uses shall be required to follow appropriate Best Management Practices.)

<u>Facility</u>	Level of Service
Residential floor elevation	1 foot above the 100 year/ critical duration storm elevation
Non-residential floor elevation	1 foot above 100 year/ critical-duration storm elevation or flood resistant construction
Water Quality	
Retention basins	100 year/ critical-duration storm or applicable Water Management District standards
Detention basins	25 year/critical-duration storm with 100 year/critical-duration storm routing analysis
Storm sewer systems	3 year/10 minute
Crossdrains	10/25 year/24hr. storm for closed system 100 Year/24hr. for open system
Sidedrains	10 year/20 minute

#### **Water Quality**

All new development, redevelopment, and, when expansion occurs, existing developed areas, must provide adequate stormwater treatment so as not to degrade the water quality of the receiving water body. Infill residential development within improved residential areas or subdivisions existing prior to the adoption of this Comprehensive Plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will degrade the water quality of the watershed. Regardless of the area

### STORMWATER MANAGEMENT ELEMENT

served, the stormwater treatment provided must provide a level of treatment which meets or exceeds Chapter 62-25 F.A.C. and applicable federal, state, regional, WMD and local requirements in effect on the date of adoption, April 8, 2002 of this Comprehensive Plan. The County shall implement an Advanced Stormwater Treatment Code based on Low Impact Design (LID) principles, including provisions for the Sensitive Karst Area, Outstanding Florida Waters and impaired waters.

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- **Policy 3.1.3** The County shall promote consider the use of and will assist in the development and implementation of regional master stormwater management plans for Activity Centers.
- **Policy 3.1.4** The County shall amend land development regulations to include the standards adopted in this Stormwater Management Element.

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#### **OBJECTIVE 5.1**

Alachua County will ensure the protection of natural drainage features, including surface water quality and groundwater aquifer quality and quantity recharge functions, from stormwater runoff.

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- **Policy 5.1.3** All stormwater management facilities shall be constructed and operated in accordance with State Water Policy and shall not cause violations of State water quality standards.
- **Policy 5.1.4** Stormwater runoff from development activities shall not violate State water quality standards during construction.
- Policy 5.1.5 All new development, redevelopment, and, when expansion occurs, existing developed areas with a stormwater discharge to an active sinkhole or within a stream to sink watershed shall provide a minimum treatment of the runoff from the first two (2) inches of rainfall from the design storm.

(Amendments to Policy 5.1.5 align with SRWMD requirements)

Policy 5.1.6 All new development, redevelopment, and, when expansion occurs, existing developed areas located within the <u>Sensitive Karst Areas</u> High Aquifer Recharge Areas shall provide treatment of the stormwater through the use of Low Impact Design Best Management Practices before it enters the Floridan Aquifer. This shall be presumed to have been met by designing and constructing a stormwater management system to control post-development water runoff rate and/or volume and water quality to not exceed predevelopment runoff rate and/or volume and water quality.

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### STORMWATER MANAGEMENT ELEMENT

- **Policy 5.1.11** Stormwater management facilities shall utilize contours of the site and minimize disturbance to existing natural features to maximum extent feasible. The county shall develop land development regulations that incentivize, encourage, and require where necessary, environmentally sensitive approaches to stormwater management, including Low Impact Development Design (LID) techniques and the protection of natural areas and features.
- Policy 5.1.12 The <a href="hydrologic function of the site shall be maintained">hydrologic function of the site shall be maintained</a> proportion of the area of stormwater management facilities to the area of the site shall be limited to the maximum extent practicable through LID techniques, the reduction of impervious surfaces via vertical construction and the use of alternative parking surfaces in order to preserve the existing pre-development hydro-period from discharge to wetland systems and adequate existing vegetation on the site.

### **OBJECTIVE 6.1**

Ensure that stormwater discharges to groundwater or surface water resources that are within or affecting more than one governmental jurisdiction are effectively managed to preserve, protect, and enhance those watershed resources through continued active County coordination with adjacent governments and appropriate agencies.

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Policy 6.1.3 All <u>applicable appropriate</u> state, water management district, and/or federal permits required <u>for by</u> a development shall be obtained <del>and submitted to the County</del> prior to the <u>issuance of construction permits</u> <u>commencement of development</u>, <u>consistent with section 125.022(5)</u>, F.S. The County shall pursue opportunities for one stop permitting with all appropriate agencies. The most restrictive criteria of the County or other agencies shall be utilized.

(Policy revised because the County may not require as a condition of processing or issuing a development permit (such as a construction permit) that an applicant obtain a permit or approval from any state or federal agency, per section 125.022(4), F.S., and shall include a permit condition that all other applicable state or federal permits be obtained before commencement of the development, per section 125.022(5), F.S.)

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### STORMWATER MANAGEMENT ELEMENT

#### STORMWATER MANAGEMENT ELEMENT DEFINITIONS

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Best management practices (BMPs): Structural and non-structural control techniques used for a given set of site conditions that, based on research, field-testing, and expert review, have been determined to be effective and practicable for improving water quality, preventing erosion and sedimentation, conserving water supplies and protecting natural resources. Best management practices include, but are not limited to, site planning, turf and landscape practices, structural stormwater management facilities, maintenance procedures, prohibitions of practices, spill and leak control, and other good housekeeping measures for pollution prevention. Best management practices may be implemented individually or as a combination of practices such as a stormwater treatment train.

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Low Impact Design (LID): An approach to land development and stormwater management that preserves and protects natural resource systems and water resources using various site planning and stormwater management approaches and technologies to simultaneously conserve and protect natural resource systems and to reduce the average annual stormwater pollutant loading discharged off-site. The approach uses site planning to minimize runoff and a suite of engineered small-scale hydrologic controls distributed throughout the site and integrated as a BMP Treatment Train to replicate the natural hydrologic functioning of the landscape through infiltrating, filtering, storing, evaporating, and detaining runoff close to its source.

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Sensitive Karst Areas (SKAs): The areas designated as "high vulnerability" or "vulnerable" zones of the Floridan Aquifer as defined by the Florida Aquifer High Recharge Map (Conservation and Open Space Element Map Series - Map 2), and with soil types classified as "excessively drained", "somewhat excessively drained", or "well drained" as defined by the U.S. Department of Agriculture (USDA) Soils Map (Conservation and Open Space Element Map Series - Map 3).

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#### **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.

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- 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 6.2 of the Future Land Use Element in the rural area 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 nonconservation 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, 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.
  - (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.

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**Policy 3.6.8** Development occurring along the edges of conservation and preservation areas shall be designed to protect and minimize the impact of development on conservation areas through the use of natural vegetative buffers.

- (a) Buffer width shall be determined on a case-by-case basis depending on what is demonstrated to be scientifically necessary to protect natural ecosystems from significant adverse impact. This determination shall be made in consideration of at least the following factors:
  - (1) Type of development and associated potential for adverse site-specific and offsite impacts;
  - (2) Natural community type and associated hydrologic or management requirements;
  - (3) Buffer area characteristics and function;
  - (4) Presence of listed species of plants and animals.
- (b) Absent scientific information which demonstrates that a larger or smaller buffer width is appropriate, the following buffer widths shall apply for the resources set forth in the table below.

Protected Resource	Buffer Distance (feet)*
Surface waters and wetlands less than or equal to 0.5 acre that do not	50 average,
include OFWs or listed animal species as described elsewhere in this	35 minimum
table	
Surface waters and wetlands greater than 0.5 acre that do not include	75 average,
OFWs or listed animal species as described elsewhere in this table	50 minimum
Areas where federally and/or state regulated vertebrate	100 average,
wetland/aquatic dependent animal species have been documented	75 minimum
within 300 feet of a surface water or wetland	
Outstanding Florida Waters (OFWs)	<u>200</u> <del>150</del> average,
	100 minimum

<sup>\*</sup> If the buffer precludes all economically viable use of a particular property, development may be allowed within the buffer in accordance with policy 3.6.5, and where applicable, policies 4.6.6 and 4.7.4.

(c) Buffers shall be measured from the outer edge of the protected resource.

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### **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.

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**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, <u>and</u> use physical barriers if necessary to reduce<del>ing</del> 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.

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#### **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) Wellfield protection areas shall be identified surrounding each public potable water supply well or wellfield in the County.
  - (b) The latest scientific modeling shall be reviewed and, as necessary, updated to assist in the identification of wellfield protection areas.
  - (c) For each wellfield protection area, the land development regulations shall specify the size, location, and applicable restrictions of protection zones, including restrictions on

activities associated with hazardous materials, septic tanks, and well construction, modification and closure.

- (d) New well construction shall be regulated and inspected to ensure that wells are properly constructed and properly closed and sealed when no longer in use.
- (e) 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, as provided in Policy 3.6.8.
  - (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.

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Policy 4.5.4 The County 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.

The County shall consider an ordinance creating a high-water recharge protection tax assessment, or bluebelt, program to encourage protection of high aquifer recharge areas. This voluntary program would offer a tax reduction to property owners who agree to use their property only for bona fide high-water recharge purposes, as provided in Section 193.625, Florida Statutes. The Alachua County Floridan Aquifer High Recharge Area map delineates high-water recharge areas for use in connection with such an ordinance which shall be coordinated with Suwannee and St Johns River Water Management Districts in accordance with Section 193.625, Florida Statutes.

- Policy 4.5.5 Appropriate local planning, development design standards, and special construction practices shall be required to ensure both short and long-term mitigation of impacts on groundwater created by activities occurring in <u>Hhigh Aaquifer Rrecharge Aareas</u>. The following provisions shall apply:
  - (a) All new development or modifications to existing development shall provide stormwater treatment consistent with the Stormwater Element of the Comprehensive Plan.
  - (b) All stormwater basins in high aquifer recharge areas shall be designed and constructed to provide for at least three (3) feet of unconsolidated solid materials such as sand, silts, and clays between the surface of limestone bedrock and the bottom and sides of the stormwater basin. Utility lines shall not be installed beneath stormwater basins in karst sensitive areas. Any lines for temporary irrigation of vegetation in and around stormwater management systems shall be installed to minimize excavation in karst sensitive areas.
  - (c) Corrective action to retrofit or upgrade existing hazardous material facilities consistent with standards applicable to new facilities shall be required by the County.
  - (d) New development activities which involve handling or storing of hazardous materials may be prohibited in <a href="#">Haigh Aaquifer Rrecharge Aareas and Outstanding Florida Springs Priority Focus Areas</a>, and, where permitted, shall be subject to the general requirements, siting prohibitions, storage facility standards, secondary containment requirements, and monitoring provisions of the Hazardous Materials Management Code. Where such facilities exist and are proposed to be modified, development review and permitting activities shall include careful evaluation and implementation of engineering and management controls, setbacks and buffers,

- and monitoring. Existing facilities shall meet the requirements of the Hazardous Materials Management Code pertaining to such facilities.
- (e) The following new uses shall be prohibited in unincorporated areas of Alachua County designated as the high vulnerability zone of the Alachua County Floridan Aquifer High Recharge Area map <u>and Outstanding Florida Springs Priority Focus Areas</u>, unless it can be demonstrated that the material, in the quantity and/or solution stored or the conditions under which it is to be stored, does not pose a hazard to human health or the environment:

...

- Policy 4.5.6 Appropriate development regulations shall be established to control land uses and activities in proximity to wellfields and designated High Aquifer Recharge Areas and Outstanding Florida Springs Priority Focus Areas. These controls will be based at a minimum upon:
  - (a) The potential of the land use or activity to contaminate groundwater;
  - (b) Distance from a public wellfield;
  - (c) Local aquifer geology; and
  - (d) The capability of the activity to contain or eliminate the hazard of contamination.

These regulations shall control activities involving fuel storage tanks, hazardous waste generators and hazardous material users, private wells, waste water treatment systems, landfilling operations, dairies or other uses with a high potential for ground water contamination. Interim control of activities shall be through the development review Committee process and shall be consistent, at a minimum, with the Hazardous Materials Management Code.

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**Policy 4.5.13** A County-wide groundwater monitoring program shall be developed and funded to coordinate and expand upon existing groundwater monitoring efforts. This program shall include monitoring of springs in coordination with state agencies.

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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 Star<sup>SM</sup>, 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 <u>continue to</u> update its <u>landscape code</u> <u>land development</u> <u>regulations</u> to require a reduction in <u>permanently</u> irrigated areas for all new <u>residential and commercial</u> development.
- (b) Indoor and outdoor use of water should, at a minimum, meet or exceed Florida Water Star SM criteria (goal of 40% reduction in outdoor water use and 20% reduction in indoor water use) 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 Star SM.
- (c) The County shall develop measures that promote water conservation to preserve groundwater levels that retain adequate spring discharge from the Floridan <u>Aaquifer</u> 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 Star<sup>SM</sup> commercial criteria by 20<del>15</del>22.
- (e) The County shall encourage the public and private water suppliers in the County to implement aggressive but fair water conservation pricing rate structures.
- **Policy 4.5.22** The County shall establish a comprehensive springshed protection program to protect the resource from potential adverse effects from incompatible land uses and activities.
  - (a) Springshed protection areas shall be identified for all springs in the County; springsheds within the County that extend from springs located outside the County shall also be identified.
  - (b) The latest scientific modeling shall be reviewed and, as necessary, updated to assist in the identification of springshed, springs, <u>Outstanding Florida Springs</u>, and Floridan <u>Aaquifer Haigh Recharge Aareas</u>.
  - (c) For these springs and groundwater protection areas, land development regulations shall specify the size, location, and applicable requirements of protection zones, including specific requirements on activities associated with domestic waste treatment including septic tanks, package plants, and regional wastewater treatment facilities and their effluent disposal practices.
  - (d) Fertilizer shall be regulated to ensure that excess nitrogen and phosphorus are not leached into the Floridan Aaquifer.

- (e) The County shall provide municipalities with current modeling and protection standards for their use in protecting these resources.
- (f) The following new uses or expansions of existing uses shall be prohibited in designated springsheds, springs buffers, and Floridan <u>A</u>aquifer <u>H</u>high <u>R</u>recharge <u>A</u>areas:
  - (1) Rapid infiltration basins (RIBs) for wastewater effluent disposal.
  - (2) New or expanded surface water discharge of treated wastewater.
  - (3) Large scale land application of Class A or B biosolids.
  - (4) Land application of septage.
- (g) The County shall develop effluent discharge standards for new and existing wastewater treatment plants in springshed protection areas for inclusion in the Land Development Code.
- (h) Reclaimed water standards in Policy 4.6.16 item (d) shall apply.

#### **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.

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Policy 4.6.4 The natural hydrologic character and function of surface waters, including natural hydroperiods, flows found in floodways, flows that connect wetlands with other wetlands and surface waters, and wildlife habitat and connectivity, shall be protected. Land development regulations shall specify criteria for site design including limits on and mitigation for filling and excavation. In addition, the County shall establish an appropriate review and approval process that provides for regulation of docks, boat ramps, water control structures, and other water dependent structures including but not limited to indirect impacts from land development activities.

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**Policy 4.6.7** The clearing of shorelines and riparian wetlands for viewsheds, sand beaches, access, and similar purposes shall be prohibited, except when clearing constitutes a minimal impact activity or serves an overriding public interest.

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Policy 4.6.11 Alachua County shall publish a reader friendly status report that describes the following conditions of each watershed:

- (a) Physical habitat;
- (b) Biology;
- (c) Pollution sources;
- (d) Water quality;
- (e) Erosion and sedimentation; and
- (f) Ecosystem health.
- Policy 4.6.12 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 and Santa Fe River Basin Total Maximum Daily Loads (TMDLs) and BMAPs in the County. 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.
- Policy 4.6.13 Alachua County shall continue to coordinate with the water management districts on activities in the Orange Creek 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 4.6.14** Alachua County shall encourage and contribute to develop watershed management plans as well as creek and river cleanups.

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- **Policy 4.6.16** 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 performance based treatment enhanced nitrogen reduction septic tank 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 the 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 under a defined performance standard criterion (e.g. Secondary or Advanced Secondary treatment standards). This measurable performance standard can be adopted as a risk based mitigation strategy for site specific concerns.

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### **OBJECTIVE 4.7 - WETLAND ECOSYSTEMS**

Wetland acreage and function shall be protected.

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#### **Policy 4.7.7**

Any development activity <u>or alteration permitted</u> within an onsite, or affecting an offsite, <u>surface waters or</u> wetlands or <u>associated</u> buffers that are expected to result in significant adverse impacts, and any unavoidable significant adverse impacts to wetland and wetland <u>buffers</u> shall be mitigated at the expense of the landowner and such mitigation <u>must be subject to review and approval by the Board of County Commissioners (BoCC)</u>. Mitigation proposals shall be submitted <u>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 for review in the form of a avoidance mitigation and monitoring plan, according to a natural resources permit process to be articulated in the land development regulations. Final Board of County Commissioners approval of a mitigation and monitoring plan must be received prior to wetland or buffer alteration. The Land Development Regulations shall authorize that the Board of County Commissioners shall approve, approve with conditions, or deny or approve with conditions impacts and mitigation proposals any natural resources permit.</u>

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—and monitoring 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) <u>Wetland buffer</u> <u>Mm</u>itigation 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 mMitigation shall be determined by applying the Uniform Mitigation Assessment Method (UMAM), pursuant to Chapter 62-345, F.A.C.

- (d) Mitigation should shall 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) Alachua County shall prioritize receiving areas for mitigation within the county, and investigate the feasibility of implementing a local mitigation banking system.
- (ef) Wetland mitigation activity conducted by a public agency may not be utilized for wetland mitigation credit by private entities persons unless approved by Alachua County.
- (fg) The landowner shall post a performance bond or similar financial guarantee to assure implementation of the mitigation and monitoring plan.
- (gh) 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.

Reason: Updated language is consistent with State law and provides clarity to policy and procedures for how projects that are proposing surface water, wetland, or associated buffer impacts are handled by the County.

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## **OBJECTIVE 5.2 - OPEN SPACE**

Preserve open space within developments to ensure public health, safety, and welfare; protect and enhance natural resources; provide public gathering spaces; promote pedestrian and bicycle connectivity; and enhance recreational opportunities To permanently preserve public Open Space within developments within Alachua County that protects natural resources, provides recreation, and augments the community network of bicycle and pedestrian infrastructure.

**Policy 5.2.1** Natural features such as steep slopes, ridges, sinkhole areas, floodplains, and other unsuitable areas for urban development shall be retained as open space areas. If appropriate, these areas shall be developed for use as trails, and where possible, used to connect other recreation and open space areas and other developments.

- Policy 5.2.21 Pervious o pen s pace shall be provided on at least 20% ten percent of the every development site, except as specified in Policy 5.2.5. through a variety of features such as:
  - (a) Open spaces dedicated primarily to public, recreation, or pedestrian use, such as community gardens, community fields, greens, plazas, and squares.
  - (b) Natural areas of non-invasive trees and plants.
  - (c) Landscaped areas, including street trees, utilizing a variety and balanced mix of canopy and understory trees, shrubs, and groundcovers, consistent with xeriscape principles and emphasizing native species.
  - (d) Linkages to larger open space corridors.
  - (e) Portions of stormwater management areas that meet conservation, recreation, or open space design criteria as specified in the Land Development Code.
  - (f) Portions of green roofs that meet open space design criteria to be specified in the Land Development Code.
- Policy 5.2.32 When land development involves a parcel that contains conservation areas, the County's open space requirements shall be fulfilled first with conservation areas, then with other allowable types of open space. Open space requirements are is not intended to diminish other conservation requirements in this Eelement. The open space requirement in Policy 5.2.1 shall be fulfilled first with any of the conservation areas listed in Policy 3.1.1, if such exist on the site. All Conservation Areas within Open Space shall be maintained and remain undeveloped in perpetuity using a legal instrument that runs with the land and sets forth conditions and restrictions on use. The ULDC shall provide alternative options for protection of conservation resources based on quality, size, connectivity, and any other specified criteria. The Boundaries of all Open Space shall be clearly delineated on plans, including record plats, and marked in the field to distinguish Open Space from developed areas.
- **Policy 5.2.4** Development shall provide for shading of paved areas, as outlined in the land development regulations.
- Policy 5.2.3 After the requirements of 5.2.2 have been met, additional Open Space shall be one piece of contiguous land, at the periphery of the development to allow for connection to adjacent open space, with limited exceptions as defined in the land development code.

  The Open Space shall be located to best meet the following goals:
  - (a) Augment required conservation areas

- (b) <u>Provide accessible open space in the form of community gardens, community fields,</u> greens, and pocket parks
- (c) <u>Promote greater accessibility, resource protection, and connectivity by being contiguous or linked through multiuse paths to greenways, trails, public parks, and Open Space on adjoining parcels.</u>
- Policy 5.2.54 Open space in <u>clustered rural residential subdivisions and Planned Developments with Transfers of Development Rights (PD-TDR)</u> the rural area shall be preserved in accordance with policies under Objective 6.2 of the Future Land Use Element.
- Policy 5.2.6 Nonresidential and mixed use developments, including TOD or TND, may reduce the amount of open space maintained onsite by participating in the County's Transfer of Development Rights Program and purchasing development rights in accordance with Section 9.0 of the Future Land Use Element. The purchase of development rights shall be recorded on the Final Development Plan in the manner provided in the Land Development Regulations.
- Policy 5.2.7 Within Transit Oriented Developments, Traditional Neighborhood Developments, and mixed use development within Activity Centers, a portion of public plazas or squares which combine natural areas with permeable paved surfaces may be counted toward the required amount of open space to be maintained onsite, provided that the open space requirements of this section are fulfilled first with conservation areas in accordance with Policy 5.2.3. Design standards for plazas and squares which may qualify as open space shall be provided in the Land Development Code, and shall include: (1) minimum and maximum size thresholds and dimensions; (2) maximum area which may be applied toward the open space requirement based on development size; (3) allowance for the use of permeable paved surfaces; and (4) standards for general public accessibility and functional integration with surrounding development.
- Policy 5.2.5 After meeting the requirements of Policy 5.2.2, the following types of development are not required to provide additional Open Space:
  - (a) Nonresidential Development
  - (b) Family Homestead Subdivisions
  - (c) Rural Agriculture Unpaved Subdivisions
  - (d) Towers, major utilities, and outdoor recreation

<u>Developments not required to provide additional open space shall still provide pedestrian</u> and bicycle connections between designated greenways when applicable.

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# **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** Landscaping shall be compatible with the natural environment. Existing on-site vegetation shall be incorporated into landscape plans to the maximum extent practicable, according to the following priorities:
  - (a) First, keep and enhance existing native vegetation onsite and intact as elements of the landscape design.
  - (b) If priority #1 is not practicable, onsite native species shall be transplanted to another location onsite.
  - (c) If priority #2 is not practicable, plant native species to simulate lost native habitat.
  - (d) If priority #3 is not practicable, then the new landscape design shall incorporate the use of plants that have similar texture, form, <u>water requirements</u>, and growth habits as the surrounding native vegetation.

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#### **OBJECTIVE 5.7 - HAZARDOUS MATERIALS**

Act to reduce the risks associated with hazardous materials and encourage the reduction of hazardous waste generation. Protect and enhance the quality and safety of the environment by requiring that disposal methods for hazardous waste and handling and storage methods for hazardous materials are properly designed, operated, and monitored.

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Policy 5.7.10 The use of tires, plastics or plastic derived materials as a fuel source or as feedstock for a waste to energy facility is prohibited. Exceptions to this policy may be allowed for research and development activities by special exception when approved by the Board of County Commissioners. Additional standards including limitations on scale and environmental and safety standards shall be included in the Unified Land Development Code for such research and development activities.

### 6.0 LAND CONSERVATION PROGRAM

#### **OBJECTIVE 5.8 – PROGRAM OVERVIEW**

Establish and maintain a land conservation 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.

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- **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) 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 bluebelt conservation assessments.
  - (g) Purchase of agricultural conservation easements (PACE) and purchase of development rights (PDR) for agricultural areas.

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### **OBJECTIVE 6.3 - ECOLOGICALLY FUNCTIONAL LINKAGES LINKED OPEN SPACE NETWORK**

Develop a linked open space network of ,or greenways system, protected natural areas and open space that can be managed to support the protection, enhancement and restoration of functional and connected natural systems while providing unique opportunities for recreation, and economic development.

- Policy 6.3.1 The County shall develop planning strategies for a greenways system that includes but is not limited to consideration of the following components:
  - (a) Conservation and preservation areas
  - (b) Environmentally sensitive lands
  - (c) Open space areas
  - (d) Parks and recreational facilities
  - (e) Commercial recreation areas

- (f) Surface water systems
- (g) Bikeways and trails
- (h) Utility corridors
- (i) Stormwater management systems
- (j) Habitat corridors
- (k) Historic resources
- (I) Scenic corridors
- **Policy 6.3.2**

The County shall prioritize maintenance of ecologically functional linkages between ecological corridor core areas as shown on the Critical Ecological Corridors Map through various programs and activities, including: (a) implementation of development review, special area planning for Strategic Ecosystems, land acquisition programs and associated management plans, and the Transfer of Development Rights program (see Future Land Use Element Section 9.0); (b) various intergovernmental coordination efforts with municipalities, adjacent counties, regional entities, state and federal agencies to promote maintenance of linkages of ecological core areas; and (c) outreach programs to promote the value of conserving linked ecosystems/corridors and support tax incentives that promote the preservation of mapped ecological core areas.

- (a) Implementation of development review
- (b) Special area planning for Strategic Ecosystems
- (c) Land acquisition programs and associated management plans
- (d) Transfer of Development Rights program (see Future Land Use Element Section 9.0)
- (e) <u>Intergovernmental coordination efforts with municipalities, adjacent counties,</u> regional entities, state and federal agencies
- (f) Outreach programs to promote the value of conserving linked ecosystems/corridors and support tax incentives that promote the preservation of mapped ecological core areas.
- **Policy 6.3.3** Where necessary to connect publicly owned recreation and conservation lands to develop the ecological corridor, the County shall encourage public acquisition of land and other means of voluntary landowner participation.
- Policy 6.3.4 The County shall develop a strategy for identifying and providing for publicly accessible open spaces of native flora and fauna in or near neighborhood settings. Resource-based recreation such as picnicking and hiking shall be encouraged.

- Policy 6.3.5 To protect sensitive ecosystems and habitat corridors, the County shall locate and design <u>public access</u> greenway facilities in an environmentally sensitive manner, including limiting or prohibiting public access where necessary to protect such resources.
- The County shall approve a master management plan for the greenways system, and specific plans for lands acquired, preserved, or otherwise included in the greenways system. The management plans shall address natural resources protection, public access, recreation, education, and opportunities for economic development that is complementary to maintaining the system. The management plans shall identify anticipated costs and departments responsible for implementation of the plans.
- **Policy 6.3.7** The County shall coordinate with local municipalities in order to include appropriate incorporated properties as part of the ecological corridor.

## 7.0 GREENWAYS MASTER PLAN

#### **OBJECTIVE 7.1 Greenways Master Plan**

<u>Develop a linked greenway system that provides unique opportunities for recreation, multi-modal</u> transportation, and economic development.

- Policy 7.1.1 The County Commission shall adopt a Greenways Master Plan that functionally integrates the County's bicycle/pedestrian infrastructure, conservation lands, parks, and Open Spaces. The Greenways Master Plan is intended to guide and prioritize future Open Space designations, construction of bicycle/pedestrian facilities, and public land acquisitions needed to complete the Plan, consistent with respective program policies.
- Policy 7.1.2 The County shall strive to coordinate the Greenways Master Plan with public parks, conservation lands, and bicycle/pedestrian infrastructure within the County's municipalities.
- Policy 7.1.3 The County shall locate and design Greenways Master Plan infrastructure so as to protect sensitive ecosystems or natural features.
- Policy 7.1.4 The County shall seek grant funds from established federal and state greenways funding programs for construction and maintenance.
- Policy 7.1.5 The County shall approve a master management plan for the Greenways Master Plan, and specific plans for lands acquired, preserved, or otherwise included in the greenways plan. The management plans shall address natural resources protection, public access, recreation, education, and opportunities for economic development that is

### **CONSERVATION AND OPEN SPACE ELEMENT**

- complementary to maintaining the system. The management plans shall identify anticipated costs and departments responsible for implementation of the plans.
- Policy 7.1.6 The County shall develop a strategy for identifying and providing for publicly accessible open spaces of native flora and fauna in or near neighborhood settings. Resource-based recreation such as picnicking and hiking shall be encouraged.
- **Policy 7.1.7** The County shall coordinate with local municipalities in order to include appropriate incorporated properties as part of the greenways plan.

## **CONSERVATION AND OPEN SPACE ELEMENT DEFINITIONS**

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Low Impact <u>Design Development</u> (LID): An approach to land development that preserves and protects natural-resource systems using various site planning and design approaches and technologies to simultaneously conserve and protect natural resource systems while managing stormwater runoff. The approach includes using engineered small scale hydrologic controls to replicate the pre development hydrologic regime through infiltrating, filtering, storing, evaporating, and detaining runoff close to its source. (see Stormwater Management Element definitions)

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Resilient landscaping: landscaping practices that do not include the application of fertilizer and permanent irrigation and are more resilient to extreme weather conditions.

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#### CONSERVATION AND OPEN SPACE ELEMENT MAP SERIES

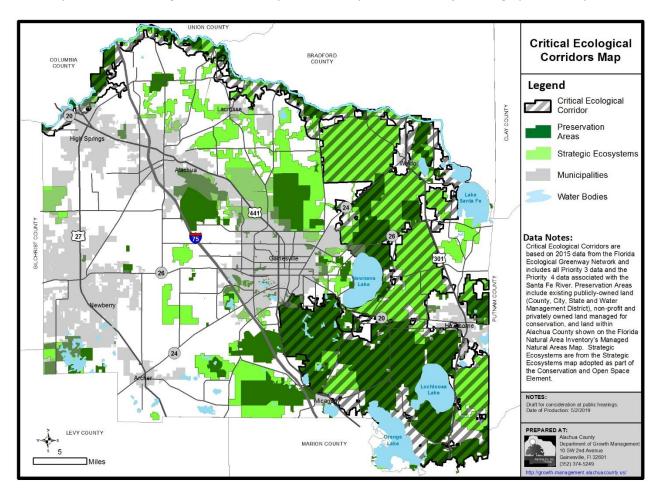
The following maps in the Conservation and Open Space Element Map Series are proposed to be updated. Other adopted maps that are not proposed to be updated have not been included here.

# Map 3. USDA Soils Map (adopted by reference)

Available online at: <a href="http://soildatamart.nrcs.usda.gov/manuscripts/FL001/0/alachua.pdf">https://soildatamart.nrcs.usda.gov/manuscripts/FL001/0/alachua.pdf</a>
<a href="https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx">https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx</a>

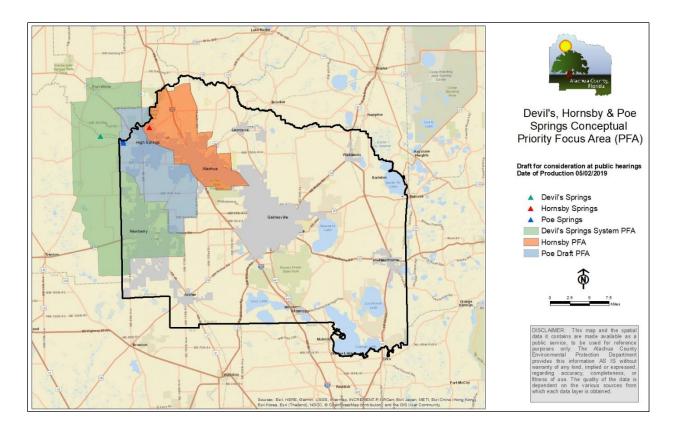
#### **Map 5. Critical Ecological Corridors**

The adopted Critical Ecological Corridors Map would be replaced with the following updated map.



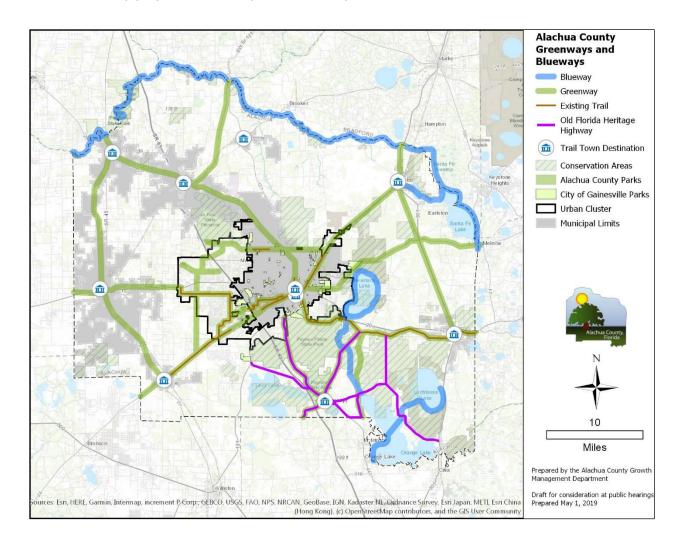
# Map 6. Devil's, Hornsby, and Poe Springs Conceptual Priority Focus Areas (PFA)

This is a new map proposed to be adopted in the Comprehensive Plan.



# Map 7. Alachua County Greenways and Blueways

This is a new map proposed to be adopted in the Comprehensive Plan.



### RECREATION ELEMENT

GOAL 1

TO PROVIDE AN INTEGRATED RECREATION AND OPEN SPACE SYSTEM FOR ALACHUA COUNTY.

# **OBJECTIVE 1.1**

Develop and maintain an enhanced system of activity-based and resource-based recreational facilities that consist of a broad range of developed and protected sites and programmed recreation that is integrated by service area throughout the County from the neighborhood to the regional scale and accessible to all residents of Alachua County.

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- Policy 1.1.9 The Countywide Recreation Master Plan shall be updated by the year 2020 and every ten (10) years thereafter. The parks and recreation component of the Recreation Master Plan shall be updated every five years. The Recreation Master Plan will accomplish the following objectives:
  - (a) <u>update the County's inventory of public parks, trails and greenways, and</u> conservation lands;
  - (b) consider the potential role of open space provided in developments as pocket parks and neighborhood parks and how such open space should be counted toward meeting the level of service standards for recreation;
  - (c) <u>determine residents' needs and priorities;</u>
  - (d) <u>develop a new long-range parks and recreation vision in response to the community's needs, trends and best practices;</u>
  - (e) <u>develop a phasing, funding and implementation strategy.</u>
- Policy 1.1.10 The Recreation Master Plan shall be used to update comprehensive plan policies and level of service standards, the Capital Improvements Plan, land development regulations and park/recreation impact fees.
- Policy 1.1.11 The Recreation Master Plan shall be developed in collaboration with the City of Gainesville and other municipalities, state agencies, community groups, and other parks and recreation providers in Alachua County.

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### **OBJECTIVE 1.3**

Continue to provide public access to all County-owned improved recreation sites so that recreation facilities are adequately available for public use.

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#### RECREATION ELEMENT

- Policy 1.3.2 The County shall coordinate efforts with the State and the municipalities to establish a <a href="Greenways Master Plan">Greenways Master Plan</a> network of recreational trails and public access that would connect natural and cultural features of the County and provide educational and recreational value to Alachua County citizens. Such a network should be developed in a sustainable manner and include:
  - (a) Appropriate access to geological, archaeological, historical, environmental and recreational features.
  - (b) Trail linkages such as creekside boardwalks, nature trails through hammocks and along prairies, canals and canoe trails, and connections to nature centers, parks and exhibits.
  - (c) Rail to trails for connective access between recreational sites and activity centers.
  - (d) A plan to link existing and new development, conservation areas and other areas of public interest with the greenways as shown on the Greenways Master Plan Map.

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#### **OBJECTIVE 1.7**

Alachua County shall design, develop and manage its resource-based parks and recreational facilities for the purposes of natural systems restoration, conservation and education.

**Policy 1.7.3** Alachua County shall landscape park areas with an emphasis on native vegetation and consistent with the principles of xeriscaping <u>and resilient landscaping</u>.

### RECREATION ELEMENT DEFINITIONS

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Greenways Master Plan: an interconnected network of trails, natural areas and other open space that

conserve natural ecosystem values and functions, sustain clean air and water,
provide recreational opportunities to the community and provide a wide array
of benefits to people and wildlife.

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**Resilient landscaping:** landscaping practices that do not include the application of fertilizer and permanent irrigation and are more resilient to extreme weather conditions.

#### INTERGOVERNMENTAL COORDINATION ELEMENT

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#### **OBJECTIVE 1.1**

Coordinate the Comprehensive Plan, the plans of the school board, other units of local government providing services, but not having regulatory authority over the use of land, and with the comprehensive plans of municipalities within the County, and adjacent counties.

- Policy 1.1.1 In accordance with the Alachua County Boundary Adjustment Act, Alachua County shall adopt a statement for each proposed reserve area for each municipality within the County stating which comprehensive plan and set of land use regulations shall apply within the reserve area until that area is annexed. The Boundary Adjustment Act shall be used with participating municipalities as a mechanism for addressing joint planning issues, particularly for the purpose of annexation, municipal incorporation, and joint infrastructure areas. Pursuant to Section 1.5 of the Alachua County Charter, the County and any municipality may enter into an interlocal agreement to provide for joint planning in portions of the unincorporated area not located within any area designated pursuant to general or special law as a reserve for annexation by another municipality or in portions of the area within the such municipality.
- Policy 1.1.2 Mechanisms to supplement the Boundary Adjustment Act, such as additional Alachua County shall actively pursue the use of joint planning agreements and joint processes with municipalities for review of annexations and development proposals shall be considered for inclusion as part of the inter-local agreements to implement this element.
- Policy 1.1.3 Alachua County shall use the informal mediation process of the North Central Florida Regional Planning Council to resolve comprehensive planning issues with governmental units in the same regional planning council jurisdiction.

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#### **OBJECTIVE 4.1**

Coordinate with all municipalities on annexations and related service delivery and planning issues. in the implementation of the Boundary Adjustment Act to set forth reserve areas and resolve annexation issues.

- **Policy 4.1.1** Annexation in Alachua County shall be in accordance with Chapter 171 of Florida Statutes.
- Policy 4.1.2 Alachua County shall coordinate with all municipalities to ensure that proposed annexations meet the requirements of Chapter 171, Part I, Florida Statutes, and to ensure the efficient provision of public services to County residents.
- Policy 4.1.1 The updated reserve areas and extra territorial areas established with each of the municipalities under the Boundary Adjustment Act are hereby adopted and incorporated into this element as Map 1. The reserve area designations are accompanied by statements reflecting agreement between the County and each municipality addressing:

### INTERGOVERNMENTAL COORDINATION ELEMENT

(a) Whether the comprehensive plan and land use regulations of the County or the municipality for which the reserve area is designated shall apply prior to its being

- (b) Whether the municipality or the County shall enforce and administer the comprehensive plan and how proceeds from fines and fees charged pursuant to such enforcement will be distributed.
- (c) Which services the County shall provide and which services the municipality shall provide in the reserve area, both before and after annexation, and how these services will be financed.
- (d) Any other matters related to the reserve area designation on which there is agreement. The designations and documentation shall be adopted as comprehensive plan amendments to this Element and other portions of the Comprehensive Plan to be consistent with the reserve area descriptions.
- (e) Annexation may be implemented within the designated reserve areas in accordance with the Statements of Services for each reserve area and the Alachua County Boundary Adjustment Act.
- Policy 4.1.2 Every five (5) years from adoption of a reserve area, Alachua County shall review each reserve area map and statements and participate in an amendment process, should either party desire adjustment of the reserve area boundaries.

#### **OBJECTIVE 5.1**

Coordinate the provision of services and information.

annexed.

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- **Policy 5.1.7** Alachua County shall continue to pursue developing and implementing inter-local agreements with municipalities on the following issues:
  - (a) fire suppression services
  - (b) law enforcement
  - (c) emergency medical services
  - (d) animal control
  - (e) building inspection services
  - (f) coordination of capital plans for centralized potable water and wastewater systems-

### INTERGOVERNMENTAL COORDINATION ELEMENT

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- (g) multi-modal approaches to transportation planning consistent with the Transportation Mobility Element-
- (h) solid waste collection services
- (i) planning, zoning, and code enforcement services
- (i) social services
- (k) environmental services.
- Policy 5.1.8 The County shall coordinate with municipalities and other providers of local public services and facilities in assessing opportunities for consolidation in the delivery of services where determined to be efficient and cost effective.

[Existing Policies 5.1.8 through 5.1.11 to be renumbered]

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#### **OBJECTIVE 8.1**

Coordinate the protection of the environment.

- **Policy 8.1.1** Alachua County shall coordinate the environmental protection of land, air, and water with the appropriate agencies and jurisdictions for the benefit of people, wildlife, and plants.
  - (a) The County shall coordinate with the Countywide Visioning and Planning Committee or similar entity, Nnon-governmental organizations, State, and federal government agencies, municipalities and adjacent counties to extend ecologically functional linkages between ecological core areas on the Critical Ecological Corridors Map in accordance with Policy 6.3.2 of the Conservation and Open Space Element.
  - (b) The County shall pursue development of an interdisciplinary team to address protection of strategic ecosystems and other natural resources within each city's reserve area.
  - (c) The County shall encourage establishing a subcommittee of the Countywide Visioning and Planning Committee (CVPC) or similar entity to coordinate with municipalities to implement relevant guiding principles and action strategies in the CVPC Conceptual Plan Objectives to protect natural resources countywide. Such a subcommittee shall consider inclusion of environmental analysis and environmental protection standards/requirements in the Boundary Adjustment Act (BAA) or related interlocal agreements.

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# INTERGOVERNMENTAL COORDINATION ELEMENT

MAP 1
Reserve and
Extra-Territorial Areas

Legend

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Map 1. Alachua County Reserve Areas and Extra-Territorial Areas Map to be deleted

**GOAL** 

PROVIDE AND MAINTAIN, IN A TIMELY AND EFFICIENT MANNER, ADEQUATE PUBLIC FACILITIES FOR BOTH EXISTING AND FUTURE POPULATIONS, CONSISTENT WITH AVAILABLE FINANCIAL RESOURCES.

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#### **OBJECTIVE 1.1**

Coordinate the timing and location of capital improvement projects with improvement projects of other agencies and jurisdictions and ensure that the Capital Improvements Element (CIE) is consistent with other elements of the Comprehensive Plan.

- **Policy 1.1.1** Alachua County shall coordinate capital improvements with the plans for, and impacts of capital improvements proposed by State agencies and the Suwannee River and St. John's River Water Management Districts.
- Policy 1.1.2 Alachua County shall coordinate the timing and location of capital improvement projects with improvement projects of the municipalities in Alachua County, the School Board of Alachua County, the Alachua County Library District, the Regional Transit System (RTS), the Florida Department of Transportation (FDOT), and surrounding counties. This shall be implemented as follows:

As part of the annual updates of the Capital Improvements Program (CIP), and Capital Budget, capital improvement plans of local agencies relevant to the facilities provided in Alachua County's CIE and CIP shall be identified and analyzed. This analysis may be in the form of maps identifying existing facilities, planned improvements for the upcoming fiscal year, five-year plans and the 20302040 Multi-Modal Transportation Capital Improvement Program. In turn, Alachua County shall provide information concerning the timing, location, and design of proposed capital improvements by the County to these entities and shall maintain a data base on facilities affecting or affected by facilities provided by the County.

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#### **OBJECTIVE 1.2**

Alachua County shall define types of public facilities and establish the standards or guidelines for level of service (LOS) by facility type to be used in developing and updating the five year capital improvement program and the 2030 2040 Multi-Modal Transportation Capital Improvement Program to implement this element.

- **Policy 1.2.1** Public facilities are classified in the following manner:
  - (a) Category "A" public facilities are arterial and collector roads, bicycle facilities, pedestrian facilities, transit facilities, storm water management systems, solid waste, and recreation facilities owned and operated by the County, and are addressed in other elements of this Comprehensive Plan;

- (b) Category "B" public facilities are arterial and collector roads, bicycle facilities, pedestrian facilities, transit facilities, storm water management systems, potable water, sanitary sewer, public schools, and recreation facilities located in the unincorporated area of the County, owned and operated by other entities including Federal and State government or other jurisdictions or private providers in Alachua County.
- Category "C" public facilities are arterial and collector roads, bicycle facilities, (c) pedestrian facilities, transit facilities, correctional, emergency medical services, fire services, sheriff, preservation lands, and other governmental facilities owned and operated by the County.

**Policy 1.2.4** LOS standards for Category "A" and "B" public facilities shall be as follows:

- (a) Transportation Facilities Level of Service:
  - Within Urban Cluster Transportation Mobility Districts, the County adopts the following level of service standards, as further detailed in Policy 1.1.4 of the Transportation Mobility Element and Policy 1.3.2 (c) (3) (a-c) of the Capital Improvements Element. The level of service for pedestrian, bicycle, and express transit are long range standards. The level of service for motor vehicles is based on an Areawide analysis for each district.

Mode of Travel	Level of Service (LOS)	Standard of Measure
<del>Pedestrian</del>	₽	Based on Presence of a pedestrian facility
<u>Bicycle</u>	₽	Based on Presence of a bike lanes / paved shoulders
Express Transit	₽	Based on Peak Hour Frequency of 15 minutes or less
Motor Vehicle*	Đ	Professionally Accepted Traffic Analysis
Motor Vehicle* SIS**	E	Professionally Accepted Traffic Analysis in consultation with FDOT

<sup>\*</sup> Standard applies to Collector and Arterial Roads.

For areas outside of Urban Cluster Mobility Districts, Alachua County shall adopt the following minimum level of service standards based on peak hour conditions for functionally classified roadways in order to maximize the efficient use and safety of roadway facilities:

<sup>\*\*</sup> Strategic Intermodal System

Mode of Travel	Level of Service (LOS)
Motor Vehicle – SIS*	B
Motor Vehicle – Multi-lane**	E
Motor Vehicle – Two lane Arterial	C***
Motor Vehicle – Two lane Collector	E

<sup>\*</sup> Strategic Intermodal System, Florida Department of Transportation

SR 24 (Archer Road) from SW 91st to Levy County SR 121 (Williston Rd) from SW 62nd to Levy County SR 26 from NE 39th (SR 222) to Putnam County CR 241 (NW 143rd) from NW 39th to City of Alachua SW 122nd (Parker Rd) from SW 24th to SR 24 (Archer Rd)

- (b) Recreation LOS Standards: The County shall adopt and maintain, at a minimum, the following level of service standards for recreation of: (1) 0.5 acres of improved activity-based recreation sites per 1000 persons in the unincorporated area of Alachua County; (2) 5.0 acres of improved resource-based recreation sites per 1000 persons in the unincorporated area of Alachua County.
- (c) The level of service (LOS) standard for solid waste disposal, used as the basis for determining availability of disposal capacity to accommodate the demand generated by existing and new development in Alachua County, is at a minimum, at 0.73 0.8 inbound tons per person per year at the Leveda Brown Environmental Park in 1997 2018 and thereafter.

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**Policy 1.2.5** Alachua County shall adopt LOS guidelines for Category "C" public facilities, and include those facilities in the CIP. These LOS guidelines are to be used for analysis and identification of Capital Improvement Project needs for these facilities to be included in the Capital Improvement Program. These level of service guidelines shall be for advisory purposes only. The LOS guidelines for Category "C" public facilities are the following:

- (a) Fire LOS guidelines are as follows:
  - (1) In the Urban Service Area, initial unit response LOS guideline is within 4 minutes for 80% of all emergency responses within a 12 month period. Fire suppression/ protection service level for all properties in the Urban Service Area shall be at the ISO (Insurance Service Office) Class Protection 4 or better. Land development regulations shall require that 100% of development shall provide water supply served by hydrants.

<sup>\*\*</sup> Four or more through lanes

<sup>\*\*\*</sup>LOS D for:

- (2) In the Urban Cluster, initial unit response LOS guideline is within 6 minutes for 80% of all emergency responses within a 12 month period. Fire suppression /protection service level for all properties in the Urban Cluster shall be at the ISO (Insurance Service Office) Class Protection 6 or better. Land development regulations shall require that 100% of development shall provide water supply served by hydrants.
- (3) In the rural area, initial unit response LOS guideline is within 12 minutes for 80% of all emergency responses within a 12 month period. Fire suppression/protection service level for all properties in the Rural Area shall be at the ISO (Insurance Service Office) Class Protection of <10. Development will provide adequate water supply for fire suppression and protection, and fire service compliant fire connections, required through land development regulations.
- (4) The County shall periodically update the Alachua County Fire and Emergency Medical Services Service Master Plan and evaluate, including an evaluation of capital and related operational needs to meet these Fire LOS guidelines identified in this policy and consideration of service delivery benchmarks for Emergency Medical Services (EMS). This uUpdates of the Master Plan shall include identification of funding sources that could be established as part of a financially feasible plan to meet these LOS guidelines. This update and adoption of a financially feasible plan The Fire and Emergency Medical Services Master Plan shall serve as a basis for consideration of an amendment to the Comprehensive Plan to establish level of service standards for Fire Rescue services and Emergency Medical Services as part of the County's concurrency management requirements.
- (b) ...
- (c) ...
- (d) ...
- (e) Multi-modal transportation level of service (LOS) guidelines shall be as follows:

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

#### \* Standard applies to Collector and Arterial Roads

- 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.
- (2) 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 four (4) routes shown on the Express Transit Corridors map by 2040. The peak hour frequency for each route shall be a minimum of 30 minutes and may be extended to add additional service to meet demand and maintain up to fifteen (15) minute headways based on the capacity and productivity of the Service.
- (3) Within each Urban Transportation Mobility 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 standard for all functionally classified roadways.

(<u>ef</u>) ...

#### **OBJECTIVE 1.3**

Maintenance of adopted LOS standards to meet existing and future facility needs by coordinating land use decisions with a schedule of capital improvements.

- **Policy 1.3.1** Require all public facilities constructed in unincorporated Alachua County, to be consistent with the Capital Improvements Element and the Comprehensive Plan.
- Policy 1.3.2 Require Category "A" and "B" public facilities and services needed to support development to be available concurrent with the impacts of development and require issuance of a Certificate of Level of Service Compliance (CLSC) as a condition of all final development orders. "Concurrent" shall mean that all adopted LOS S4andards shall be maintained or be achieved within a reasonable time frame as set out in 1.3.2 (A-D) below. Failure to receive a Certificate of Level of Service Compliance will preclude the issuance

of any final development order on the project or project phase, until the requirements of 1.3.2 (A-D) have been satisfied.

- (a) ..
- (b) ..
- (c) For transportation facilities, except Transportation Concurrency Exceptions for Projects that Promote Public Transportation consistent with Policy 1.1.10 of the Transportation Mobility Element, the concurrency requirement may be satisfied by:
  - (1) Compliance with 1.3.2-A(1-4) and/or 1.3.2-B(1-3); or
  - (2) Inclusion of a County or Florida Department of Transportation road project in the five year Capital Improvements Program where actual construction is scheduled to commence in or before the third year of the five year plan and is needed to maintain the adopted level of service standards. If such projects in the County or FDOT five year plan are moved to later years, or otherwise amended, Alachua County shall assess the impact of such changes. A Plan Amendment shall be required in order to eliminate, defer or delay construction of any road project listed in the 5-Year Capital Improvements Schedule which is needed to maintain the adopted level of service standard.
  - (3) Within Urban Cluster Transportation Mobility Districts:
    - a. Development shall satisfy transportation concurrency obligations through payment of a multi-modal transportation fee consistent with Policy 1.1.7 of the Transportation Mobility Element. This provision shall not exempt Developments of Regional Impact from statutory requirements for proportionate share mitigation.
    - b. In order to achieve the level of service standard 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 2030, not a standard that is intended to be achieved on an annual basis for each roadway.
    - c. 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 achieved starting by 2015 on each of the four (4) routes shown on the Express Transit Corridors map. The peak hour frequency for each route shall be a minimum of 30 minutes by 2015, 20 minutes by 2017 and 15 minutes by 2020. Service hours may be extended to three (3) hours and additional service added to meet demand and maintain fifteen (15) minute headways based on the capacity and productivity of the Service. The addition of Express Transit Service to serve Transit Oriented Development(s) on the Parker Road Corridor as shown on the

Rapid Transit Corridor Map will require an update to the Multi-Modal Transportation Capital Improvement Program.

- d. Within each Transportation Mobility District, achievement of the LOS for all functionally classified County and Non SIS State Roadways shall be based on an Areawide LOS. The Areawide LOS analysis shall be divided into north south and east west roadways. The Areawide LOS shall be determined by dividing the sum ( $\Sigma$ ) of total traffic by the sum ( $\Sigma$ ) of the total maximum service volume at the adopted LOS standard for all functionally classified County and Non SIS State Roadways.
- e. The LOS for SIS facilities within the Urban Cluster shall be addressed through the Strategic Intermodal System (SIS) Mitigation Plan (Alachua County Growth Management Department January 26<sup>th</sup>, 2010). The SIS Mitigation Plan identifies mitigation measures such as the construction of parallel roadways serving similar travel demand patterns, dedicated transit lane(s), access management and transit service. Mitigation projects, consistent with the SIS Mitigation Plan, shall be included in the Multi-Modal Transportation Capital Improvements Program. The SIS Mitigation Plan may be amended, in consultation with FDOT, during updates to the Capital Improvements Element.
- (d) ...
- **Policy 1.3.3** The Concurrency Management System (CMS) shall include at a minimum the following components:
  - (a) Procedures for issuance of a Certificate of Level of Service Compliance (CLSC) as a condition of Final Development Orders.
  - (b) Use of the five-year Capital Improvements Program which shall (1) be financially feasible based on currently available revenue sources, and (2) include both necessary facilities to maintain adopted level of service standards to serve new development and the necessary facilities required to eliminate existing deficiencies which are a priority to be eliminated during the five year Capital Improvement Program planning period.
  - (c) Use of the 2030 Multi-Modal Transportation Capital Improvement Program. (d)(c)Determination that the capital project funds are programmed in the CIP (see 1.6.5).

### **OBJECTIVE 1.6**

Programming and funding of capital projects consistent with the Goals, Objectives, and Policies of the Comprehensive Plan and Future Land Use Map, to maintain adopted LOS standards, and/or meet other public facility needs, including equity objectives, not dictated by LOS standards.

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Policy 1.6.14 Address disparities as identified in "Understanding Racial Inequity In Alachua County" (BEBR, 2018) as a factor in decisions on capital improvement projects.

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#### **OBJECTIVE 1.8**

Explore the full range of possible revenue sources to address capital improvement needs.

**Policy 1.8.1** The County shall investigate potential new funding sources including user fees, impact fees, mobility fees, multi-modal transportation fees, transportation utility fees, gas taxes, storm water utility fees, ad valorem tax revenues, special assessments, backlog authorities, Community Development Districts and other sources allowed by law.

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#### **OBJECTIVE 1.10**

To establish the process for establishment of a Transportation Concurrency Backlog Authority (TCBA), consistent with Florida Statute 163.3182 for Urban Cluster Transportation Mobility Districts to address backlog transportation facilities and identify multi-modal mitigation consistent with the Multi-Modal Transportation Capital Improvements Program. The following policies establish the process for adoption of Transportation Concurrency Backlog Plans within the Urban Cluster Transportation Mobility Districts as part of future updates to the Capital Improvements Element.

- **Policy 1.10.1** A Transportation Concurrency Backlog Area (TCBA) may be established within any portion of the Urban Cluster Transportation Mobility Districts to address backlog transportation facilities.
- Policy 1.10.2 A Transportation Concurrency Backlog Plan (TCBP) shall be developed for each TCBA and shall include the following elements:
  - (a) Designated Transportation Concurrency Backlog Area
  - (b) List and map of backlog roadways and if applicable interchanges
  - (c) Analysis of the extent roadways are over capacity
  - (d) Proposed multi-modal mitigation, cost of mitigation and capacity added
  - (e) Access and Corridor Management modifications
  - (f) Local roadway connectivity plan
  - (g) Projected development and revenue
  - (h) Projected tax and multi-modal transportation fee revenue generated
  - (i) The percentage of the tax increment to be utilized for mitigation
- Policy 1.10.3 A TCBA proposed for development within a Urban Service Area, to extent permitted by law, shall be required to include in the TCBP mitigation in the form of phased frequent transit service along rapid transit corridors that connects the TCBA with a centrally located transit hub on the University of Florida campus, the Downtown transit transfer station and the Eastside Activity Center. Phased transit service shall be as follows:

- (a) Phase 1: AM and PM peak hour headways of 20 minutes for a span of service of 4 hours and off-peak headways of 40 minutes for a span of service of 6 hours.
- (b) Phase 2: AM, afternoon and PM peak hour headways of 15 minutes for a span of service of 6 hours and off-peak headways of 30 minutes for a span of service of 8 hours.
- (c) Phase 3: AM, afternoon and PM peak hour headways of 10 minutes for a span of service of 8 hours, off-peak headways of 20 minutes for a span of service of 6 hours and early morning and late evening off-peak headways of 30 minutes for a span of service of 4 hours.
- Policy 1.10.4 A Transportation Concurrency Backlog Plan for the Southwest District 1 Area may be adopted as part of the Capital Improvements Element of the Comprehensive Plan within 6 months of establishment of a Transportation Concurrency Backlog Authority pursuant to Section 163.3182, Florida Statutes. The Southwest District 1 Transportation Concurrency Backlog Plan dated October 13, 2010 will serve as a framework for the TCBP to be considered for adoption in the Comprehensive Plan.
- **Policy 1.10.5** Any TCBP adopted by the Board of County Commissioners shall be included as part of the update of the Capital Improvements Element.

#### **OBJECTIVE 1.11**

To establish the process for creation of a Transportation Special Improvement District (TSDTID) for Urban Cluster Transportation Mobility Districts, consistent with the County's home rule authority. Any Transportation Special Improvement District Plan (TSDPTIDP) adopted by the Board of County Commissioners shall be consistent with the Capital Improvements Element. The following policies establish the process for adoption of a Transportation Special Improvement District Plan (TSDPTIDP) within the Urban Cluster Transportation Mobility Districts as part of future updates to the Capital Improvements Element.

- **Policy 1.11.1** A Transportation Special Improvement District (TSDTID) may be established within any portion of the Urban Cluster Transportation Mobility Districts to fund multi-modal transportation.
- **Policy 1.11.2** A Transportation Special Improvement District Plan (TSDP TIDP) shall be developed for each TSD TID and shall include the following elements:
  - (a) Designated Transportation Special Improvement District (TSDTID)
  - (b) Proposed multi-modal transportation projects, including transit service
  - (c) Access and Corridor Management modifications
  - (d) Local roadway connectivity plan
  - (e) Projected development and revenue
  - (f) Projected tax and multi-modal transportation fee revenue generated
- **Policy 1.11.3** A TSD TID proposed for development within a Transportation Concurrency Exception Area shall be required to include in the TSDP TIDP mitigation in the form of phased frequent transit service along rapid transit corridors that connects the TSD TID with a centrally

# CAPITAL IMPROVEMENTS ELEMENT

located transit hub on the University of Florida campus, the Downtown transit transfer station and the Eastside Activity Center. Phased transit service shall be as follows:

- (a) Phase 1: AM and PM peak hour headways of 20 minutes for a span of service of 4 hours and off-peak headways of 40 minutes for a span of service of 6 hours.
- (b) Phase 2: AM, afternoon and PM peak hour headways of 15 minutes for a span of service of 6 hours and off-peak headways of 30 minutes for a span of service of 8 hours.
- (c) Phase 3: AM, afternoon and PM peak hour headways of 10 minutes for a span of service of 8 hours, off-peak headways of 20 minutes for a span of service of 6 hours and early morning and late evening off-peak headways of 30 minutes for a span of service of 4 hours.
- **Policy 1.11.4** The TSDP TIDP shall be adopted by reference under this policy and shall include the title and date of the TSD TID. The following are the adopted TSD TID:
  - (a) Reserved,
  - (b) Reserved,
  - (c) Reserved,
  - (d) Reserved
- **Policy 1.11.5** Any TSDP TIDP adopted by the Board of County Commissioners shall be included as part of the annual update of the Capital Improvements Element.

# Table 1a. Multi-modal Transportation Capital Improvements for Fiscal Year 2019-2020 to Fiscal Year 2039-2040 – Roadways and Dedicated Transit Lanes

The adopted schedule of multi-modal transportation capital improvements which covers the period from Fiscal Year 2010-2030 to Fiscal Year 2029-2030 is replaced with the following schedule which covers the period from Fiscal Year 2019-2020 to Fiscal Year 2039-2040. Dollar figures are estimates of project costs.

Project Name- Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020- 2024	FY 2025- 2029	FY2030- 2039
Ft. Clarke Blvd from Newberry Road to NW 23rd Ave	2 Dedicated Transit Lanes	0.5	NW	(2)	\$660,940	2023	2033
NW 23rd Avenue from NW 59th Terrace to NW 83 <sup>rd</sup>	Widen to 3 lane complete street	1.4	NW	(1)	\$6,984,641		
NW 23rd Avenue from NW 83rd to Ft. Clarke	Widen to 4 lanes, including bridge over I-75 + Transit Pre- emption Provisions	0.5	NW	(1)		\$17,000,000	
NW 23rd Avenue from Ft. Clarke to NW 98th St	Widen to 4 lanes	0.4	NW	(1)		\$2,260,433	
NW 23rd Avenue Extension from NW 98th St to NW 122nd St Extension	New Construction, 2 lanes	1.3	NW	(1)			\$3,292,126
NW 23rd Avenue Extension from NW 122nd St to CR 241 (NW 143rd St)	New Construction, 2 lanes	1.5	NW	(1)			\$3,798,607
NW 83rd Street from NW 39th Ave to NW 23rd St	2 Dedicated Transit Lanes	1	NW	(2)	\$2,532,400		
NW 83rd Street from NW 39th Ave to NW 46th Avenue	New roadway + 2 Dedicated Transit Lanes	0.4	NW	(2)	\$3,426,330		
NW 83rd Street Ext from Millhopper Road to Santa Fe Northern Boundary	New 2 lane roadway	0.75	NW	(2)		\$1,899,300	
NW 46th Avenue from NW 83rd St Ext to NW 91St Ext	New roadway + 2 Dedicated Transit Lanes	0.4	NW	(2)		\$3,426,330	
NW 46th Avenue from NW 91st St Ext to NW 98th St Ext	New 4 lane roadway + 2 Dedicated Transit Lanes & Bridge over I-75	0.9	NW	(2)		\$15,000,000	

# **CAPITAL IMPROVEMENTS ELEMENT**

Project Name- Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020- 2024	FY 2025- 2029	FY2030- 2039
<b>NW 46th Avenue</b> from NW 98th Ext to NW 115th Ext	New Construction, 2 lanes + Dedicated Transit Lane	0.6	NW	(1)		\$3,245,584	
<b>NW 91st St Extension</b> from Terminus to NW 46th Ext	New Construction, 4 lanes	0.25	NW	(2)		\$2,141,460	
NW 98th Street Extension from NW 39th to NW 46th Avenue	New Construction, 4 lanes	0.25	NW	(2)		\$2,141,460	
Newberry Road (SR 26) from I-75 to NW 109th Drive	Dedicated Transit Lane in median + signal upgrade	2.4	NW	(1), (3)		\$5,410,454	
Newberry Road (SR 26) from NW 109th Drive to CR 241 (NW 143rd)	Dedicated Transit Lane in median + resurface & signal upgrade	1.9	NW	(1), (3)		\$4,366,610	
<b>NW 115th St</b> from NW 39th Ave to NW 46th Ave	New Construction, 2 lanes +	0.25	NW	(1)		\$633,100	
NW 122nd St / 115th St from Newberry Road to NW 39th Ave	New Construction, 2 lanes	2.3	NW	(1)			\$8,977,212
Total Projected Cost - NW District					\$9,517,041	\$57,524,731	\$16,067,945
SW 20th Ave I-75 Bridge from SW 62nd Ave to SW 52nd Ave	Widen, 4 lanes with bridge over I-75	0.5	SW	(1), (3)	\$14,000,000		
SW 91st Street / SW 73rd Ave Extension from Archer Road to SW 88th St	New Construction, 2 lane road	0.3	SW	(2)	\$759,720		
Archer Road from SW 75th St to SW 45th St	Dedicated Transit Lane + signal upgrade	2	SW	(1), (3)		\$4,175,380	
Archer Road from SW 75th Terr to SW 91st St	Widen, 4 lanes + Dedicated Transit Lane	1.25	SW	(1), (3)		\$6,723,960	
New Road South and Parallel to Archer Road SW 63rd to Archer Road	New Construction, 2 lanes	1.5	SW	(1), (2)		\$4,611,930	
SW 57th Road from SW 75th to SW 63rd	New Construction, 2 lanes	1.4	SW	(1), (2)			\$4,304,470

# **CAPITAL IMPROVEMENTS ELEMENT**

Project Name- Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020- 2024	FY 2025- 2029	FY2030- 2039
SW 63rd/ SW 67th Ave from SW 24th Ave to Archer Road	New Construction, 2 lanes	1.9	SW	(1), (2)			\$10,885,230
<b>SW 91st St</b> from SW 46th to Archer Road	Dedicated Transit Lane	1	SW	(1)			\$2,087,690
Total Projected Cost - SW District					\$14,000,000	\$15,511,270	\$17,277,390
Hawthorne Road from SE 27th to SE 43rd	Dedicated Transit Lanes (Reconfigure existing roadway, add multi-use path)	1.1	E	(1), (3)		\$1,454,066	
Total Projected Cost - E District						\$1,454,066	

Dollar figures are estimates of project costs. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources

Table 1b. Multi-modal Transportation Capital Improvements for Fiscal Year 2019-2020 to Fiscal Year 2039-2040 – Bicycle and Pedestrian Facilities

Project Name- Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020- 2024	FY 2025-2029	FY 2030- 2039
W. University Ave from SW 75th St to East Terminus	Sidewalk facility	0.5	NW	(1), (2), (3)	\$230,000		
NW 143rd St (CR 241) from Newberry Road to NW 39th Ave	Multiuse off-road facility	1.5	NW	(1), (2), (3)	\$600,000		
<b>NW 76<sup>th</sup> Dr</b> from Tower Road to Tower Road	6 ft. Sidewalk	0.4	NW	(2)	\$225,000		
<b>NW 75<sup>th</sup> Dr</b> from NW 76 <sup>th</sup> Dr to W University Ave	6 ft. Sidewalk	0.2	NW	(2)	\$110,000		
<b>NW 76<sup>th</sup> Blvd</b> from W University Ave to Skate Station	6 ft. Sidewalk	0.3	NW	(2)	\$280,000		
Millhopper Greenway from Millhopper Road to NW 39th	Multiuse off-road facility	1.5	NW	(1), (3)		\$1,125,000	
CR 235A from end of existing sidewalk to NW 177th Ave	Sidewalk	0.4	NW	(2)		\$175,000	

# **CAPITAL IMPROVEMENTS ELEMENT**

Project Name-	Project	Project	Mobility	Funding	FY 2020-		FY 2030-
Location	Description	Length	District	Source	2024	FY 2025-2029	2039
SW 122nd St from	Multiuse						
Newberry Rd to SW	off-road	1	NW	(1), (2)		\$750,000	
8th Ave	facility						
NW 39th Ave from	Multiuse			(1) (2)			
NW 143rd St to I-75	off-road	3	NW	(1), (2),			\$1,725,000
NVV 14310 St to 1-75	facility			(3)			
Total Projected					\$1,445,000	\$2,050,000	\$1,725,000
Cost - NW District					71,443,000	\$2,030,000	71,723,000
SW 24th Ave from	Multiuse						
SW 87th to SW 77 <sup>th</sup>	off-road	0.5	SW	(1)	\$275,000		
St	facility						
Archer Road from	Multiuse						
SW 76 <sup>th</sup> Ter to SW	off-road	2.25	SW	(3)	\$1,700,000		
45 <sup>th</sup> St	facility						
Archer Braid from	Multiuse			(1), (2),			
Tower Road to Lake	off-road	1	SW	(3)	\$300,000		
Kanapaha	facility			(3)			
SW 122nd St from	Multiuse				Developer		
SW 40th Ave to SW	off-road	2	SW	(2)	funded		
24th Ave	facility				Turided		
SW 75th St from	Multiuse						
SW 73rd Way to	off-road	1.6	SW	(1)		\$850,000	
6200 Block of SW	facility	1.0	300	(1)		7030,000	
Archer Road							
SW 20th/24th Ave	Multiuse						
from Tower Road to	off-road	1.5	SW	(1)		\$180,000	
I-75	facility						
SW 122nd St from	Multiuse		6147	(4) (2)		4== 0 000	
SW 24th Ave to SW	off-road	1	SW	(1), (2)		\$750,000	
8th Ave	facility						
SW 91st St from SW	Multiuse	_	CVA	(4)			¢2.250.000
46 <sup>th</sup> Blvd to SW 8th	off-road	3	SW	(1)			\$2,250,000
Ave	facility						
SW 136 <sup>th</sup> St from W	6 ft.			(4)			4000
Newberry Rd to SW	Sidewalk	0.5	SW	(1)			\$220,000
6 <sup>th</sup> Rd		<u> </u>					
Total Projected Cost - SW District	\$2,275,000	\$1,780,000	\$2,470,000				
SE 27 <sup>th</sup> St from SE	6 ft.	1 2	_	(4)	¢E40.000		
28 <sup>th</sup> Dr to SE 39 <sup>th</sup> Pl	sidewalk	1.2	E	(1)	\$540,000		
NE 27th A	Multiuse						
NE 27th Ave from	off-road	2.7	Е	(1)		\$2,025,000	
SR 222 to SR 26	facility						

# **CAPITAL IMPROVEMENTS ELEMENT**

Project Name- Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020- 2024	FY 2025-2029	FY 2030- 2039
Kincaid Loop Connector from SE 15th to Hawthorne Road	Multiuse off-road facility	3.1	E	(1)		\$2,325,000	
<b>NE 39<sup>th</sup> Ave</b> from Airport Entrance to NE 52 <sup>nd</sup> St	6ft. Sidewalk	1	E	(1), (3)			\$450,000
Total Projected Cost - E District	\$540,000	\$4,350,000	\$450,000				

Dollar figures are estimates of project costs. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources

Table 1c. Multi-modal Transportation Capital Improvements for Fiscal Year 2019-2020 to Fiscal Year 2039-2040 – Express Transit and Capital

Project Name- Location	Project Description	Mobility District	Funding Source	FY 2020- 2024	FY 2025- 2029	FY2030- 2039
Jonesville Express	Express Transit Service from Jonesville to UF		(1), (2), (3)	\$762,615	\$1,271,025	\$2,542,050
Jonesville Activity Center Park & Ride	Park & Ride	NW	(1), (2), (3)	\$360,000		
NW 122nd Park & Ride	Park & Ride	NW	(1), (2), (3)		\$210,000	
NW 98th Area Park & Ride	Park & Ride	NW	(1), (2), (3)		\$210,000	
Ft. Clarke / I-75 Park & Ride	Park & Ride	NW	(1), (2), (3)	\$450,000		
Spring Hills Activity Center Park & Ride	Park & Ride	NW	(2)		Projected Developer Constructed	
Santa Fe Park & Ride	Park & Ride	NW	(2)		Projected Developer Constructed	
Santa Fe College Park & Ride	Park & Ride	NW	(2)		College Funded	
Northwest Express Transit Vehicles	Buses	NW	(1), (2), (3)	\$2,700,000	\$1,400,000	\$1,500,000
Total Projected Cost  – NW District				\$1,572,615	\$3,091,025	\$2,542,050
Santa Fe / Tower Express	Express Transit Service from Springhills Activity Center to Archer / Tower Activity Center	SW	(1), (2), (3)	\$381,308	\$635,513	\$1,271,025
Haile Plantation Express	Express Transit Service from Haile Plantation to UF	SW	(1), (2), (3)	\$762,615	\$1,271,025	\$2,542,050

# **CAPITAL IMPROVEMENTS ELEMENT**

Project Name- Location	Project Description	Mobility District	Funding Source	FY 2020- 2024	FY 2025- 2029	FY2030- 2039
Veterans Park, Park & Ride	Park & Ride	SW	(1), (2), (3)	\$180,000		
Tower / Archer Activity Center Park & Ride	Park & Ride	SW	(1), (2), (3)	\$360,000		
I-75 Park & Ride	Park & Ride	SW	(1), (2), (3)		\$450,000	
SW 62nd Area Park & Ride	Park & Ride	SW	(1), (2), (3)		\$210,000	
SW 91st Park & Ride	Park & Ride	SW	(1), (2), (3)		\$450,000	
Haile Plantation Park & Ride	Park & Ride	SW	(1), (2), (3)	\$180,000		
Southwest Express Transit Vehicles	Buses	SW	(1), (2), (3)	\$2,700,000	\$1,400,000	\$1,500,000
Total Projected Cost  – SW District				\$4,563,923	\$4,416,538	\$5,313,075
Eastside Express Service	Express Transit Service from Eastside Activity Center to UF	E	(1), (2), (3)	\$488,073	\$813,455	\$1,626,910
Eastside Park Park & Ride	Park & Ride	E	(1), (2), (3)		\$360,000	
East Express Transit Vehicles	Buses	E	(1), (2), (3)	\$1,200,000	\$600,000	\$650,000
Total Projected Cost  – E District				\$1,688,073	\$1,773,455	\$2,276,910

Dollar figures are estimates of project costs. Funding Sources (1) Local Sources (2) Developer Funded (3) Non-local Sources

# Table 1d-a: Transportation FY 2020-2029 - Newberry Village

Project	FY 2020- 2024	FY 2025- 2030	FY 2030- 2039	Funding Source
Newberry Village TOD Transit Operations*	\$600,000	\$1,250,000	\$2,500,000	Developer/CDD
Newberry Village Dedicated Transit Lanes from NW 23 <sup>rd</sup> Avenue to Newberry Road	\$660,940			Developer/CDD
Modifications to I-75 interchange to accommodate Transit	\$300,000			Developer/CDD

Dollar figures are estimates of project costs.

# Table 1e-b: Transportation FY 2020-2029 - SantaFe Village TOD

Project	FY 2020- 2024	FY 2025- 2029	FY2030- 2039	Funding Source
SantaFe Village TOD Transit Operations	\$750,000	\$1,750,000	\$3,500,000	Developer/CDD
SantaFe Village Transit Lanes from NW 39 <sup>th</sup> Avenue to NW 23 <sup>rd</sup> Avenue	\$2,532,500			Developer/CDD
SantaFe Village Dedicated Transit Lanes north From NW 39 <sup>th</sup> Avenue through to NW 91 <sup>st</sup> Street	\$3,426,330	\$3,426,330		Developer/CDD
SantaFe Village Greenway to Millhopper Road		\$1,125,000		Developer/CDD

#### CAPITAL IMPROVEMENTS ELEMENT

Project	FY 2020- 2024	FY 2025- 2029	FY2030- 2039	Funding Source
SantaFe Village 83 <sup>rd</sup> Street local road extension		\$1,899,300		Developer/CDD

Dollar figures are estimates of project costs.

#### Table 1f-e: Transportation FY 2020-2029 - Springhills TOD

Project	FY 2020- 2024	FY 2025- 2029	FY2030- 2039	Funding Source
Springhills TOD Transit Operations	\$1,200,000	\$2,250,000	\$4,500,000	Developer/CDD
Springhills Roadway, Trail, and Dedicated Transit Lanes specified in Policy 2.5.1(b)5 of the Future Land Use Element		\$23,161,600		Developer/CDD
Springhills Dedicated Transit Lanes north From NW 91st Street to I-75	\$3,000,000			Developer/CDD
NW 91st Street Intersection and roadway upgrade	\$500,000			Developer/CDD

Dollar figures are estimates of project costs.

# Table 2. Public School Facilities Schedule of Capacity Projects <u>for Fiscal Years 2018-2019 to 2022-2023</u>

Reserved for future updates of the Public School Facilities Schedule of Capacity Projects as provided in the Alachua County School District 5 Year District Facilities Work Program; there are no capacity projects listed in the 2012-2013 Work Program for Fiscal Years 2012-2016.

Project Description	Location		2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	Total	Funded
New Elementary A	Not specified	Planned Cost:	\$0	\$0	\$22,500,000	\$0	\$0	\$22,500,000	No
		Student Stations:	1 ()	0	773	0	0	773	
		Total Classrooms:	1 0	0	41	0	0	41	
		Gross Sq. Ft:	0	0	114,081	0	0	114,081	

Dollar figures are estimates of project costs.

Source: Alachua County Public Schools, 5-Year District Work Plan for Fiscal Years 2018-2019 to 2022-2023, November 2018.

Note: The new elementary school identified in Table 2 above is identified in the adopted 2018-2019

Five-Year District Work Program as an unfunded project for the 2021-2022 school year.

According to the Alachua County Public Schools 2019 Annual Concurrency Report (February 2019), with the passage of the County schools sales tax referendum in 2018, the funding and programming of this new elementary school will be of primary importance in the 2019-20 Five Year District Facilities Work Plan scheduled to be adopted by October 1, 2019.

# **CAPITAL IMPROVEMENTS ELEMENT**

# Table 3. Recreation Facilities Schedule of Capital Improvements, for Fiscal Years 2018-2019 to 2022-2023 FY 2011 - FY 2015

**Note:** The existing schedules of recreation capital improvements which covers the period from Fiscal Year 2010-2011 to Fiscal Year 2014-2015 is replaced with the following schedule which covers the period from Fiscal Year 2018-2019 to Fiscal Year 2022-2023. Dollar figures are estimates of project costs.

#### **Activity-Based Recreation**

Project Name and Description	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	Total FY 19-23
Squirrel Ridge Park Restroom	\$194,043 (GF)					\$194,043
Squirrel Ridge Park Shade Shelter	\$102,463 (PIF)					\$102,463
Jonesville Park Storage Building	\$110,293 (PIF)					\$110,293
Jonesville Park Restroom	\$197,646 (PIF)					\$197,646
Veterans Park Splash Pad	\$75,000 (PIF)	\$100,000 (PIF)	\$100,000 (PIF)			\$275,000

Dollar figures are estimates of project costs.

PIF = Park Impact Fees

GF = General Fund

# **CAPITAL IMPROVEMENTS ELEMENT**

Table 3 (continued). Recreation Facilities Schedule of Capital Improvements, <u>Fiscal Years</u> 2019 to 2023 FY 2011 – FY 2015

#### **Resource-Based Recreation**

Project Name & Description	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	Total FY19-23
Mill Creek Preserve Educational signs	\$3000 (GF/ACF/T)					\$3000
Sweetwater Preserve Trailhead/parking area & stormwater pond	\$129,000 (ACF/GF/G)					\$129,000
Barr Hammock Preserve Trails, amenities, landing overlook, interpretive signs, boardwalk over Levy canal, Levy overlook.		\$20,000 (ACF/GF/G)	\$70,000 (G/ACF)	\$51,000 (G/ACF)		\$141,000
Lake Alto Preserve Tree Frog Trail boardwalk					\$40,000 (GF)	\$40,000
Phifer Flatwoods Preserve Turpentine Trail boardwalk, Phifer Additions trailhead		\$40,000 (T/G)			\$5200 (T/G/GF)	\$45,200
Watermelon Pond Trail head and viewing areas	\$5,000 (ACF/GF)					\$5000
Turkey Creek Hammock Develop parking area/trailhead, entrance, marsh overlook, fitness trail, Wildlife observation platform, boardwalk	\$110,800 (ACF/GF/T)	\$5,000 (ACF/G/T)			\$200,000 (ACF/G/DON)	\$315,800
Four Creeks Trailhead, parking, kiosk, signage	\$30,000 (WSPP)					\$30,000
Buck Bay Flatwoods (Cox & Moore Tract)		\$13,900 (T,GF, ACF)				\$13,900

Dollar figures are estimates of project costs.

GF = General FundACF = Alachua County ForeverG=GrantDON = Private Donation WSPP = Wild Spaces Public Places Sales Tax<u>T=Timber Revenue</u>

In addition to the planned projects listed above, additional recreation projects will be identified and funded out of the Alachua County Wild Spaces Public Places (WSPP) voter-approved sales tax revenues.

#### GOAL 1

<u>PROMOTE</u> ENHANCE THE ECONOMIC PROSPERITY OF ALL CITIZENS OF ALACHUA COUNTY, <u>ADDRESS</u> <u>ECONOMIC EQUITY</u>, AND EXPAND AND DIVERSIFY THE COUNTY'S TAX BASE.

#### **OBJECTIVE 1.1 - ECONOMIC DIVERSITY AND SUSTAINABILITY**

Diversify the County's economy. Achieve a diversified and sustainable economic base in Alachua County to minimize the vulnerability of the local economy and to provide economic opportunity for all segments of the population that shall include strategies to achieve the elimination of disparities identified in the "Understanding Racial Inequity In Alachua County" Report (2018) and attract and retain high-quality employers and employees within the workforce.

. . .

Policy 1.1.5 Alachua County shall expand its economic base by creating an environment which encourages job skills training, education and entrepreneurship through strong partnerships with <a href="Mailto:CareerSource North Central Florida">CareerSource North Central Florida</a> Florida Works, the University of Florida, Santa Fe College, the School Board of Alachua County, <a href="YouthBuild/Institute for Workforce Innovation">YouthBuild/Institute for Workforce Innovation</a>, and related organizations that provide education and training to the community.

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# **OBJECTIVE 1.2 - ECONOMIC DEVELOPMENT STRATEGY**

Provide a comprehensive economic development strategy for Alachua County.

Policy 1.2.1 Alachua County shall encourage the allocation of resources for the retention, expansion and development of local business and the recruitment of businesses and industries. Priority shall be given to the retention, expansion and development of local businesses.

This strategy shall include support for efforts to provide expanded opportunities for education, including jobs-related skills training, to increase workforce participation and better employment opportunities for populations that are experiencing economic disparities identified in the "Understanding Racial Inequity In Alachua County" Report (2018).

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Policy 1.2.3 Alachua County shall pursue an integrated approach to economic development that includes citizen input and addresses the needs of the County. The County shall support and coordinate the activities of the County's Economic Development Advisory Committee in the development and implementation and periodic update of the strategic plan for county-wide economic development. This integrated approach shall include components

that address the disparities identified in the "Understanding Racial Inequity In Alachua County" Report (2018).

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Policy 1.2.5 The Alachua County department or the agency contracted to implement this plan shall collaborate with local economic development organizations to develop an annual a program to retain, expand and develop local businesses. This program shall also explore opportunities for attracting appropriate businesses and industries. This program shall encourage the availability of economic opportunities for all segments of the community, monitor and reduce the extent of underemployment in the community and address economic disparities, recruit businesses and industries that will utilize and train the local labor force as their employees, and retain existing talented workforce.

This program shall:

- (a) Provide current informational material to prospective businesses and industries that includes but is not limited to:
  - (1) An inventory of available commercial and industrial land and vacant buildings.
  - (2) Analysis of labor force characteristics and needs.
  - (3) Availability and cost of electricity, water, sewer, natural gas, <u>broadband</u> <u>communications</u> and essential infrastructure, <u>and any programs or incentives</u> to reduce these costs.
  - (4) Analysis of community characteristics (e.g., quality of public schools and cultural amenities).
  - (5) Provide site location and development review assistance.
- (b) Advise the Local Planning Agency and the Board of County Commissioners on economic development issues that affect comprehensive planning and land development regulation activities.
- (c) Participate in the review of grant proposals relating to economic development.
- (d) Provide a review of barriers to employment and economic prosperity (e.g., transportation, child-care, education, employability and health-care) and <u>identify</u> specific ways to overcome those barriers.
- Policy 1.2.6 Alachua County shall pursue incentive programs such as Tax Increment Financing (TIF), Community Development Block Grant (CDBG), Qualified Target Industry Tax Refund program, an impact fee financing fund, a revolving capital loan fund, and land acquisition that will allow businesses and employers to invest in retaining and creating high wage job

opportunities and value-added businesses. Alachua County shall study economic incentives utilized by various communities and seek to implement those incentives that are appropriate for Alachua County.

- (a) In order to determine whether incentives are provided to a project, the County shall conduct a cost/benefit assessment of any financial incentives proposed to be provided by the County to support the retention, expansion or development of local business or to attract new business. Such an assessment shall factor in the financial costs as well as the social equity, contributions toward the elimination of racial or economic disparities, and environmental impacts of proposed incentives.
- Policy 1.2.7 Alachua County, or the agency contracted to implement its economic development strategy, shall establish criteria for ranking future economic development proposals/initiatives and requests for funding from economic development organizations based on their contributions to sustainable economic development and to the extent consistent with legally mandated program criteria, contributions towards the elimination of disparities.

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Policy 1.2.10 Alachua County recognizes the business incubators such as the Gainesville Technology Enterprise Center (GTEC) as valuable economic assets to the community and shall supports encourage the development of additional incubators and similar ventures throughout the community; expansion, development and recruitment of appropriate businesses and industries is encouraged, where consistent with the Future Land Use Element. The County shall strive to retain in the community the businesses that are established and grow from the incubators by assuring that an adequate amount of land properly designated for manufacturing and commerce activities related to the incubated enterprises is available.

- **Policy 1.2.13** Alachua County shall support the development and expansion of small and minorityowned businesses as a means to address economic prosperity and racial and economic disparities.
- Policy 1.2.14 To further support local, and minority-owned, and women-owned business efforts, Alachua County's purchasing policies procedures shall provide the maximum opportunity for increased participation by local, small, and minority-owned, and women-owned businesses. A local business is one that includes employment of the local workforce by the business within Alachua County.

Policy 1.2.15 Alachua County shall maintain a system for registering all businesses operating in the County.

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- Policy 1.2.17 Alachua County shall initiate efforts and support the efforts of other agencies to obtain grant funding (e.g., Community Development Block Grants, community development financing institutions, etc.) and other sources of funds designed to assist local economic development projects.
- Policy 1.2.18 A comprehensive annual "State of Alachua County's Economy" report shall be presented to the Board of County Commissioners. This document shall review the economic indicators of the local economy and the impact of economic development efforts on the goals and objectives outlined in this plan. This report shall be developed by the County in coordination with local economic development entities such as the Chamber of Commerce/CEO, with input from the appropriate County advisory committees such as the Economic Development Advisory Committee. This report shall include items such as: at a minimum:

A review of the annual economic development program for Alachua County as it relates to the objectives and policies set forth in this Economic Element, including activities established to address economic opportunity and elimination of disparities as identified in the "Understanding Racial Inequity In Alachua County" Report (2018).

The County shall also monitor:

- (a) Recommendations concerning identified infrastructure needs to support economic development efforts; this information shall be considered as part of the annual update of the Capital Improvement Program.
- (b) A report of existing business expansions and new business starts within the County.
- (c) A report on businesses attracted to the County through the recruitment efforts of Alachua County.
- (d) A report on vocational training opportunities, including identification of needed job skills reported by businesses during the recruitment or expansion process.
- (e) The number of new jobs created.
- (f) A report on the costs and benefits to the County, as well as the effectiveness, of any incentives provided by the County to support the retention or expansion of existing businesses or to develop or attract new business.
- (g) A report on the effectiveness of the economic development program in improving the economic well-being of the unemployed poor, including those not covered by

general unemployment statistics <u>such as those measures established to address</u> <u>economic opportunity and elimination of disparities identified in the</u> "Understanding Racial Inequity In Alachua County" Report (2018).

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#### **OBJECTIVE 1.4 - EDUCATION AND EMPLOYMENT**

Coordinate educational, vocational, and technical training opportunities with the needs of new and existing employers. In collaboration with other institutions, create an environment in which all residents may become as self-sufficient as possible, through educational and employment opportunities with a goal to address economic opportunity and eliminate disparities identified in the "Understanding Racial Inequity In Alachua County" Report (2018).

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- Policy 1.4.2 Alachua County shall foster collaboration among the workforce development organizations and the educational institutions, the employees and employers to ensure that the skills of the County's labor force closely match align with the demand for labor force needs of employers and also to enhance the skills needed to improve the economic well-being and opportunity for all population segments within Alachua County.
- Policy 1.4.3 Alachua County shall, as referenced in the County's Strategic Plan for Sustainable Economic Development, collaborate with local workforce development organizations and educational institutions to expand vocational skills training and provide entrepreneurial opportunities for students. This collaboration shall include goals to prepare students for post-secondary employment in such areas as special skills training, targeted industries training and vocational skills training and internships, in collaboration with Florida Works, Santa Fe College, the School Board, the University of Florida, the business community and other agencies. Priority should be given to those locations and populations that have the highest indicators of disparities with respect to economic well-being identified in reports such as the "Understanding Racial Inequity In Alachua County" Report (2018).

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#### **OBJECTIVE 1.5 - EXPAND ECONOMIC OPPORTUNITIES AND REDUCE POVERTY**

Provide sustainable economic opportunities for all segments of Alachua County with a goal to eliminate disparities identified in the "Understanding Racial Inequity In Alachua County" Report (2018). Particular emphasis shall be given to activities which increase economic opportunities for persons at or near the poverty level and to activities which redevelop economically distressed and under-utilized areas. Alachua County shall utilize the following indicators:

- a. per capita incomes for Alachua County.
- b. percentage of persons living at or below the poverty level.

#### **ECONOMIC ELEMENT**

c. unemployment rates.

Policy 1.5.1 Alachua County shall support existing businesses and encourage new business development in economically distressed areas of the County by coordinating with other economic development initiatives at the local, state, or regional level. In particular CareerSource NCF should be engaged as a partner in coordinating job expansion initiatives.

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**Policy 1.5.3** The County shall pursue funding opportunities, including grants and other funding sources, for the extension of essential infrastructure to encourage development or redevelopment in specific economically distressed areas <u>identified in the "Understanding Racial Inequity In Alachua County"</u> Report (2018).

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- Policy 1.5.5 Businesses and industries that are willing to participate in the training of skilled and unskilled workers through the local Workforce Investment Act (WIA) Workforce Innovation and Opportunity Act (WIOA) and/or other similar programs, shall be given a high priority in recruitment efforts and strongly encouraged to locate in Alachua County, and in provision of support for expansion of existing business.
- **Policy 1.5.6** Alachua County shall support and encourage the development of public/private partnerships which assist small and minority-owned businesses that may otherwise not have access to adequate start-up capital.

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Policy 1.5.8 Alachua County shall collaborate with local businesses and organizations, including builders, developers, contractors and labor unions, to create or support programs that enhance apprenticeship opportunities for vocational trades as part of the efforts to achieve economic equity. Recognizing the importance of State or Federally registered apprenticeship programs in workforce development, Alachua County shall explore adding consideration of employer apprenticeship programs as a factor to be included in its purchasing policies.

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**Policy 1.5.11** Alachua County shall promote affordable, diverse housing choices throughout the community to enhance the viability of the workforce to meet the needs of the workforce.

#### PUBLIC SCHOOL FACILITIES ELEMENT

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#### **OBJECTIVE 2.3 - SCHOOL CONCURRENCY SERVICE AREAS**

The County shall, in coordination with the SBAC and municipalities within the County, establish School Concurrency Service Areas (SCSAs), as the areas within which an evaluation is made of whether adequate school capacity is available based on the adopted LOS standards.

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#### **Policy 2.3.2** Criteria for School Concurrency Service Areas

SCSAs shall be established to maximize available school capacity and make efficient use of new and existing public schools in accordance with the LOS standards, taking into account minimization of transportation costs, limitations on maximum student travel times, the effect of court approved desegregation plans, and recognition of the capacity commitments resulting from the development approvals by the local governments within Alachua County.

SCSA boundaries shall consider the relationship of school facilities to the communities they serve including reserve area designations and extra territorial areas established under the "Alachua County Boundary Adjustment Act" and the effect of changing development trends.

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#### **OBJECTIVE 3.7 - COORDINATE SUPPORTING INFRASTRUCTURE**

The County shall coordinate with the SBAC plans for supporting infrastructure.

**Policy 3.7.1**Coordination of Planned Improvements

As part of the annual review and update of the Capital Improvements Element, the County shall consider infrastructure required to support new school facilities.

#### **Policy 3.7.2** Address Disparities in Public School Facilities

The County shall review the School Board's annual Five Year Work Program and Educational Plant Survey to provide input and ensure that adequate school building conditions and design are provided districtwide, recognizing that the conditions of the physical learning environment are related to the equitable treatment of students.

#### **OBJECTIVE 4.4 - SCHOOL SITE SELECTION, EXPANSIONS AND CLOSURES**

The County, in conjunction with the SBAC, shall implement an effective <u>and equitable</u> process for identification and selection of school sites and for the review of significant expansions and closures.

# PUBLIC SCHOOL FACILITIES ELEMENT

# PUBLIC SCHOOL FACILITIES ELEMENT DEFINITIONS

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Alachua County Boundary Adjustment Act — The special act of the Florida Legislature addressing annexations and intergovernmental coordination on planning for annexations in Alachua County. [Codified at Chapter 225 of the Alachua County Code of Ordinances]

#### **COMMUNITY HEALTH ELEMENT**

**GOAL** 

PRESERVE THE HEALTH OF ALACHUA COUNTY RESIDENTS <u>AND PROMOTE HEALTH IN ALL POLICIES AND SERVICE INITIATIVES AFFECTING ALL ASPECTS OF THE BUILT ENVIRONMENT,</u> BY FACILITATING HEALTH CARE DELIVERY, IMPROVING THE <u>EQUITY AND</u> LIVABILITY OF THE COMMUNITY, AND PROVIDING ALL ALACHUA COUNTY RESIDENTS OPPORTUNITIES FOR ACTIVE LIVING.

#### **OBJECTIVE 1.1**

Promote coordination among local health systems and entities.

- Policy 1.1.1 Alachua County will promote and support community health and wellness through policy coordination with national, state and local health programs and the local provision of health services, including coordination with municipalities, with the County Health Department, Alachua County Fire Rescue, higher education institutions, UF, School Board of Alachua County (SBAC), and other community based health care providers including but not limited to safety net providers. Develop ongoing channels for cross-department collaboration, including interdepartmental task forces, cross-sector trainings, and formal and ad-hoc working groups; coordinate Plan implementation with all relevant departments.
- Promote co-location of health programs and services, particularly in underserved areas and in Transit Oriented Development areas, thru county facilities project plans and including incentives in community funding programs. Alachua County will support and promote equitable access to health care services and the safety net system for the County's underserved population with transportation systems and transportation-assistance programs that enable low-income residents to access comprehensive health care including mental health, dental health and primary care.
- **Policy 1.1.3** Utilize the Health Needs Assessment [HNA] and other data to identify areas in need of facilities to meet such needs as a <u>community federally qualified</u> health centers to provide outpatient medical, <u>dental</u>, and mental health services for low-income populations and other special populations in need; based on this analysis assist with grant efforts to obtain adequate funding.
- **Policy 1.1.4** Planning for public health clinics should include provision of complementary services, such as mental health, dental health, maternal health, OB/Gyn services providing Well Child medical care and related social services.
- Policy 1.1.5 Promote coordination among providers of transitional housing <u>and transportation</u>
  <u>assistance</u> with health care service providers to address special health needs of the homeless <u>and the transportation disadvantaged</u> upon release from hospital.

#### **COMMUNITY HEALTH ELEMENT**

**Policy 1.1.6** The Future Land Use Element shall include provisions in land use categories for mixed uses to allow co-location for <u>senior housing</u>, <u>transitional housing</u>, nursing homes, assisted living facilities and group homes for special needs population in proximity to health services.

- Policy 1.1.7 Alachua County and community based health care providers shall pursue grant funding to ensure evidence-based health promotion, reproductive health, community paramedicine, and chronic disease self-management programs are carried out at the community level through schools, <u>public library branches</u>, senior centers, nutrition programs, senior housing projects, <u>private residences</u>, faith-based groups, and other community based health care providers.
- Policy 1.1.8 Alachua County shall promote Public Safety for a healthy community through coordinating with the Community Traffic Safety Team and the Bicycle Pedestrian Advisory Board to pursue funding for a Pedestrian Safety Action Plan to address safety issues and disabled access, and to minimize traffic hazards and reduce crashes, injuries and fatalities through design of complete streets. To the maximum extent feasible, Alachua County will assist community and private efforts in applying GIS-enabled pedestrian walkability audit tools to collect and quickly analyze pedestrian infrastructure characteristics so that planners, health organization partners and practitioners, policy makers, and community members can make more effective decisions to improve safe environments for walkability.

# **OBJECTIVE 1.2**

Develop and maintain ongoing County programs and infrastructure designed to support sustainable community health.

- **Policy 1.2.1** Promote a healthy community by planning for and implementing a connected system of walkways and bikeways which will provide alternative modes of transportation while also encouraging recreation, fitness, physical activity and exposure to the natural environment.
- Policy 1.2.2 Develop and encourage <u>civic engagement and</u> volunteer opportunities in community projects that promote community health. Examples of such programs include <u>health care provider volunteerism</u>, creek and lake clean-ups, walk-to-school groups, <u>Habitat for Humanity</u>, and helpers for the elderly or disabled.
- Policy 1.2.3 Increase access to health-promoting foods and beverages in the community. Form partnerships with organizations or worksites, such as <a href="mailto:employers">employers</a>, health care facilities and schools, to encourage healthy foods and beverages. <a href="Connect with UF/IFAS Extension">Connect with UF/IFAS Extension</a> Office for support in nutrition, horticulture, seasonal produce information and healthy lifestyle programming.

#### **COMMUNITY HEALTH ELEMENT**

**Policy 1.2.4** Promote a healthy community by providing for Aging in Place in residential development designs by allowing a mix of housing types and housing units that take into account visitability criteria and encourage Universal Design.

**Policy 1.2.5** <u>Incorporate CPTED (Crime Prevention Through Environmental Design) principles in designing new parks or renovating existing ones, and in County facilities exterior spaces.</u>

#### **OBJECTIVE 1.3**

Promote a healthy community by providing for <u>healthy weight management</u> <del>obesity prevention</del> and prevention of <u>obesity and</u> other chronic <u>conditions</u> <u>illnesses</u> <u>by addressing nutrition and the built</u> environment.

- **Policy 1.3.1** Alachua County shall promote access to healthful, affordable and nutritious food.
  - **Policy 1.3.1.1** Promote food security and public health by encouraging locally-based food production, distribution, and choice in accordance with the Future Land Use Element.
  - **Policy 1.3.1.2** Alachua County shall consider programs to encourage property owners to make use of vacant properties as community gardens.
  - **Policy 1.3.1.3** Continue to offer support for home and community gardening through programs offered by USDA Farm to School Programs and the Alachua County Extension Office and target low-income and populations at high-risk for health disparity for programs promoting gardening, healthy food access and nutrition improvement.
  - **Policy 1.3.1.4** Alachua County shall discourage the sale of less healthy foods and beverages as defined by Institute of Medicine within local government facilities including recreational areas.
  - Policy 1.3.1.5 Support food banks, pantries, and other sources that help provide food assistance to low income residents so that all families, seniors, schools, and community-based organizations are able to access, purchase, and increase intake of seasonal and fresh fruits, vegetables, and other nutritious foods.
  - **Policy 1.3.2.** Alachua County shall partner with local organizations and develop standards to promote community food systems.
  - **Policy 1.3.2.1.**Standards and regulations for community agriculture shall be developed in coordination with the UF IFAS and Extension agents and local and regional agricultural organizations according to regulations of the Florida Department of Agriculture and the USDA. Existing standards will be utilized to the greatest extent possible.
  - **Policy 1.3.2.2.** As provided in the Future Land Use and Energy Elements, Alachua County shall promote and develop standards for uses, including produce stands, farmers markets and food cooperatives, to facilitate location of fresh produce providers within or in close proximity to residential areas.

#### **COMMUNITY HEALTH ELEMENT**

- **Policy 1.3.2.3.** Alachua County shall utilize economic development tools including public/private partnerships, and site facilitation, to promote location of grocery stores and Farmers Markets in proximity to underserved areas.
  - (a) Coordinate with Regional Transit System [RTS] and other public transit providers to facilitate access to food shopping for low income transportation disadvantaged residents through incentives.
  - (b) Encourage farmers' markets and other healthy food retailers to accept federal nutrition programs such as WIC and SNAP (food stamps) and encourage information distribution via county offices and website. Continue to work with local organizations to offer incentives for utilizing the nutrition programs.
  - (c) Alachua County shall consider a program for partnerships for healthy corner stores, and incentives to attract grocers to food deserts.
- Policy 1.3.2.4. Alachua County shall work to implement the 2009 Hunger Abatement Plan and future updates, and shall provide technical assistance for community food access studies.

  Seek to eliminate food insecurity in Alachua County by 2050, and in the next 5 years increase community partnerships to meet food security goals. Encourage public and private efforts that support culturally appropriate food opportunities, including grocery stores, farmers markets, food banks and nutrition programs, especially to meet the nutritional needs of infants, children, elders, and other vulnerable populations in their neighborhoods. [Preliminary measures subject to refinement in study required by Energy Element (ENE) Policy 6.1.1.1.]
- **Policy 1.3.2.5.** Alachua County should encourage edible landscaping (i.e., fruit trees and <u>shrubs</u> scrubs) for landscaping requirements through appropriate policy and standards of the ULDC. (Staff note: this edit is to correct a typo)
- **Policy 1.3.2.6.** Alachua County community planning efforts and the CHOICES community support programs will encourage participation by health coalitions and networks to create environments that support enjoyable, healthy eating, physical activity and a positive self-image.
- Policy 1.3.3 Alachua County shall implement a Health in All Policies approach in order to use the built environment to promote the health and wellbeing of its citizens and reduce chronic disease
- Policy 1.3.3.1 As a part of implementing a Health in All Policies approach, Alachua County should continue to include local health agencies in developing county planning policies and development standards for the built environment in order to address health impacts.
- <u>Policy 1.3.3.2</u> Alachua County will promote children's health by encouraging and supporting land uses in the environment surrounding schools and parks and on travel routes to

#### **COMMUNITY HEALTH ELEMENT**

schools and parks that complement and strengthen other formal programs, such as Safe Routes to Schools and Safe Routes to Parks.

Policy 1.3.3.3 Alachua County will promote a healthy community by developing convenient, safe, and attractive opportunities for physical activity for residents of all ages and income, as part of their daily activities.

#### **OBJECTIVE 1.4**

Promote a healthy community by enhancement of school-based health promotion and activities, including for persons with special needs.

- Policy 1.4.1 The County should partner with education and governmental organizations to encourage community access to health information and education. Examples include the School Board of Alachua County, UF, Santa Fe College, higher education institutions, Alachua County Library District, the Children's Trust of Alachua County, the State of Florida, and the various private and public educational and health programs available to the Alachua County community. Alachua County should help promote participation in the Teen Safe Driving Coalition.
  - **Policy 1.4.2** Alachua County will assist efforts to promote Safe Routes To Schools consistent with the Transportation Mobility and Public Schools Facilities Elements.
  - **Policy 1.4.3** Co-location of Schools and parks shall be encouraged consistent with the Recreation Element.
  - Policy 1.4.4 Community partnerships for children's advocacy will be a focus of County programs.

    Promote the use of schools as food distribution sites to increase food security for students and families. Examples include back-pack programs and school-based food pantries.

#### **OBJECTIVE 1.5**

Develop a reporting and monitoring system of indicators designed to assess Alachua County' progress toward sustainable community health, including patient centered primary and hospital care, dental, mental, <u>substance abuse</u> and vision care.

- Policy 1.5.1 To assist in planning and coordinating the delivery of countywide healthcare services, Alachua County Health Care Advisory Board, County departments and community partners shall utilize the Health Needs Assessments [HNA], the Alachua County Health and Human Services Master Plan 2005-2015 and Alachua County Health Department DOH Strategic Plan, to provide policy-makers with findings and recommendations that help strengthen local partnerships and reduce achieve health equity inequalities, and apply this information in decision making processes.
- **Policy 1.5.1.1** Develop geographically indexed community health indicators designed to measure the County's progress toward a sustainable, efficient and effective community

#### **COMMUNITY HEALTH ELEMENT**

partnership system for community health. These indicators should also include data to help ensure appropriate services in convenient locations to address the health needs of different segments of the County population in a culturally responsive manner.

- Policy 1.5.1.2 Use these community health indicators to inform long-term, mid-term (strategic), and budgetary decision-making. Recognize the importance of County services to local community character and sustainability by planning for and integrating public safety and health services into both short- and long-term planning and the budgeting process. Include consideration of health criteria and impacts as part of capital projects planning, to ensure consideration of health equity. [For example, by improving safe and active transportation].
- Policy 1.5.1.3 Alachua County will work with County Health Department and other health agencies and non-profit health organizations to determine community design impacts on public health. When feasible, proposals and programs will be reviewed with a Health Impact Assessment. Develop criteria in ULDC for conducting health impact assessments as part of review of development plan applications where appropriate in order to understand and address public health implications of significant projects.

#### **OBJECTIVE 1.6**

Reduce the prevalence and incidence of substance abuse and strive for a drug-free community.

- **Policy 1.6.1.** The County should partner with agencies and community organizations for education, prevention, harm reduction and treatment programs to reduce substance abuse in all neighborhoods and workplaces.
- Policy 1.6.2. Alachua County shall coordinate substance abuse programs and policies with local health organizations including Tobacco Free Alachua, University of Florida Health Street, and the HPW Coalition.
- **Policy 1.6.3.** Alachua County will reduce and maintain low nicotine, tobacco, alcohol, and drug abuse, and drug related crime rates.
- Policy 1.6.4. Support efforts to reduce exposure to second-hand tobacco smoke in indoor and outdoor areas, particularly where vulnerable populations, such as children and seniors are likely to be present.
- **Policy 1.6.4.1** Encourage and support local jurisdictions in establishing smoke-free parks and recreational areas.
- Policy 1.6.4.2 Encourage and support cities, workplaces, and multiunit housing to reduce residents'

  exposure to secondhand smoke by banning use on government property and public spaces and events, including outdoor dining and service areas, entryways, farmers' markets, plazas, and community street fairs.

#### **COMMUNITY HEALTH ELEMENT**

Policy 1.6.5. Coordinate with cities and other stakeholders to establish tobacco free housing, and prohibit smoking including electronic delivery systems in multi-family residential

- **Policy 1.6.5.1** Promote tobacco free multiunit housing which shares common walls, such as apartments, duplexes, townhouses, row houses, and condominiums.
- **Policy 1.6.6.** Create a tobacco retail licensing policy that earmarks a portion of the license fee for compliance checks.
- Policy 1.6.7 Consider the potential negative impacts of proposed uses involving selling or serving alcohol, tobacco products, electronic delivery systems, or any other controlled substance of a similar nature when a proposed site's proximity to other such uses and to youth serving facilities would result in negative impacts. Establish standards for mitigation of impact or restriction of sales.
- <u>Policy 1.6.7.1</u> Encourage and support cities to restrict the number of tobacco and electronic delivery systems retailers near schools, other youth-populated areas, and areas with a high density of existing tobacco retailers.
- Policy 1.6.8. Encourage and support cities, workplaces, and multiunit housing to include limitations or restrictions on electronic smoking devices in all (existing) smoking and tobacco policies, regulations, and educational programs.
- Policy 1.6.8.1 Support the elimination of the sale and distribution of mentholated cigarettes and/or other flavored tobacco including electronic nicotine delivery products.
- <u>Policy 1.6.9</u> Support and increase the number of programs, clinics, and social service agencies that <u>implement evidenced-based tobacco cessation treatment services.</u>

#### **OBJECTIVE 1.7**

Increase equitable access to affordable mental health services.

housing.

- Policy 1.7.1. Alachua County shall coordinate with service providers and community organizations to promote Mental Health First Aid and other support programs for children, youth, seniors and at-risk populations.
- Policy 1.7.2. Alachua County will support community efforts to provide mentoring of youth in partnership with SBAC, after school non-profit organizations, and the Institute for Workforce Innovation.
- **Policy 1.7.3.** Alachua County will support efforts of health professionals to identify populations atrisk to target mental health services.

#### **OBJECTIVE 1.8**

Increase equitable access to affordable dental health services.

#### **COMMUNITY HEALTH ELEMENT**

Policy 1.8.1. Alachua County shall coordinate with service providers and community organizations to promote and support dental health programs for children, youth, working-age adults, and older adults.

- **Policy 1.8.2.** Alachua County will support efforts of health professionals to identify populations at high risk for dental diseases and conditions to target dental health services.
- Policy 1.8.3. Alachua County shall support school-based dental screening, prevention, education and treatment programs in high-risk schools in collaboration with service providers and community organizations.
- Policy 1.8.4. Alachua County shall support dental screening, prevention, education, and treatment programs for older adults in nursing homes, assisted living facilities, and other community centers.
- **Policy 1.8.5.** Alachua County shall encourage County-wide community water fluoridation.

#### **OBJECTIVE 1.9**

Alachua County shall support programs to reduce poverty and its effects.

- Policy 1.9.1. Encourage coordinated service delivery for food, housing, transportation, health and dental care, and other basic necessities for people and families in need, including support of the safety net. Identify and support community based programs and services that address health risks resulting from abuse, poverty, homelessness, and untreated medical conditions. Encourage collaboration between existing partners, prioritize funding initiatives, and organize community resources to intervene for vulnerable individuals to create a comprehensive safety net.
- **Policy 1.9.2.** Contribute to efforts that help people meet their basic needs, maintain their independence as long as possible, and remain in their neighborhoods of choice.
- Policy 1.9.3. Allow temporary shelter for those who are homeless and invest in services and programs that provide a pathway to permanent housing.
- **Policy 1.9.4.** Develop an increased level of emergency preparedness among all segments of the population to help coordinate governmental response and recovery efforts that seek to minimize the adversity of a major emergency or disaster.

#### **COMMUNITY HEALTH ELEMENT**

#### **COMMUNITY HEALTH ELEMENT DEFINITIONS**

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Corner Store- Typically defined as a small-scale store that sells a limited selection of food and other products. These businesses are also referred to as convenience stores or bodegas. (United States Department of Agriculture, Healthy Corner Stores Guide)

**Food desert** - A geographic area where residents have limited access to affordable, healthy food options (especially fresh produce) determined by low income and distance to major supermarket locations. Food deserts are based on USDA data with low income census tracts determined by a poverty rate of 20% or higher, or tracts with a median family income less than 80% of median family income for the state or metropolitan area. Food deserts are low-income census tracts where at least 500 people and/or at least 33 percent of the census tract's population reside more than 1 mile (urban) or 10 miles (rural) from the nearest supermarket.

Health Equity - Everyone has a fair and just opportunity to be healthier. This requires removing obstacles to health such as poverty, discrimination, and their consequences, including powerlessness and lack of access to good jobs with fair pay, quality education and housing, safe environments, and health care.

Health Impact Assessment- A process that helps evaluate the potential health effects of a plan, project, or policy before it is built or implemented. HIA brings potential positive and negative public health impacts and considerations to the decision-making process for plans, projects, and policies that fall outside traditional public health arenas, such as transportation and land use. An HIA steps provides practical recommendations to increase positive health effects and minimize negative health effects:

Screening (identifying plan, project, or policy decisions for which an HIA would be useful).

Scoping (planning the HIA and identifying what health risks and benefits to consider).

Assessment (identifying affected populations and quantifying health impacts of the decision).

Recommendations (suggesting practical actions to promote positive health effects and minimize negative health effects).

Reporting (presenting results to decision makers, affected communities, and other stakeholders).

Monitoring and evaluation (determining the HIA's impact on the decision and health status)

#### **ENERGY ELEMENT**

#### **GOAL**

REDUCE GREENHOUSE GAS EMISSIONS AND FOSSIL FUEL CONSUMPTION; MITIGATE THE EFFECTS OF RISING ENERGY COSTS; AND PROMOTE THE LONG-TERM ECONOMIC SECURITY OF ALACHUA COUNTY THROUGH ENERGY CONSERVATION, ENERGY EFFICIENCY AND RENEWABLE ENERGY PRODUCTION.

#### **STRATEGY**

#### **Priority 1**

Practice energy conservation.

#### **Priority 2**

Maximize energy efficiency.

#### **Priority 3**

Promote and invest in renewable energy production.

#### 1.0 REDUCTION GOALS

#### **OBJECTIVE 1.1**

Reduce countywide greenhouse gas (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.

Policy 1.1.3 As water conservation contributes to the reduction of greenhouse gas emissions, reduce total water consumption in Alachua County by 10% from 2010 levels by 2020 through the policies of the Conservation and Open Space and Potable Water and Sanitary Sewer Elements. In addition to changes in total consumption, the County, in coordination with potable water suppliers, shall track and report on indicators of improvements in efficiency such as rates of participation in voluntary conservation programs like Florida Water Star<sup>SM</sup>, reductions in potable water use per capita, increased use of reclaimed water for irrigation purposes, or other similar measures.

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#### 2.0 THE BUILT ENVIRONMENT

#### **OBJECTIVE 2.2 - County Government**

The County shall explore new opportunities and adopt measures to conserve energy, maximize energy efficiency and use renewable energy in County facilities.

- **Policy 2.2.1**Weatherize all County buildings to the maximum extent practical.
- **Policy 2.2.2** The County shall incorporate into its annual Capital Improvements budget a category for energy <u>and water</u> conservation and efficiency projects for County facilities.

#### **ENERGY ELEMENT**

- **Policy 2.2.3** Construct all new County facilities to conform to a nationally recognized, high performance energy efficiency standard and to Florida Water Star<sup>SM</sup> standards.
- **Policy 2.2.4** The County shall work with the School Board of Alachua County and other local governments to seek funding and develop strategies to build energy <u>and water</u> efficient schools, retrofit and upgrade existing schools to be more energy <u>and water</u> efficient, and use renewable energy sources for school facilities.

#### 5.0 COUNTY GOVERNMENT INITIATIVES

#### **OBJECTIVE 5.1**

Adopt and implement practices within Alachua County Government that contribute to the energy conservation goals of the Comprehensive Plan.

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- **Policy 5.1.3** Alachua County shall develop a Utility Savings Reinvestment account Energy Conservation Investment Program (ECIP) using savings from conservation and efficiency enhancements to County facilities. These funds shall be reinvested in conservation enhancements through each year's capital improvements program.
- **Policy 5.1.4** The County shall <u>consider</u> develop<u>ing</u> and implement<u>ing</u> a plan to <u>significantly</u> reduce fossil fuel use in the County fleet by 20% from 2010 levels by the year 2020 for the transportation of waste to the landfill by creating a zero waste initiative in coordination with the municipalities and University of Florida.

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#### **OBJECTIVE 5.2**

Increase the use of renewable energy in County government.

**Policy 5.2.1** Alachua County shall purchase or produce renewable energy for at least 10% 50% of total County government (cumulative) consumption by 2015, and 20% by 2020 2045.

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#### 6.0 LOCAL FOOD PRODUCTION AND PROCESSING

#### **OBJECTIVE 6.1**

Maximize local resource & energy-efficient food production and processing within the County's local foodshed. <u>A robust local food system will:</u>

- maintain agricultural land and support rural land stewardship
- protect incomes for family farms and provide local employment
- stimulate local food industries and enhance agritourism

#### **ENERGY ELEMENT**

- protect public health by improving food safety issues at harvesting, washing, shipping and distribution, and increasing the nutritional value of food
- increase food security and resiliency through providing affordable local food,
   protecting agricultural knowledge and traditions, and supporting biodiversity in our food crops
- **Policy 6.1.1** Partner with community groups and other local governments in the region to delineate and promote a local foodshed for the development of a sustainable local food system.

Alachua County will participate in a study to establish baseline measures and measurable targets towards the increase of local food use by Alachua County institutions, including:

- (a) Identify and partner with relevant agencies and organizations, such as the City of Gainesville, area retailers, UF IFAS Extension, Florida Farm Bureau, Florida Organic Growers, UF Field to Fork, Working Food, Alachua County School Board, UF, UF Health, and SFC.
- (b) Identify components of the local food economy, such as appropriate food shed, distribution system, and local food segment of retail purchases. Set target goals and develop methodology to identify and track local food use by Alachua County institutions.
- **Policy 6.1.2** Work with local governments, institutions and community groups within the defined foodshed area to determine processing facilities and other food-related infrastructure needed to process locally grown foods.
- **Policy 6.1.3** The land development regulations shall permit and encourage dispersed, small scale agricultural production and sale direct to the public.
- **Policy 6.1.4** Increase support for farmers' markets through partnerships with local governments, institutions and community groups.

#### **OBJECTIVE 6.2**

Increase the use of locally grown and/or processed foods in County facilities where food is provided and encourage other local government facilities to do the same.

- **Policy 6.2.1** Work with the Alachua County Jail to develop a plan for an agricultural program to grow food onsite and teach sustainable farming methods.
- Policy 6.2.2 Alachua County shall work to facilitate partnerships between local farmers and local government organizations such as the Alachua County School Board to implement the 2009 Alachua County Hunger Abatement Plan and future updates and provide healthy, fresh foods in local schools and other institutions.

#### **ENERGY ELEMENT**

#### **OBJECTIVE 6.3**

Encourage the use of community gardens, green roofs and edible landscapes by Alachua County residents.

- **Policy 6.3.1** Identify potential sites for community gardens on appropriate county-owned lands considering areas such as parks, libraries, recreation and senior centers, public easements, rights-of-way and surplus lands.
- **Policy 6.3.2** In cooperation with the Alachua County Library District, explore the feasibility of a county-sponsored community garden program at District library sites.
- **Policy 6.3.3** Explore opportunities to incorporate community gardens, <u>low maintenance</u> perennial edible landscaping and green roofs at county-owned facilities and rights-of-way. Evaluation shall include an audit of all available public spaces on County properties where such uses may be appropriately located.
- **Policy 6.3.4** The land development regulations shall encourage the use of perennial edible plants in landscaped areas.
- **Policy 6.3.5** The land development regulations shall address the use of open space areas for community gardens and allow portions of green roofs to count toward the open space required for new developments in accordance with Objective 5.2 of the Conservation and Open Space Element, and Policy 5.2.3 specifically.

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#### 8.0 SOLID WASTE

#### **OBJECTIVE 8.1**

Reduce the solid waste stream generated by Alachua County.

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Policy 8.1.2 Achieve a diversion rate from disposal of 40% by December 31, 2012; 50% by December 31, 2014; 60% by December 31, 2016, 70% by December 31, 2018; and 75% by December 31, 2020. Special waste being recycled such as tires, appliances, yard trash and construction and demolition debris will be included. The calculation will be made annually by dividing the tons recycled by the sum of tons disposed plus tons recycled The calculation will be made in accordance with the accepted methodology of the State of Florida Department of Environmental Protection. In addition to changes in total waste diversion, the County shall track and report on indicators of improvements in waste diversion such as percentage of businesses in compliance with the mandatory commercial recycling program, percentage of residential users voluntarily recycling, rates of recycled vs. disposed waste collected at rural collection centers, or similar measures.

#### **ENERGY ELEMENT**

#### 9.0 EDUCATION AND PUBLIC INFORMATION

#### **OBJECTIVE 9.1**

Provide educational information to the public to promote and encourage energy conservation, energy-efficiency and renewable energy use.

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- **Policy 9.1.3** Partner with IFAS, local farmers, and community groups to develop and implement educational strategies on the benefits of purchasing locally grown and/or processed foods.
  - (a) <u>County Extension</u>, in partnership with Florida Department of Agriculture, shall provide GAP [Good Agricultural Practices] and BMP training for county farmers to facilitate crop production in partnership with Florida Department of Agriculture.
  - (b) Focus efforts of IFAS/County Extension Ag education and Master Gardener program to increase participation of at-risk youth
  - (c) Alachua County Extension will work with government agencies, businesses, County departments, schools, farmers, organizations actively working with pollinators, and the public to increase both food resources and suitable nesting habitat for pollinator species. Approaches may include:
    - (1) Adopting and implementing policies that promote pollinator health and habitat;
    - (2) Exploring alterations to current County land management practices that improve habitat of pollinators on County-owned land;
    - (3) Educating the general public and County departments on the issue of pollinator decline and strategies that can be implemented to improve pollinator health and habitat; and
    - (4) <u>Creating and fostering partnerships that assist in the advancement of pollinator health at the local, regional, and federal levels.</u>

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#### **ENERGY ELEMENT DEFINITIONS**

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Low Impact <u>Design</u> <u>Pevelopment</u> (LID): An approach to land development that preserves and protects natural-resource systems using various site planning and design approaches and technologies to simultaneously conserve and protect natural resource systems while managing stormwater runoff. The approach includes using engineered small-scale hydrologic controls to replicate the pre-development hydrologic regime through infiltrating, filtering, storing, evaporating, and detaining runoff close to its source. (see Stormwater Management Element definitions)

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# Section 2. Supporting Data & Analysis for Evaluation & Appraisal Based Update of Alachua County Comprehensive Plan

(Note: The material in this Section is not proposed for adoption.)

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#### **Future Land Use Element**

#### Introduction

This document provides data and analysis relating to the Future Land Use Element of the Alachua County Comprehensive Plan, and the proposed amendments to the Element. Section I of the document provides the core Comprehensive Plan data related to population estimates and projections, and the land needed to accommodate population growth. Sections II through VI provide descriptions of the proposed amendments to the goals, objectives, policies, and maps in the Future Land Use Element as well as data and analysis relating to those amendments.

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#### **Future Land Use Element**

# I. POPULATION ESTIMATES, POPULATION PROJECTIONS, AND AVAILABLE LAND TO ACCOMMODATE FUTURE GROWTH

# **Population Trends and Projections**

The most recently published (2018) population estimate for Alachua County is 263,291. The City of Gainesville accounts for about 50% of the County's population, while the unincorporated area accounts for about 40%, and the remaining eight cities/towns account for about 10% of the County's population.

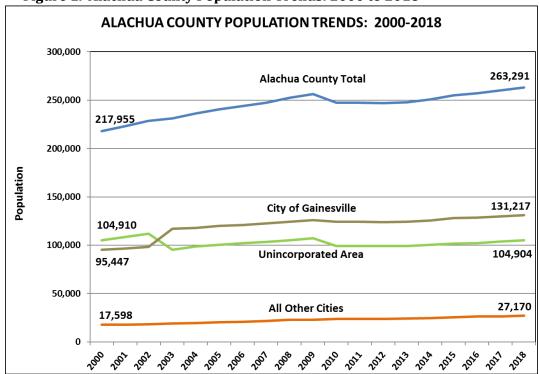


Figure 1. Alachua County Population Trends: 2000 to 2018

Sources: For years 2000 and 2010: United States Census

For other years: University of Florida Bureau of Economic and Business Research, "Florida Population Estimates for Counties and Municipalities".

As shown in Figure 1, over the past 18 years, the population of Alachua County has grown by about 45,000 people, from 217,955 in 2000 to 263,291 in 2018. The countywide annual population growth over this period has averaged about 2,500 persons per year.

The Bureau of Economic and Business Research (BEBR) at the University of Florida publishes annual reports on population projections for the State of Florida and each county. BEBR publishes "low", "medium", and "high" sets of projections, which are shown in Figure 2 for Alachua County. Alachua County uses the "medium" population projections for planning purposes. According to a recent report published by BEBR, "To account for uncertainty regarding future population growth, we publish three series of projections. We believe the medium series is the most likely to provide accurate forecasts in most circumstances, but the low and high series provide an indication of the uncertainty surrounding the medium series." State law requires that the Comprehensive Plan be based on at least the minimum amount of land required to accommodate the medium population projections for at least a 10-year planning period.

#### **Future Land Use Element**

The 2040 population projections for Alachua County range from a low of 259,100 (representing a loss of about 4,000 from the 2018 population by 2040) to a high of 357,100 (representing an increase of almost 94,000 from the 2018 population by 2040). The 2040 Medium population projection for Alachua County is 306,300, which represents an increase of 43,000 over the 2018 population by the year 2040.

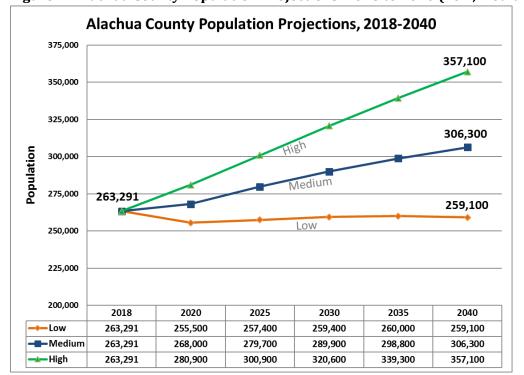


Figure 2. Alachua County Population Projections: 2018 to 2040 (Low, Medium, and High Series)

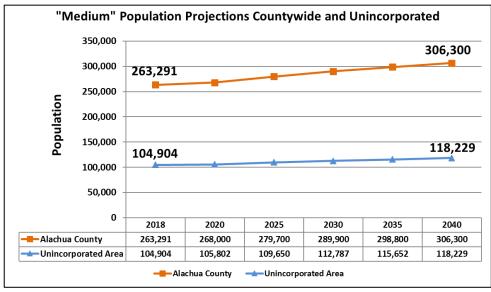
Sources: 1) University of Florida Bureau of Economic and Business Research, "Projections of Florida Population by County, 2020–2045, with Estimates for 2017", Volume 51, Bulletin 180, January 2018. 2) University of Florida Bureau of Economic and Business Research, University of Florida Bureau of Economic and Business Research, "Florida Population Estimates for Counties and Municipalities April 1, 2018".

Based on the BEBR "medium" projections, Alachua County's population is projected to increase from 263,291 in 2018 to 306,300 in 2040 (about a 43,000 increase). This amounts to a population increase of 16% by 2040, which would be nearly 1,955 people per year countywide, on average, over the next 22 years.

BEBR does not prepare population projections for unincorporated areas or cities, therefore, Alachua County must derive its population projections for the unincorporated area based on the countywide projections. For purposes of this analysis, County staff calculated unincorporated area population projections based on the assumption that the unincorporated area would maintain a constant 2018 share of the total County population going forward through 2040. In 2018, the unincorporated area population accounted for about a 40% share of the total County population. The chart below shows how the population of the unincorporated area would increase through the Year 2040 based on a constant 40% share of the total county population.

#### **Future Land Use Element**

Figure 3. "Medium" Countywide and Unincorporated Population Projections: 2018 to 2040



Sources: 1) University of Florida Bureau of Economic and Business Research, "Projections of Florida Population by County, 2020–2045, with Estimates for 2017", Volume 51, Bulletin 180, January 2018. 2) University of Florida Bureau of Economic and Business Research, University of Florida Bureau of Economic and Business Research, "Florida Population Estimates for Counties and Municipalities April 1, 2018".

Unincorporated population projections calculated by Alachua County staff by projecting the 2018 unincorporated share of the County population through the Year 2040.

Alachua County's age profile has traditionally been younger than the state average due in part to the large presence of college students associated with the University of Florida and Santa Fe College.

#### According to 2017 data:

- 25% of Alachua County's population was within the age ranges of 15 to 24, as compared to 12% for the State of Florida.
- 14% of Alachua County's population was age 65 and over, as compared to 18% for the State of Florida.
- The primary working-age groups (20-64) represented 63% of Alachua County's population as compared to 58% for the State of Florida.
- The median age in Alachua County was 31 as compared to 42 for the State of Florida.

Source: Florida Demographic Estimating Conference, December 2017 and the University of Florida, Bureau of Economic and Business Research, Florida Population Studies, Bulletin 181, June 2018.

Data indicate that the age profile of Alachua County will become older by the Year 2040. It is not clear how much of this will be due to current residents aging in place versus in-migration.

According to population projections for the year 2040:

- 24% of the County's population will be in the age ranges of 15-24 by 2040, which is 1% lower than in 2017.
- 19% of the County's population will be age 65 and over by 2040, which is a 5% increase over 2017
- The primary working-age groups (20-64) are projected to represent 57% of Alachua County's population by 2040, which is a 6% decrease from 2017.

Source: Florida Demographic Estimating Conference, December 2017 and the University of Florida, Bureau of Economic and Business Research, Florida Population Studies, Bulletin 181, June 2018.

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In terms of whole numbers, Figure 4 compares the population of Alachua County in 2017 to the projected population in 2040, by age ranges. According to these projections, Alachua County could have about 59,957 residents age 65 and over by the year 2040, which is 23,271 more than in 2017. This represents a significant increase in the retirement-age population in Alachua County, which could present challenges in planning for the population increase in this age range.

Figure 4. Alachua County Population by Age Range, 2017 and 2040

Age Range	Population 2017	Population 2040 (proj.)	Change 2017- 2040	Percent Change 2017-2040
0 to 4	13,167	15,104	1,937	14.7%
5 to 9	12,498	14,562	2,064	16.5%
10 to 14	12,080	14,930	2,850	23.6%
15 to 19	23,713	27,402	3,689	15.6%
20 to 24	42,216	45,192	2,976	7.0%
25 to 29	22,055	22,566	511	2.3%
30 to 34	17,156	17,519	363	2.1%
35 to 39	14,634	15,049	415	2.8%
40 to 44	12,762	14,186	1,424	11.2%
45 to 49	12,164	14,944	2,780	22.9%
50 to 54	13,215	16,531	3,316	25.1%
55 to 59	14,370	15,782	1,412	9.8%
60 to 64	14,287	13,567	-720	-5.0%
65 to 69	12,332	11,927	-405	-3.3%
70 to 74	8,830	10,844	2,014	22.8%
75 to 79	5,972	11,888	5,916	99.1%
80 to 84	3,984	11,007	7,023	176.3%
85 and over	4,568	13,291	8,723	191.0%
Total	260,003	306,291	36,288	14.0%

Source: Florida Demographic Estimating Conference, December 2017 and the University of Florida, Bureau of Economic and Business Research, Florida Population Studies, Bulletin 181, June 2018.

#### **Evaluation of the Capacity of the Urban Cluster**

One of the fundamental land use strategies of the Alachua County Comprehensive Plan is the implementation of an urban growth boundary, known as the "Urban Cluster". The Urban Cluster boundary is adopted as part of the Comprehensive Plan on the Future Land Use Map. It includes about 39,000 acres of unincorporated area generally surrounding, and adjacent to, the City of Gainesville. The Urban Cluster and its related policies were initially established as part of the Alachua County Comprehensive Plan in 1991, replacing the dynamic urban services area line that was adopted as part of the County Plan prior to 1991 and was based on a points system.

The Comprehensive Plan directs new urban development such as higher density residential, commercial, industrial, and mixed use development to occur within the Urban Cluster. Within the Urban Cluster, the necessary public services and infrastructure to support urban development, such as transportation facilities and potable water and sanitary sewer facilities, are generally available or can be expanded in a cost-efficient manner. This approach to growth promotes the efficient and cost-effective use of public services and infrastructure and efficient use of land, and also provides for a separation of the urban and rural areas of unincorporated Alachua County. The Urban Cluster also helps to protect existing agricultural lands from encroachment by urban development and

#### **Future Land Use Element**

enables the preservation of significant environmentally sensitive lands and historic resources within the rural areas of Alachua County. Within the Urban Cluster, policies in the Comprehensive Plan promote compact, mixed use, and interconnected development.

Policy 7.1.3 of the Future Land Use Element requires that, as part of the periodic update of the Comprehensive Plan, the County must conduct an evaluation to determine whether "a sufficient and non-excessive amount of land" is available within the Urban Cluster to accommodate urban uses for a ten year and twenty-year time frame. The purpose of the following analysis is to evaluate whether there is sufficient capacity within the Urban Cluster for urban land uses to accommodate the projected population growth for ten and twenty-year time frames. There are two primary data components of this analysis: (1) projections of future population growth, and (2) inventory of land for urban development.

As part of the Evaluation and Appraisal of the Comprehensive Plan in 2018, County staff evaluated the capacity of the Urban Cluster in accordance with Policy 7.1.3 of the Future Land Use Element. The evaluation found that there was sufficient capacity within the Urban Cluster to accommodate the projected population growth in the unincorporated area for both the ten and twenty year planning time frames, and therefore, there is not a need for consideration of expanding the Urban Cluster line at this time. The following sections summarize the evaluation of the Urban Cluster.

#### Distribution of Projected Population Growth between Urban Cluster and Rural Areas

For the Urban Cluster evaluation, it is necessary to project how the future population growth in the unincorporated area will be distributed between the Urban Cluster and the Rural areas of the unincorporated County. One of the fundamental strategies of Alachua County Comprehensive Plan is to promote future urban development within the designated Urban Cluster where public facilities and services can be most efficiently provided, and to promote the separation of urban and rural land uses. For areas outside the Urban Cluster, the Comprehensive Plan generally provides for new residential development in the Rural/Agriculture areas at a maximum gross density of 1-unit per 5 acres, and a range of agricultural land uses. Given these general land use strategies in the Comprehensive Plan, it is anticipated that the substantial majority of future population growth and new development in the unincorporated area will occur within the Urban Cluster.

In order to estimate the portion of population growth and new development that will occur within the Urban Cluster in the future, it is useful to look at past evaluations and updates of the Comprehensive Plan, and to also look at recent trends in development approvals. The major evaluation and update of the Comprehensive Plan that occurred during the 1998 to 2002 time period was based on a projection that 80% of future new residential development would occur within the Urban Cluster. The next major evaluation and update of the Comprehensive Plan during the 2008 to 2011 time period was based on a projection that 85% of future new residential development would occur within the Urban Cluster. More recent data indicates that the percentage of new residential units that have been located within the Urban Cluster has been increasing in the last several years. Data on final development plans approved by the County from 2010 through 2018 indicates that about 99% of the new residential units approved during this time period were part of development plans for areas within the Urban Cluster.

#### **Future Land Use Element**

Based on the projections used in past Comprehensive Plan evaluations, and more recent trends in development plans approved by the County, this analysis has projected that 90% of future new residential development in the unincorporated area will be located within the Urban Cluster.

#### Urban Cluster Land Availability and Estimates of Capacity for New Development

The following section provides data on the undeveloped land within the Urban Cluster and estimates of the amount of new development that could potentially be built on that undeveloped land. This inventory takes into account both undeveloped lands within the Urban Cluster, and previously-approved development plans which are under development or have not yet been built.

#### **Undeveloped Lands Inventory**

This section provides an inventory of undeveloped lands that can potentially accommodate future urban development within the Urban Cluster. For purposes of this analysis, undeveloped lands include those that do not presently contain existing development and are not subject to any active approved development plans. Publicly-owned lands, and lands that are subject to known conservation easements, have been excluded from this inventory. Additionally, lands that contain significant conservation resources, such that future urban development of that land would be unlikely, have been excluded from the inventory.

It should be recognized that in addition to undeveloped lands in the Urban Cluster, there are some lands that are not developed at the density or intensity that would potentially be allowable under the applicable Future Land Use designation in the Comprehensive Plan. For example, if a ten-acre tax parcel is presently used for one single-family residence, then it would not be considered undeveloped land because it is developed with a residence. If that tax parcel had a "Low Density Residential" Future Land Use designation, then it could potentially be redeveloped in the future at a density between 1 and 4 residential units per acre. Such "underdeveloped" lands have not been included in the inventory of undeveloped lands for purposes of this analysis because they are currently developed with some land use. However, such lands do have the potential to accommodate additional residential capacity within the Urban Cluster if or when they are redeveloped in the future in accordance with the residential density that is allowable under the Comprehensive Plan.

In addition, there are some lands within the Urban Cluster that are undeveloped (or partially developed), and are subject to development plans that have been approved by Alachua County. There is a separate inventory of these active/ongoing development plans in the subsequent section of this report, which shows the remaining unbuilt residential dwelling units that may be permitted under the approved development plans (see "Approved Development Plans and Subdivision Plats" on the following pages).

Figure 5 provides a table that summarizes the inventory of undeveloped lands within the Urban Cluster. The table shows the number of undeveloped acres and the allowable residential density ranges for each Future Land Use category that provides for residential uses in the Comprehensive Plan. Staff estimated the potential number of residential units that could be accommodated within each Future Land Use category using density multipliers for each Future Land Use category. The density multiplier is an estimated average density (in dwelling units per acre) that could be

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anticipated for future development, and is based on a combination of recent development trends and the density ranges that are allowed pursuant to the Comprehensive Plan.

Figure 5. Inventory of Undeveloped Lands and Estimated Residential Capacity in Urban Cluster

Future Land Use Map Category	Acres	Density Range Per Comprehensive Plan (dwelling units per acre)	Density Multiplier Used for Capacity Analysis (dwelling units per acre)	Estimated Number of Dwelling Units
Estate Residential	1,650	maximum 1 per 2	1 per 2	825
Residential Low	3,000	1 to 4	2	6,000
Residential Medium	354	4 to 8	6	2,124
Residential Medium-High	48	8 to 14	10	480
Residential High	36	14 to 24	18	648
Residential 0-2	586	0 to 2	1	586
Residential 2-4	131	2 to 4	3	392
Mixed Use Low	20	1 to 4	2	40
Mixed Use Medium	71	4 to 8	6	426
Mixed Use Medium-High	10	8 to 14	10	100
TOTAL	5,905			11,621

Source: Alachua County G.I.S. and Development Plan Database, June 2018

There are about 5,905 acres of undeveloped lands within the Urban Cluster that are designated for residential uses or mixed uses that include residential. The largest amount of undeveloped land in the Urban Cluster is within the Low Density Residential category with 3,000 acres, followed by Estate Residential with 1,650 acres, Residential 0-2 (Idylwild-Serenola) with 586 acres, and Medium Density Residential with 354 acres. Figure 6 provides a map showing the locations of undeveloped lands in the Urban Cluster.

Based on the acreages of undeveloped lands by Future Land Use category and the average residential density multipliers, staff calculated the estimated number of residential units that could be developed within each category as shown in Figure 5. It is estimated that the undeveloped lands in the Urban Cluster have the capacity to accommodate about 11,621 total new dwelling units. The majority of these would be within the Low Density Residential (6,000) and Medium Density Residential (2,124) categories. Additional residential dwelling units can be accommodated within the numerous development plans that have been approved by the County, as discussed in the following section, "Approved Development Plans and Subdivision Lots".

It should be noted, that while this analysis has used density multipliers based on estimated average residential densities within the allowable ranges for each Future Land Use category, the Comprehensive Plan also provides for higher densities above the maximums of these ranges as part

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of Traditional Neighborhood Developments (TND), Transit Oriented Developments (TOD), and Cottage Neighborhoods.

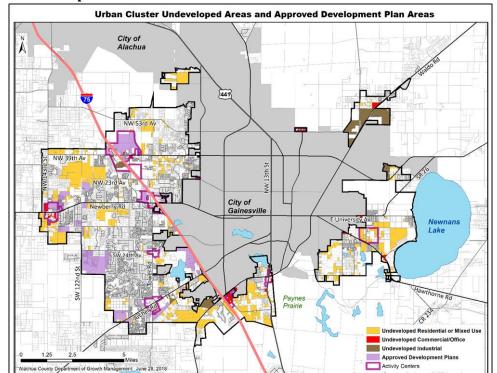


Figure 6. Undeveloped Lands in the Urban Cluster

#### Approved Development Plans and Platted Subdivision Lots

There are some lands within the Urban Cluster that are undeveloped, and for which there are development plans or subdivision plats that have been approved by Alachua County that would enable new residential construction to occur in the near term future. The number of unbuilt residential units in approved preliminary or final development plans, and unbuilt residential platted lots, are included in the estimate of the Urban Cluster capacity because the actual approval numbers are a good indicator of the development potential of those areas. The number of unbuilt residential units is based on the number of units that have been approved, excluding the number of units that have already been built according to the County's permit data. The acreage of the areas with approved development plans and unplatted residential lots has not been included in the inventory of undeveloped lands discussed in the previous section to ensure that those areas are not counted twice.

According to County data, there were 12,664 unbuilt residential units within approved development plans, and 670 unbuilt residential lots within platted subdivisions (as of June 2018 when this evaluation was done). These numbers will constantly change as new dwelling units are permitted and constructed. Additional detail on the approved development plans that are included in this total are provided in the Appendix.

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#### **Summary Data on Urban Cluster Capacity Evaluation**

Based on the data presented in the previous sections, the following is a summary analysis comparing the estimated capacity of the Urban Cluster to the projected need for urban residential development based on projected population, average household size, residential vacancy rate, and a market factor, in accordance with the methodology in Policy 7.1.3 of the Future Land Use Element. Based on this analysis, there is sufficient capacity in the Urban Cluster to accommodate the projected need for new residential dwelling units for both 2030 and 2040.

Population	<b>Projections</b>
rupulation	r i ojecuons

Countywide Population 2018:	263,291
Countywide Projected Population 2030:	289,900
Countywide Projected Population 2040:	306,300
Unincorporated Area Population 2018:	104,904
Unincorporated Area Projected Population 2030:	112,787
Unincorporated Area Projected Population 2040:	118,229
2030 Projection of Urban Cluster Dwelling Unit Need	
Unincorporated Area Projected Population Growth 2018-2030:	7,883
Share allocated to Urban Cluster = 90%	
Urban Cluster Share of Projected Population Growth 2018-2030:	7,095
Divided by Persons Per Household of 2.34	
Additional Dwelling Units Needed in Urban Cluster:	3,032
Plus Vacancy Rate of 10%	
Additional Dwelling Units Needed in Urban Cluster, factoring in vacancy rate:	3,335
Multiplied by Market Factor of 2.0 per Policy 7.1.3, FLUE	
Additional Dwelling Unit Need for 2030 with Market Factor applied:	6,670
2040 Projection of Urban Cluster Dwelling Unit Need	
Unincorporated Area Projected Population Growth 2018-2040:	13,325
Share allocated to Urban Cluster = 90%	•
Urban Cluster Share of Projected Population Growth 2018-2040:	11,992
Divided by Persons Per Household of 2.34	
Additional Dwelling Units Needed in Urban Cluster:	5,125
Plus Vacancy Rate of 10%	
Additional Dwelling Units Needed in Urban Cluster, factoring in vacancy rate:	5,637
Multiplied by Market Factor of 1.5 per Policy 7.1.3, FLUE	

#### **Available Capacity in Urban Cluster**

Estimated Development Capacity of Undeveloped Land	11,621 dwelling units
Unbuilt Residential Units in Approved Development Projects	12,664 dwelling units
Unbuilt Lots in Platted Subdivisions (not included in number above)	670 lots

Total Capacity for New Residential Development in Urban Cluster: 24,955 dwelling units

Additional Dwelling Unit Need for 2040, with Market Factor applied:

8,455

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#### Potential for Higher Densities in Urban Cluster

As part of the Evaluation and Appraisal of the Plan, the potential to increase densities within the Urban Cluster was considered. The evaluation of the capacity of the Urban Cluster that was discussed in the previous section included assumptions about the densities of new development that could be anticipated in the future, and those assumptions were based in part on both the density trends of new development that has been approved since the year 2000 and the density ranges that are allowable pursuant to the Comprehensive Plan. The County has adopted policy changes in recent years to promote increased density in the Urban Cluster. The following section contains a discussion of these recent policy changes to promote higher densities. The more recent trends (since about 2010) suggest that the densities of approved development have been generally higher than the longer term past density trends have indicated.

In 2009, as part of the County's Mobility Plan linking land use and transportation, new policies were adopted in the Comprehensive Plan which provided for Traditional Neighborhood Developments (TND) and Transit Oriented Developments (TOD) within urban residential future land use categories and Activity Centers within the Urban Cluster (see Objectives 1.6 and 1.7 and related policies of the Future Land Use Element). TNDs and TODs may be approved for residential densities that are higher than the allowable density ranges of the underlying future land use categories, subject to meeting specific design requirements. These policies have resulted in the approval of several new TNDs and/or TODs within the Urban Cluster over the past several years, many of which have been approved for residential densities that exceed the maximum density of their underlying future land use categories (see Figure 7 below).

Figure 7. Density of Approved Traditional Neighborhood Developments and Transit Oriented Developments

Name	Construction Permits Issued	Future Land Use Category	Acres	Non- Residential (sq. feet)	Residential Units	Gross Residential Density
23 West TND	Yes	Res. Low	22	42,400	174	7.9
Celebration Pointe TOD	Yes	Mixed Use	244	896,000	1,772	7.3
Dogwood Park TND	No	Res. Low	25	184,750	224	9.0
Lugano TND	Yes	Res. Low	145	127,000	460	3.2
GWR TND Jonesville	No	Res. Low and Med.	130	30k - 90k	246 - 653	1.9 - 5.0
Multerra TND	No	Res. Low	25	22,000	228	9.1
Newberry Park TND	Yes	Res. Low	31	27,650	300	9.7
Park Avenue TND	Yes	Res. Medium	28	14,250	298	10.6
Springhills TND/TODs	No	Mixed Use/ Activity Center	388	1,668,500	1,509- 3,296	3.9 - 8.5
TOTALS			1,038		5,211 - 7,155	5.0 - 6.9

Source: Alachua County G.I.S. and Development Plan Database, March 2019

Another recent strategy adopted in 2018 to further increase densities within the Urban Cluster is "Cottage Neighborhoods", which are groups of smaller homes that are built around a common green

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space (Objective 1.8 and related policies, Future Land Use Element). Cottage Neighborhoods offer opportunities for creative, diverse and high quality infill development within the Urban Cluster, and promote a variety of housing types and sizes meet the needs of a population that is diverse in age, income, and household composition. Residential developments that meet the design requirements for Cottage Neighborhoods are permitted to develop at two times the maximum density of the underlying future land use designation. To date, there has been one Cottage Neighborhood approved in the County. It was approved for a density of approximately 8 dwelling units per acre within the Low Density Residential future land use category, which has a standard maximum density of 4 dwelling units per acre. It is anticipated that the Cottage Neighborhood policies will result in increased densities within the Urban Cluster as more of these types of development projects are approved and constructed.

While the TND and TOD policy framework has been effective in providing for higher residential densities in the Urban Cluster, and the Cottage Neighborhood policies are expected to do the same, a discussion of increasing densities should also consider residential development that is not part of one of these development types. If a proposed residential development is not a mixed use TND or TOD, or a Cottage Neighborhood, then it is subject to the standard residential density ranges in Policy 1.3.2 of the Future Land Use Element. The standard density ranges for the major residential future land use categories are identified in Figure 8.

Figure 8. Standard Density Ranges for Urban Residential Future Land Use Categories (as adopted in Comprehensive Plan)

Future Land Use Category	Minimum Density	Maximum Density	
Estate Residential	N/A	1 unit per 2 acres	
Low Density Residential	1 unit per acre	4 units per acre	
Medium Density Residential	4 units per acre	8 units per acre	
Medium-High Density Residential	8 units per acre	14 units per acre	
High Density Residential	14 units per acre	24 units per acre	

Each of the residential future land use categories, with the exception of Estate Residential, has both a minimum and a maximum density. Proposed residential development is generally required to have a gross residential density that falls within these ranges.

The County Commission discussed various options to promote higher densities in the Urban Cluster as part of the Evaluation & Appraisal of the Plan, including: increases to the minimum and/or the maximum densities for various Future Land Use categories, consolidation of residential Future Land Use categories, changes to the Future Land Use Map, flexibility in the existing requirement for a non-residential component within Traditional Neighborhood Developments, and the potential for use of common or shared stormwater management facilities. The County Commission has directed staff to bring back various options to promote higher densities in the Urban Cluster for consideration as a follow-up to the Evaluation & Appraisal-based amendments.

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#### **Housing Types**

The unincorporated Urban Cluster, and its related policy framework, provide for areas that may be developed for a variety of housing types. Previous sections of this report describe the undeveloped areas that are available for residential development in the Urban Cluster, and their designations on the Future Land Use Map. Within those areas, a variety of housing types may be permitted.

The County's urban residential future land use categories are based on gross density ranges for residential units, and they generally do not dictate specific housing types that may occur within those prescribed density ranges. Most of the major urban residential future land use categories that are identified on the Future Land Use Map allow for various types of residential development. Adopted policies in the Comprehensive Plan specifically allow for a mix of single-family residential detached or attached dwellings, and multiple family residential dwellings, within the Low, Medium-High, and High Density Residential future land use categories (see Policies 1.3.7.1, 1.3.7.2, 1.3.8.3, 1.3.9.1, 1.3.10.2, and 1.4.2, Future Land Use Element).

The Comprehensive Plan also allows for one residential unit that is accessory to a primary residence ("accessory dwelling unit") on single family residential lots in the Estate, Low, and Medium Density residential areas without the second residential unit being included in gross residential density calculations (see Policy 1.3.6 Future Land Use Element). This provides for a greater range of choices of housing types within single family residential areas.

Also as previously discussed, Traditional Neighborhood Developments and Transit Oriented Developments both provide for a variety of housing types within compact, mixed use and interconnected developments. Housing options within TODs and TNDs are provided in close proximity to employment, shopping, dining and recreation in pedestrian-oriented and transit-accessible neighborhoods. TODs and TNDs may be permitted within urban residential future land use categories and Activity Centers.

Also, if Cottage Neighborhoods begin to develop in Alachua County in accordance with the recently adopted Comprehensive Plan policies, this would also be a unique type of housing option that would become available in Alachua County.

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#### II. ACTIVITY CENTER POLICIES (FUTURE LAND USE ELEMENT SECTION 2)

Activity Centers are part of the Urban Cluster concept and are characterized in the Comprehensive Plan as nodes of higher density and intensity land uses. Most of the existing Activity Centers were originally designated in the Comprehensive Plan in the 1980s and early 1990s. At that time, the unincorporated urban area (which later became the Urban Cluster line) was identified in the Comprehensive Plan for predominantly lower density residential uses. The Activity Centers were envisioned as the primary areas for more intensive non-residential development within the urban area. Each Activity Center had its own unique set of policies that were adopted in the Comprehensive Plan to address things such as allowable land uses, densities, and intensities, development standards, ingress/egress, zoning implementation, natural resource protection, and other site-specific considerations. To a great extent, these original Activity Center Plan policies focused on limiting development intensity, and separating residential uses from non-residential uses. Many of the original Activity Center Plan policies are still a part of the Comprehensive Plan today.

Over the last 20 to 30 years, various amendments to the Comprehensive Plan have added more policy detail to the individual Activity Center Plans to address site-specific issues with certain properties. Some of the individual Activity Center Plans have been amended to enable large mixed use development projects within certain Activity Centers. Many of the individual Activity Center Plan policies could now be characterized as having a level of detail that is more appropriate for the land development regulations, or as conditions of development approval. Also, many of the individual Activity Center Plan policies are now generally addressed in other parts of the Comprehensive Plan or in the Unified Land Development Code. Examples of such types of policies include:

- Limitations on numbers of residential units for specific parcels
- Identification of the allowable uses for specific parcels (in some cases these policies conflict with the underlying land use category or zoning district)
- Redundant standards that enable Transit Oriented Development (TOD) and Traditional Neighborhood Development (TND) design on certain parcels, when those standards are now generally applicable in the Urban Cluster
- Ingress/egress standards
- Tree canopy coverage standards
- Limits on certain land uses based on trip generation
- Parcel-specific buffering requirements
- Transportation concurrency references
- Landscaping requirements
- Setbacks for specific parcels
- Requirements for the use of Planned Development zoning

In recent years, the County's Comprehensive Plan and land development regulations have evolved to include more generally-applicable standards for development in the Urban Cluster, as opposed to Activity Center-specific standards. The generally applicable development standards for the Urban Cluster are intended to enable and encourage mixed use interconnected development, promote higher densities, and to promote a multimodal transportation system. In addition, standards for ingress/egress, landscaping, tree protection, setbacks, and buffering within Activity Centers are now generally addressed in other parts of the Comprehensive Plan or in the Unified Land Development

#### **Future Land Use Element**

Code. In some instances, Activity Centers which were in the unincorporated County at the time they were designated in the Comprehensive Plan, have now been fully or partially annexed into the City of Gainesville, therefore the individual policies are no long applicable.

As part of the Evaluation and Appraisal-based update of the Comprehensive Plan that was adopted in 2011, there were amendments to the general policies that apply to all Activity Centers. These amendments to the general policies enabled mixed use development in all areas of Activity Centers, and provided development standards to ensure an urban form that is compact, pedestrian-oriented, and provides for multimodal interconnectivity. Additionally, the requirement for the County to initiate Master Plans for all Activity Centers was eliminated. A new policy was also adopted that allows for development plans which are consistent with the new general policies for Activity Centers to proceed through the development plan review process, notwithstanding any conflicting provisions in the individual Activity Center plans.

Much of the land within the designated Activity Centers has already been developed, or is subject to approved preliminary or final development plans for large mixed use projects that have not yet been built (eg Springhills TOD, Santa Fe Village TOD, Newberry Village TOD). There is a relatively small amount of undeveloped land remaining in Activity Centers that is not covered by an existing approved development plan. Also, parcel ownership in most of the Activity Centers is fragmented and the remaining undeveloped parcels are mostly infill in character. In the Appendix of this report, there are maps of each Activity Center which show the areas that remain undeveloped, along with a more detailed table showing the acreage of undeveloped land available within each Activity Center.

In light of the evolution of the County's planning concepts for the Urban Cluster and the general policies for Activity Centers, as well as the fragmented character of the undeveloped land remaining in Activity Centers overall, there is no longer a need for some of the more detailed individual Activity Center Plan policies. Many of these policies have become obsolete or redundant, and are no longer effective in promoting the type of development that is more generally promoted in the Comprehensive Plan throughout the Urban Cluster. Updating the individual Activity Center Plan policies in light of the County's more recent goals, objectives, policies, and land development regulations will help to streamline development processes while more effectively achieving the overall goals of the Comprehensive Plan within the Urban Cluster.

The requirement for completion of a market or employment study as part of the designation of new Activity Centers on the Future Land Use Map has been eliminated. Given the adopted policies that promote Traditional Neighborhood Developments (TND) and Transit Oriented Developments (TOD) which effectively function as mixed use activity centers without being designated on the Future Land Use Map, it is unlikely that there would be a need for new Activity Centers to be designated on the Future Land Use Map.

Existing policy language that calls for certain development standards for Activity Centers to be adopted in the land development regulations has been deleted because such development standards have been adopted.

The proposed amendments to the Comprehensive Plan would streamline the adopted policies that apply within individual Activity Centers as provided in Objective 2.2 and Policies 2.2.2 to 2.2.10. The proposed amendments would eliminate or clarify outdated policies for individual Activity

#### **Future Land Use Element**

Centers where those policies are now in conflict with, or have been replaced by, generally-applicable policies or development standards in the Comprehensive Plan and/or the land development regulations. Examples of such changes that are included in the proposed amendments to the Activity Centers policies include:

- Eliminating unnecessary procedural requirements (such as Planned Development zoning).
- Eliminating specific setback, buffering, and landscaping requirements that are redundant of, or in conflict with, more generally-applicable policies in the Plan, or are more appropriately addressed in the land development regulations.
- Removing outdated policies relating to transportation concurrency and transportation access standards because these issues are addressed in generally-applicable policies or regulations.
- Eliminating policies for Activity Centers, or parcels within Activity Centers, that have been annexed into the City of Gainesville.

# III. OFFICE, INDUSTRIAL, AND COMMERCIAL LAND USES (FUTURE LAND USE ELEMENT SECTIONS 3 AND 4)

In the Commercial section (Objective 3.1 and subsequent policies), outdated policies referring to different levels of "shopping centers" has been modified to instead refer to "commercial centers". Commercial uses may include a combination of retail, personal services, professional services, and related uses, and are not limited to only shopping centers. Most new stand-alone commercial uses are required to be located within Urban Activity Centers.

Office policies would be revised to allow additional compatible uses such as business incubators and research and development activities within areas designated for Office uses on the Future Land Use Map, and to clarify that Office uses are appropriate in mixed use developments including Activity Centers, TNDs and TODs.

Industrial policies would be streamlined, where appropriate, to refer to performance standards in the Unified Land Development Code.

Policy 4.2.4, which provides for a public planning process to evaluate alternatives to the adopted Industrial Future Land Use designation for the area southeast of the Gainesville Regional Airport, is proposed to be deleted because this task has been completed.

Light Industrial Objectives would be revised to include certain warehousing and transportation uses where performance standards can be met.

Policy 4.3.1 would be revised to add advanced and computer assisted manufacturing as an allowed use in areas designated for Light Industrial or Office land use on the Future Land Use Map.

Language has been added to Policy 4.1.5 which would prohibit the use of tires, plastics or plastic derived materials as a fuel source or as feedstock for a waste-to-energy facility (mirror policy

#### **Future Land Use Element**

language has also been added in Policy 5.5.4 of the Institutional land use section of the Future Land Use Element and in the Solid Waste Element).

#### IV. INSTITUTIONAL LAND USES (FUTURE LAND USE ELEMENT SECTION 5)

#### **Assisted Living Facilities and Nursing Homes**

Proposed changes to Policy 5.4.5.3 would clarify terminology related to Assisted Living Facilities and Nursing Homes, providing that both of these uses are allowable within the same group of Future Land Use designations. Current policy provides that ALFs are considered residential uses and Nursing Homes are considered Institutional uses, and this distinction is based on definitions in Florida Statutes. Because of this distinction, the two uses are not allowable within the same set of future land use designations identified in the Comprehensive Plan. In terms of their land use characteristics, however, ALFs and Nursing Homes have many similarties. The proposed policy changes clarify that both ALFs and Nursing Homes would be allowable within the same set of future land use categories; the changes also expand those areas to include "Medium Density Residential" areas.

The proposed changes provide that the land development regulations will include zoning and development standards which address site size, scale, intensity, parking, buffering, access, and other impacts associated with ALFs and Nursing Homes.

Proposed changes to Policy 5.4.5.3 would also clarify that certain health facilities such as outpatient medical clinics and emergency facilities are allowable uses in Transit-Oriented Developments and Traditional Neighborhood Developments, in addition to other areas designated on the Future Land Use Map.

# V. IMPLEMENTATION POLICIES (FUTURE LAND USE ELEMENT SECTION 7)

#### **Design Priorities for County Rights of Way**

A new policy is proposed (Policy 7.1.32) that would provide general direction for the design of developments within the Urban Cluster, by establishing priority in County-owned rights-of-way to the primary transportation purposes of providing roadway, transit, bicycle and pedestrian facilities (including landscaping). The proposed policy assures that County-owned rights-of-way provide for the safety and comfort of the intended users of the transportation facilities by allocating sufficient space to provide for the required transportation amenities, separation, and landscaping, and making utility locations subordinate to the primary transportation functions. Updates to the land development regulations will be necessary to implement this policy change.

#### **Future Land Use Element**

## VI. SPECIAL AREA PLAN POLICIES (FUTURE LAND USE ELEMENT SECTION 8)

#### **Update of Plan East Gainesville Policies**

The proposed amendments to the Future Land Use Element add language in Policy 8.5.2, which provides that, as part of the County's strategy to expand employment and eliminate disparities identified in the study of Racial Inequity in Alachua County (Bureau of Economic and Business Research, 2018), infrastructure improvements that would facilitate development focused within the vicinity of the Eastside Activity Center as designated on the Future Land Use Map, will be identified as part of a special area planning process for that area.

The proposed amendments would also delete existing Policies 8.5.3 and 8.5.4, which call for specific implementation actions relating to Plan East Gainesville that have been completed by the County. The adopted Policy 8.5.3 calls for coordination with the City of Gainesville and other stakeholders in the development of a strategy for the conversion of the existing Alachua County Fairgrounds site to a mixed-use employment center. The adopted Policy 8.5.4 calls for coordination with the City of Gainesville to evaluate the site east of Fred Cone Park as a potential cultural or recreational center to be compatible and complementary with the existing uses at Cone Park, and support co-location of a library branch or other related community-type facilities and services. Both of these Plan East Gainesville implementation actions have been completed by the County, therefore, these two policies are not necessary.

#### Elimination of Urban Service Area (USA)

The Urban Service Area (USA) shown on the Future Land Use Map, and the related policies in Objective 8.6 of the Future Land Use Element are proposed to be eliminated or revised. The Urban Service Area, which includes a portion of the western Urban Cluster, was originally adopted as part of the County's Comprehensive Plan in 2011. In accordance with the Florida Statutes that were in effect at that time, the purpose of the USA and its related policies was to exempt new development in the most built-up areas of the Urban Cluster from state-mandated transportation concurrency requirements, and from the Development of Regional Impact (DRI) review process requirements. The intent of the USA and its related policies was to encourage new development and infill within the areas where it could be most efficiently provided with a range of urban services (particularly transportation).

With recent changes in Florida Statutes, including the removal of transportation facilities from the list of facilities for which local governments are required to implement concurrency pursuant to Section 163.3180(1), F.S., and the elimination of the separate review process for DRIs under Section 380.06(12), F.S., the Urban Service Area is no longer needed as a planning tool in the Alachua County Comprehensive Plan.

The proposed amendments would delete the policies relating to the Urban Service Area and eliminate the Urban Services Area line from the Future Land Use Map. Some of the adopted policies which were applicable within the USA would be moved into other sections of the Future Land Use Element. For example, adopted Policy 8.6.1, which requires new development in the USA (with certain exceptions) to be designed in accordance with the Traditional Neighborhood Development design standards for "Site and Building Design", "Transportation Network", and "Parking" under

#### **Future Land Use Element**

Objective 1.6, would be moved to Policy 7.1.33 and would be made applicable to the entire Urban Cluster. Also, the existing thresholds that specify when larger scale developments are required to be developed as a mixed use Traditional Neighborhood Development or Transit Oriented Development (see adopted Policies 8.6.2 and 8.6.3) would be consolidated and moved into Policies 7.1.34, 7.1.35, and 7.1.36.

Additionally, related amendments to the Transportation Mobility Element would remove all policy references to transportation concurrency, thereby repealing transportation concurrency in both the Urban and Rural Areas of Alachua County. Those amendments are intended to align the County's Comprehensive Plan with the provisions of Florida Statutes Section 163.3180(5)(f) and (i) for the County's adopted alternative mobility funding system as described in the Transportation Mobility Element.

#### VII. FUTURE LAND USE MAP SERIES UPDATES

There are several other proposed amendments to the Future Land Use Element Map Series. This includes:

- Updating the planning horizon year for the Future Land Use Map ("Map A") from 2030 to 2040.
- Updating the Urban Cluster Transportation Mobility Districts Map ("Map B") to be consistent with updates to the Transportation Mobility Element Map Series.
- Updating the Express Transit Corridors Map ("Map C") and Rapid Transit Corridors Map ("Map D") to be consistent with the updates to the Multimodal Transportation Capital Improvements Program and updates to the Transportation Mobility Element Map Series.
- Updating the Wetlands and Floodplains Map ("Map E") to depict the most current available data layers for Wetlands and Special Flood Hazard Areas.

#### **Future Land Use Element**

## FUTURE LAND USE ELEMENT DATA AND ANALYSIS APPENDIX

Approved Development Plans Included in Urban Cluster Capacity Analysis

Development Name	Approval	Acres	Approved Number	Number of Unbuilt
Development Hame	Туре	Acies	of Units	Units
Town of Tioga PD - South	Final	75.6	104	91
Lexington Place	Final	8.3	17	10
Arbor Greens Phases I II III	Final	123.0	400	229
Amariah Park Subdivision	Final	37.6	80	74
Arbor Greens PD, Phase 4	Final	22.7	260	260
Tioga Town Center Phase 6	Final	2.3	59	59
Villas of West End PD Unit B Phase 2	Final	10.7	52	52
Brytan PD	Final	144.1	700	654
Grand Preserve at Kanapaha	Final	40.3	240	206
Celebration Pointe TOD	Final	247.7	1,772	1,772
Estates of Wilds Plantation	Final	76.6	99	47
Lugano TND	Final	146.0	460	427
Oakmont PD	Final	535.0	999	767
Chesnut Plantation	Final	31.6	137	137
Crofton Subdivision	Final	9.4	16	16
Gloria's Way	Final	21.0	42	35
Southpointe PD	Planned Development	70.0	246	246
Standridge PD	Planned Development	15.8	219	219
Dogwood Park TND	Preliminary	25.0	224	224
Newberry Village TOD	Preliminary	89.3	801	801
Springhills TOD	Preliminary	349.5	3,296	3,296
Santa Fe Village TOD	Preliminary	158.6	2,310	2,310
Jonesville Business Park Mixed Use PD	Preliminary	80.3	300	300
Multerra TND	Preliminary	25.5	228	228
Park Lane Phase IIA	Preliminary	12.7	176	176
Park Lane Mixed Use Retail/Residential	Preliminary	1.0	28	28
Total		2,359.6		12,664

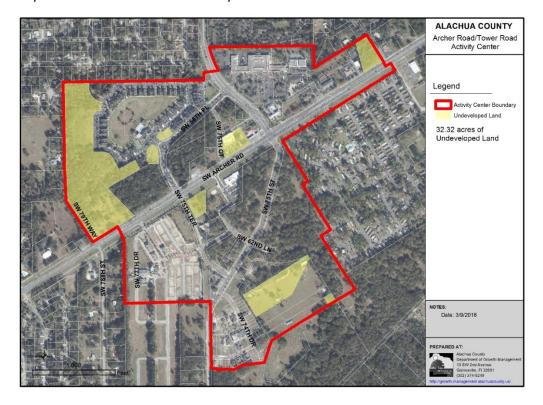
Source: Alachua County G.I.S. and Development Plan Database, June 2018

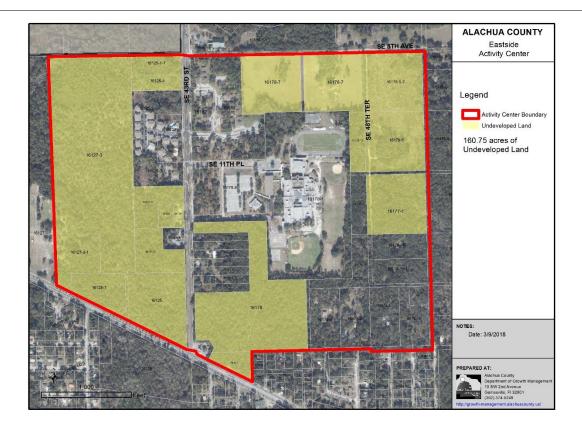
#### **Future Land Use Element**

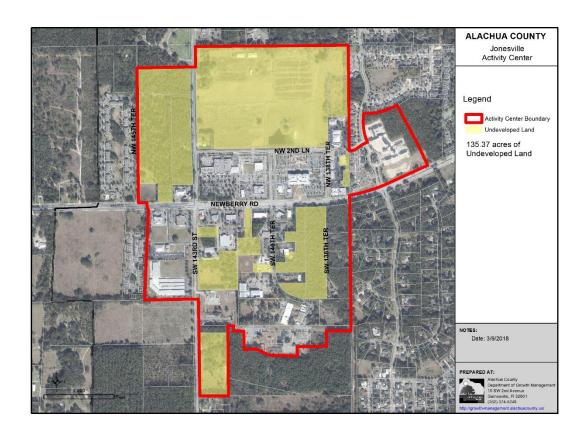
#### **APPENDIX**

#### **Activity Center Maps**

Note: Areas shown on the following maps as "undeveloped land" include land that is currently not developed, as well as land that is covered by approved preliminary development plans. Land that is covered by an approved final development plan would be considered developed.

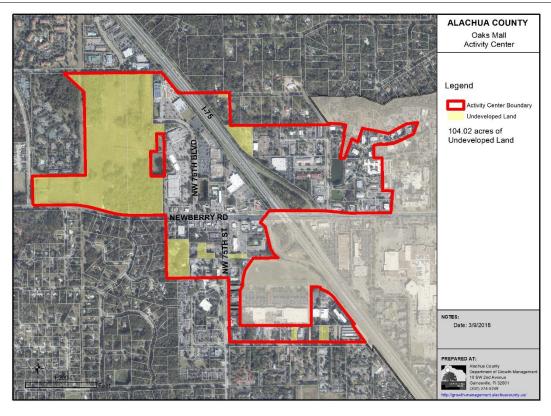


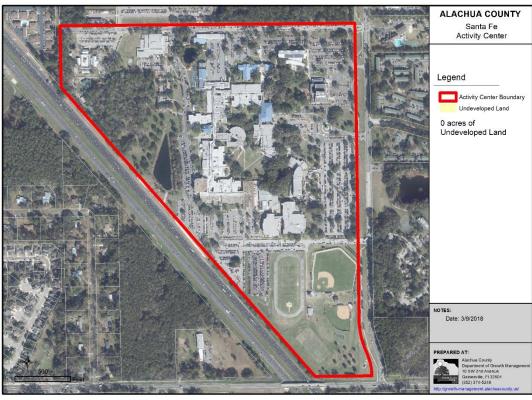


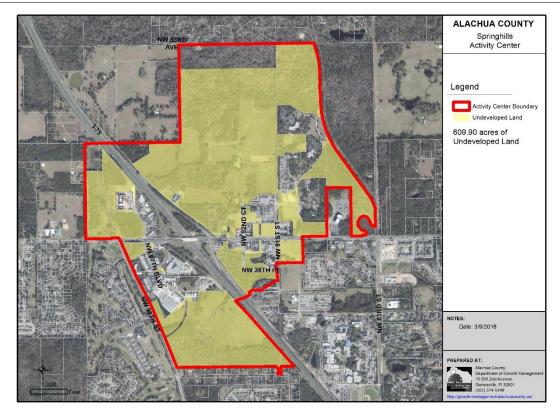


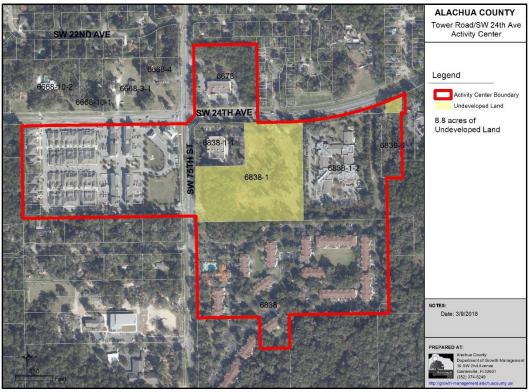






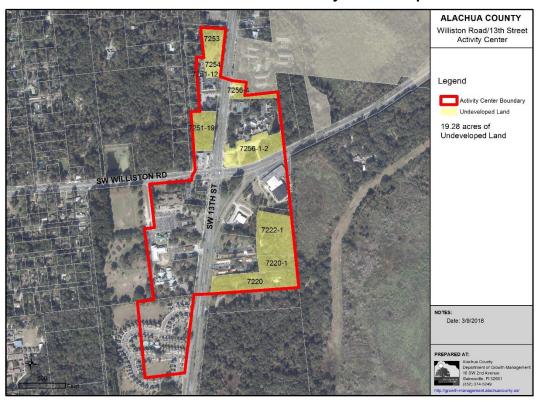


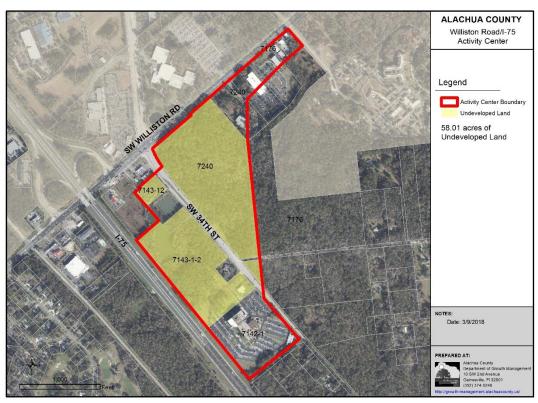




## **Future Land Use Element**

## Williston Road/13th Street Activity Center Map





#### **Future Land Use Element**

# **APPENDIX**Data on Undeveloped Land within Activity Centers

Numbers given in acres

Activity Center	Undeveloped Land - Portion that is not Covered by any Approved Development Plans	Portion that is not ered by any Approved Portion that is Covered by Approved Preliminary	
Archer Road/Tower Road	8.35	23.97	32.32
Eastgate	4.31		4.31
Eastside	160.75		160.75
Jonesville	67.13	68.24	135.37
Millhopper	2.00		2.00
North Main Street/53rd Avenue	36.48		36.48
Oaks Mall	14.73	89.29	104.02
Springhills	145.85	464.05	609.90
Tower Road/24th Avenue	0.23	8.57	8.80
Williston Road/13th Street	19.28		19.28
Williston Road/I-75	58.01		58.01
Totals	517.12	561.91	1171.24

Source: Alachua County Department of Growth Management, March 2018

Note: Undeveloped lands include both land that is not developed and land that is covered by approved preliminary development plans. Both categories have been shown separately in the above table. Lands that are covered by approved final development plans are considered to be developed, even if the development plans are not yet built.

#### **Future Land Use Element**

#### **APPENDIX**

#### Additional Reference Materials Relating to Future Land Use Element

- Supplemental Report Relating to Urban Cluster Evaluation presented at August 21, 2018 Board of County Commissioners Meeting.
- Gainesville Regional Utilities Memo of August 9, 2018 on Conceptual Water & Wastewater Plan for Areas within the Urban Cluster
- Supplemental Report with Data on Density Trends for New Development in the Urban Cluster presented at May 17, 2018 County Commission meeting

#### **Transportation Mobility Element**

## Introduction

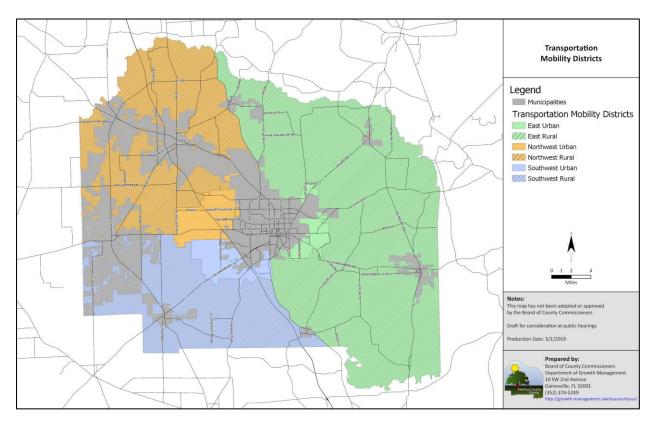
The Transportation Mobility Element (TME) contains numerous Principle, Objective, and Policy revisions derived from the Evaluation and Appraisal (EA) process and related to the topics detailed below. There are instances where a single Policy revision touches on several of the topics below. The text of individual revisions can be found in the transmittal draft of the TME.

## I. Transportation Concurrency

The State Legislature approved broad changes to the State growth management statutory framework in 2011 (Ch. 2011-139 Laws of Florida). One of these changes made the implementation of transportation concurrency an optional component of local government comprehensive plans (F.S. 163.3180(1)). The practice of transportation concurrency, which required transportation facilities to be in place within a reasonable timeframe before the local government could approve new development, had previously been a requirement of local government comprehensive plans. The changes in 2011 also included language that encouraged local governments to adopt "Alternative Mobility Funding Systems" (F.S 163.3180(5)(i) which included land use controls, multimodal funding systems and other tools found in (F.S 163.3180(5)(f)). The statute also placed new requirements on jurisdictions that continued to implement transportation concurrency by requiring specific methodologies tied to maximum service volumes for the calculation of "proportionate share" contributions (F.S 163.3180(5)(h)2.a.)

Previous to this change in statute, the County adopted amendments to the Comprehensive Plan (CPA-01-09) that were collectively known as the "Mobility Plan" in 2010. The Mobility Plan made many of the revisions that were subsequently encouraged in the statute including broad changes to the implementation of transportation concurrency amongst other land use, capital planning and funding policies. The Mobility Plan amendments created the foundation for the Multi-Modal Transportation Mitigation (MMTM) by creating Mobility Districts within the Urban Cluster and by adopting a long range Capital Improvements Program into the Comprehensive Plan.

## **Transportation Mobility Element**



PROPOSED TRANSPORTATION MOBILITY DISTRICTS MAP

The proposed EA based amendments explicitly repeal transportation concurrency both inside and outside the Urban Cluster Boundary (Principle 4, Objective 1.1, and Objective 1.2). The primary rationale is so that the County can continue to use the adopted MMTM or similar mobility fee methodology for mitigation purposes consistent with the "Alternative Mobility Funding System" language of the statute. Policy 1.1.7 provides for the concept of the mobility fee which is a key element of the alternative system. Additionally the proposed revisions will allow the County to expand this system to the entire unincorporated area. For the area inside the Urban Cluster, this would have little practical effect but would allow the County to continue to pursue the innovative policies that were first initiated with the Mobility Plan amendments nine years ago. For the area outside the Urban Cluster, the repeal of transportation concurrency would allow for a more unified mobility planning and funding system.

As an ancillary effect of the broader repeal of transportation concurrency there is the need to delete several of the concurrency exceptions that are present in the adopted document including Policies 1.1.9 through 1.1.10.1.

#### **Transportation Mobility Element**

# **II. Transportation Backlog Authority**

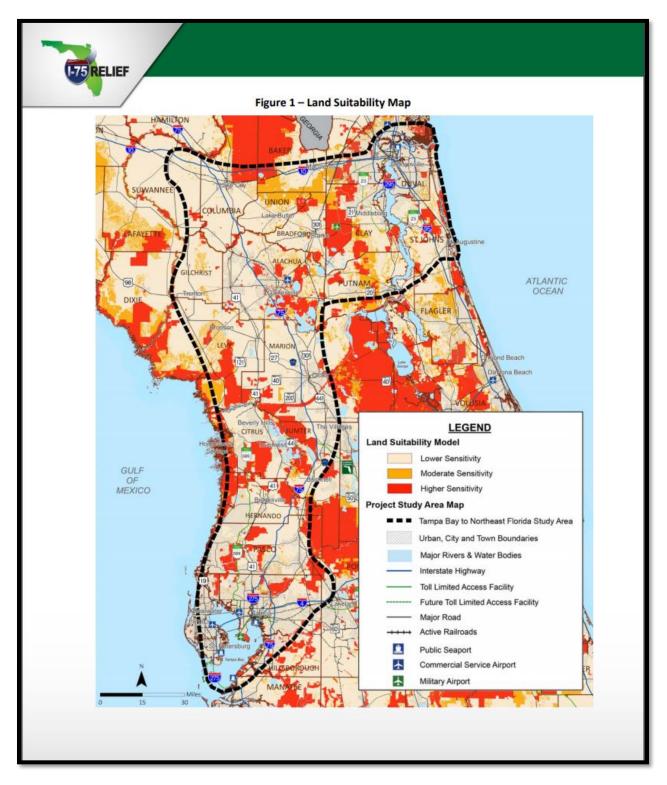
The Mobility Plan amendments from 2011 also included new language that encouraged the usage of a Transportation Backlog Authority (TBA) as a potential governance and funding source for alleviating congestion on major corridors. A TBA would allow the use of a Tax Increment Funding to fund transportation infrastructure. TBA's were provided for at the time in F.S. 163.3182. With recent statutory revisions, they have subsequently been renamed as Transportation Development Authorities and some of the enabling language has been revised.

The proposed amendments remove the Transportation Backlog Authority language that is currently in the Comprehensive Plan. The County has utilized a tax increment financing based formula to fund transportation in both the Southwest and Northwest Transportation Improvement Districts via agreements with Celebration Pointe and Santa Fe Village respectively. This technique is a functionally equivalent funding system that does not have the same structural and procedural issues incumbent in the Transportation Development Authorities.

## **III. Limited Access Highways**

The County was active in the I-75 Relief Process that was conducted by FDOT in 2016. During this process the County reviewed the data and analysis presented by FDOT and concluded that it would not be in the public interest to have a new turnpike or limited access roadway located within Alachua County. This was primarily due to several factors in different areas of the County. The environmental sensitivity on the eastern side of the County makes the location of a new highway there undesirable. The likely impacts to already developed areas around the City of Gainesville is similarly undesirable. A new limited access highway west of the Gainesville urbanized area would have the potential to induce sprawl and counteract the County's FLUE and TME goals of maintaining development and new infrastructure within compact centers. There are sufficient opportunities for the State to make safety, operational and capacity improvements to existing highway corridors. Therefore, the TME Policy 1.5.3 is proposed in order to clearly state the County's position on this subject in the Comprehensive Plan.

## **Transportation Mobility Element**



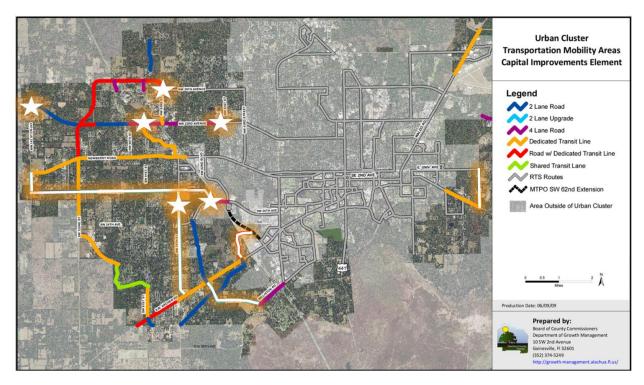
LAND SUITABILITY MAP FROM 2016 FDOT I-75 RELIEF PROCESS

#### **Transportation Mobility Element**

# IV. Updated Transportation Mobility Plan Policies and Maps

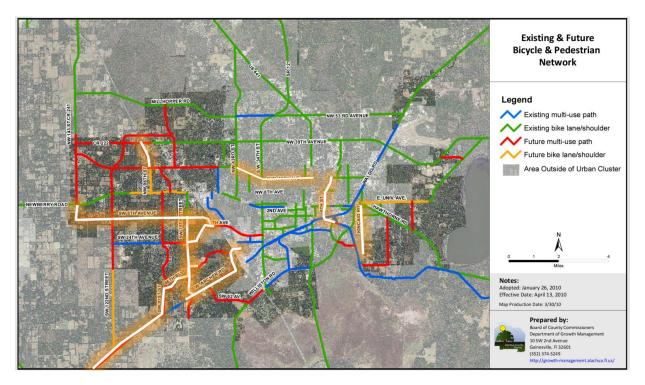
In 2010, The County adopted a set of land use, transportation and capital planning amendments known as the Mobility Plan. Included in these amendments were revised multi-modal levels of service for transportation. These new levels of service included an areawide level of service for automobiles. This focus on areawide level of service reduced the overreliance on segment by segment congestion analysis. The new levels of service informed the adoption of a multimodal capital improvements element for transportation that focused on providing parallel capacity in the roadway network, a bicycle and pedestrian network on existing roadway corridors and new transit service once sufficient density is present in the Urban Cluster to support it. The County has completed a number of transportation projects since the adoption of the Capital Improvements Element (CIE). The maps in the EA based amendments are consistent with the updated CIE tables. The following maps identify completed projects that are reflected in the updated maps in the Transportation Mobility Element. Revised maps include:

- Future Transportation Functional Classifications (Maps 1 and 2),
- Future Transportation Circulation (Maps 3 and 4), and
- Existing and Future Bicycle Pedestrian Network (Map 8).



MOBILITY PLAN ROADWAY PROJECTS THAT ARE EITHER CONSTRUCTED OR UNDER CONTRACT (WHITE HIGHLIGHTED IN GOLD)

## **Transportation Mobility Element**



BICYCLE AND PEDESTRIAN PROJECTS THAT ARE EITHER COMPLETED OR UNDER CONTRACT (WHITE HIGHLIGHTED IN GOLD)

Analysis demonstrates that the areawide level of service for automobile travel is being met inside the Transportation Mobility Districts and there are no roadway segments overcapacity in the unincorporated area outside the Urban Cluster.

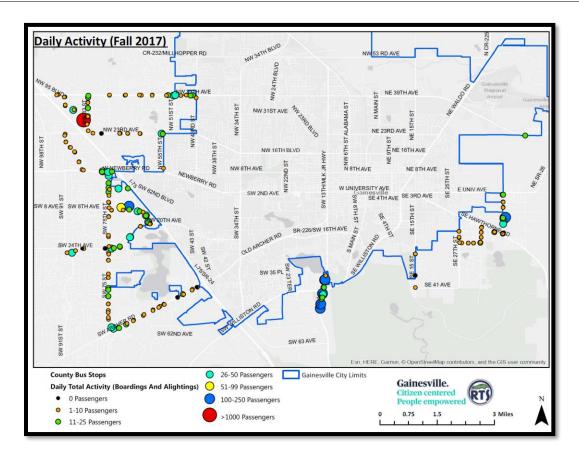
Transportation Mobility District	Northwest	Southwest	East
Average Annual Daily Trips	265,237	208,952	75,923
Areawide Maximum Service Volume	408,655	349,370	229,350
Volume/Capacity	64.9%	59.8%	33.1%

TRANSPORTATION MOBILITY DISTRICTS LEVEL OF SERVICE ANALYSIS (COUNTY DATA – 2017)

There are several individual County maintained roadway segments that do not currently have average annual daily trip levels over that of their maximum service volume including portions of SW 20<sup>th</sup> Ave and Tower Road.

Daily activity on County funded RTS routes has seen slight reductions in recent two years after many years of growth.

#### **Transportation Mobility Element**



**DAILY ACTIVITY ON COUNTY RTS STOPS** 

# V. Elimination of Future Transportation Circulation Map

The Future Transportation Circulation Map (FTCM) and related Policies under Objective 1.4 are proposed for deletion. This map was adopted more than ten years ago and the policy objectives are met by the County adopting a Long Range Capital Improvements Element.

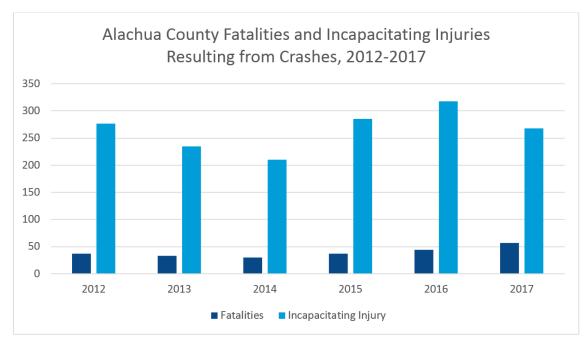
#### VI. Electrification of the Vehicle Fleet

Recognizing the continued expansion of electrical vehicular fleets and necessity of charging infrastructure, Policy 1.4.1 was added to require Level 2 charging stations in new multifamily and mixed use developments.

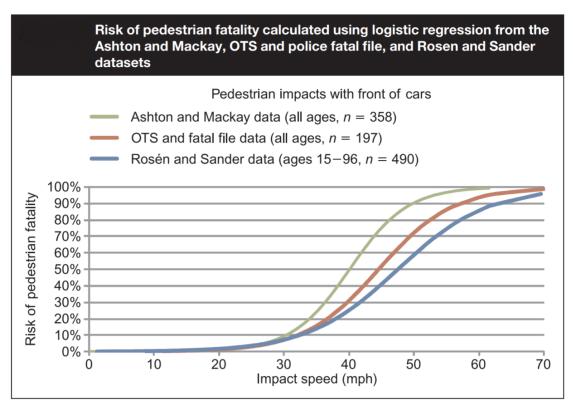
# VII. Safety

Objective 1.8 and subsequent Policies are proposed to address safety issues within the transportation system. Policy 1.8.5 is proposed to specifically emphasize the demonstrated effect of speed on serious injuries and fatalities amongst system users. The Policy aims to keep speeds at the minimum necessary for safe and efficient travel.

#### **Transportation Mobility Element**



SOURCE: SIGNAL FOUR ANALYTICS (HTTP://S4.GEOPLAN.UFL.EDU). DATA RETRIEVED APRIL 5, 2018.



SOURCE: DEPARTMENT FOR TRANSPORT: LONDON, ROAD SAFETY WEB PUBLICATION NO. 16: RELATIONSHIP BETWEEN SPEED AND RISK OF FATAL INJURY: PEDESTRIANS AND CAR OCCUPANTS. TABLE 4.1, SEPTEMBER 2010.

#### **Housing Element**

## **Introduction**

The proposed Comprehensive Plan amendments to the Housing Element include policy revisions that:

- 1. Preserve and extend the affordable housing stock;
- 2. Improve and maintain public housing;
- 3. Ensure that housing opportunities affordable to very low- and extremely low-income households are dispersed throughout the community; and,
- 4. Identify strategies for affordable rental housing for very low- and extremely low-income households.

Based on a set of recommended strategies generated through an Affordable Housing Workgroup process, the following strategies were approved by the Alachua County Board of County Commissioners for inclusion in the draft Housing Element policy revisions for public hearings:

- Pilot matching grant program for landlords to increase water and energy efficiency of affordable units (Policy 2.2.6);
- Use revenue from sale of escheated/acquired properties to develop affordable housing (Policy 1.4.11);
- Preserve and expand the public housing supply (Policies 1.3.7, 2.1.6);
- Incentives to rehabilitate older homes (Policy 2.2.7);
- Strategies to address the continuum of needs (Policies 1.4.9, 3.1.7, 3.1.8 and 3.1.9);
- Repurposing of existing structures for affordable housing (Policy 2.4.6);
- Establish concept plan review process for affordable housing projects (Policy 1.2.9);
- Review land development regulations to ensure that "Cohousing" is allowed (Policy 1.2.7).
- Regulatory incentives for development and redevelopment of affordable housing units (Policy 1.2.8)
- Coordinate with fair housing programs to provide protections (Policy 1.3.8)

#### **Housing Element**

# **Background**

#### Alachua County's Role in Affordable Housing

The Housing Element provides goals, objectives and policies to promote safe, sanitary and affordable housing in Alachua County. Objectives include providing a framework for development that disperses affordable housing throughout the County, evaluating land development regulations for their impacts on the costs of housing, partnering with agencies and developers of affordable housing, providing funding for affordable housing, providing a systematic approach to preservation and redevelopment of existing affordable housing, and promoting sustainable construction and rehabilitation techniques.

#### **Affordable Housing Defined**

In keeping with state and federally funded homeownership programs, the Housing Element defines affordable housing as a monthly mortgage payment (including principal, interest, taxes and insurance) that does not exceed 30% of a household's gross annual income, adjusted for size. Affordable rents are defined as a monthly rent payment, including utilities, that does not exceed 30% of a household's gross annual income. Homeowners or renters paying more than 30% of their gross annual income for housing are deemed to be "cost-burdened". Those homeowners or renters paying more than 50% of their gross annual income for housing are considered to be "severely cost-burdened".

Florida Statutes includes definitions of Extremely-Low-income, Very-Low-income, Low-income, and Moderate-income persons as those whose total annual household incomes do not exceed 30%, 50%, 80%, and 120% respectively, of the area median income, or AMI. (For the Extremely-Low category, the Florida Housing Finance Corporation may adjust this amount for lower or higher income counties; for the Very-Low, Low, and Moderate categories, the percentage may refer to Metropolitan Statistical Area or County, whichever is greater. The Housing Element includes definitions of all these income categories except the Extremely-Low-income category.)

# **Analysis of Proposed Amendments**

#### **Household Income and Cost Burden**

Estimates from the UF Shimberg Center for Housing Studies indicate that a large portion of Alachua County households pay in excess of 30% of their income on housing.

- Out of 106,197 total households in Alachua County 43.9% (46,595) pay at least 30% of income on housing or "cost burdened".
- 26.6% (28,253) of total households in Alachua County pay in excess of 50% of income on housing or "severely cost burdened".

#### **Housing Element**

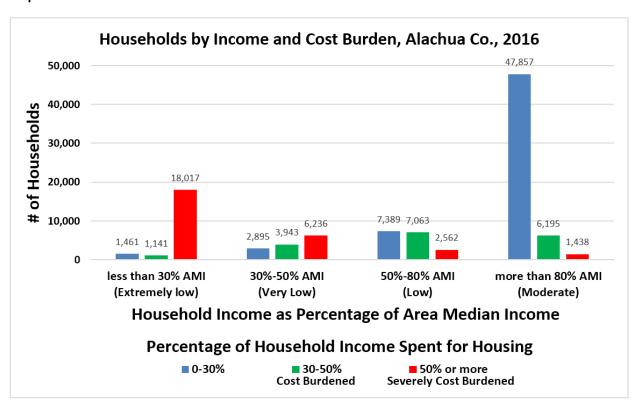
Table 1

Households by Income and Cost Burden, Alachua County, 2016

	Amount of Income Paid for Housing		
Household Income as Percentage of Area Median Income	0-30%	30-50%	50% or more
<=30% AMI	1461	1141	18017
30.01-50% AMI	2895	3943	6236
50.01-80% AMI	7389	7063	2562
80.01+% AMI	47857	6195	1438
Total	59602	18342	28253

Notes: Click here to get household projections by tenure, age of householder, income, and cost burden. Sources: Not Available.

#### Graph1



Sources: Estimates and projections by Shimberg Center for Housing Studies, based on 2000 and 2010 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida.

## **Housing Element**

For those in the Extremely Low Income<sup>1</sup> household category:

- 92.9% of households had a housing cost burden of over 30%
- 87.4% of households had a housing cost burden over 50%

For those in the <u>Very Low Income</u> household category:

- 77.9% of households had a housing cost burden of over 30%
- 47.7% of households had a housing cost burden over 50%

For those in the **Low Income** household category:

- 56.6% of households had a housing cost burden of over 30%
- 15.1% of households had a housing cost burden over 50%

For those in the Moderate Income household category:

- 13.8% of households had a housing cost burden of over 30%
- 2.6% of households had a housing cost burden over 50%

#### Affordable Housing/Living Wage

Table 2

	% of household income spent on housing			
Occupation	Entry-level	Median wage	Experienced	
(# of total workers in Gainesville MSA)	Lifti y-icvei	Wicaiaii Wage	Experienced	
Cashier (3,990)	60%	58%	54%	
Cook (1,070)	59%	51%	44%	
Janitor (3,050)	59%	51%	43%	
Maid/Housekeeping (1,100)	59%	54%	48%	
Retail Salesperson (4,040)	60%	56%	41%	
Secretary/Admin. Assistant (2,500)	47%	36%	30%	
Waiter/Waitress (2,640)	59%	55%	42%	

Source: Florida Housing Data Clearinghouse http://flhousingdata.shimberg.ufl.edu

Table 2 references data from the University of Florida Shimberg Center for Housing Studies. The occupations shown are selected as those with at least 1,000 workers in the Gainesville Metropolitan Statistical Area in 2016 (which is comprised of Alachua County and Gilchrist County). The percentages shown in the table

<sup>1</sup> Total annual household income categories, including Extremely-Low, Very-Low, Low, and Moderate, are defined in Florida Statutes, Sect 420.0004, as percentages of the median annual adjusted gross income for households within the state. "Extremely-low-income persons" means one or more natural persons or a family whose total annual household income does not exceed 30 percent of the median annual adjusted gross income for households within the state. The Florida Housing Finance Corporation may adjust this amount annually by rule to provide that in lower income counties, extremely low income may exceed 30 percent of area median income and that in higher income counties, extremely low income may be less than 30 percent of area median income.

#### **Housing Element**

indicate the amount of household income that would be required to spend on a two bedroom unit at the fair market rate as determined by the U.S. Department Housing and Urban Development (HUD) which equates to \$887. As Table 2 shows, most of these occupations have housing costs burdens well above 30% for all levels of work experience, and at entry levels housing costs burdens range as high as 60%.

#### 2018 Racial Inequity in Alachua County Report

There is data from the recent study completed by the University of Florida Bureau of Economic and Business Research titled "Racial Inequity in Alachua County" (January 2018) on racial disparities in Alachua County and how those disparities affect key factors that are significant to access to affordable housing – income and transportation. See the Economic Element Amendments Data & Analysis for further discussion of the factors and forces behind racial disparities in Alachua County.

#### **Solid Waste Element**

## Introduction

The proposed Comprehensive Plan amendments related to Solid Waste include the following:

- 1. Revised Level of Service standard for Solid Waste (Policy 1.1.1)
- 2. Maintaining the prohibition on incineration in the County's solid waste system, clarifying that biomass and certain hazardous waste may be incinerated, prohibiting use of plastic as a fuel source for waste to energy, providing exceptions for waste related research. (Policy 1.2.5)
- 3. Amend formula for calculating waste diversion rate to FDEP methodology; revise compliance rate for recycling goals; revise wording addressing coordination and assistance for recycling programs (policies 1.5.2, 1.5.4. 1.5.6)
- 4. Added definitions for Solid Waste System and Research and Development.

# **Analysis of Proposed Amendments:**

The Comprehensive Plan includes policies addressing Public Facilities, which includes Solid Waste. The Florida Department of Environmental Protection (FDEP) establishes rules addressing waste collection and disposal, including data collection and reporting which cities and counties must compile and submit. Over time, municipalities in Florida, including Alachua County, have reported that the total tonnage of waste per-capita has increased, therefore, Solid Waste element Policy 1.1.1 is amended to revise the Level of Service standard for Solid Waste.

Recycling goals for municipalities in Florida were established by FDEP. Subsequently, FDEP revised the methodology for calculating recycling rates to include incineration in a waste to energy facility. Incineration is prohibited as part of the Alachua County solid waste system. Policy 1.2.5 maintains the prohibition on incineration in the County's solid waste system, and adds text clarifying that biomass (vegetation) and certain regulated hazardous waste may be incinerated, and explicitly prohibits the use of plastic as a fuel source for waste to energy in Alachua county while providing exceptions for waste related research, which could occur at the Eco-industrial Park.

Because FDEP establishes rules addressing waste collection and disposal, Alachua County must report data regarding waste disposal and recycling consistent with FDEP methodology and Policy 1.5.2 is amended to reference the FDEP methodology. Policies 1.5.4 and 1.5.6 are amended to update the compliance rate for commercial and multi-family recycling goals and revise wording addressing coordination and assistance for recycling programs among municipalities and community institutions such as the Santa Fe College, University of Florida, UF Health, and others.

Solid Waste System and Research and Development were added to the Definitions.

# **Issue Background:**

The following information was excerpted from Planning for Sustainable Material and Waste Management (Planners' Advisory Service Report 587). Copyright 2017 by the American Planning Association.

#### **Solid Waste Element**

#### OVERVIEW OF MUNICIPAL SOLID WASTE IN THE U.S.

Municipal solid waste (MSW) loosely refers to nonhazardous waste generated from residential, commercial, institutional, and some industrial activities. MSW often comprises both inorganic (e.g., glass, metals, and many synthetics) and organic (e.g., food, yard trimmings, paper, cardboard, and timber) components. Construction and demolition debris (C&D) is increasingly managed separately. MSW can include toxic materials such as fluorescent lamps, paint, batteries, and other electronics. "Solid" waste, as regulated by the U.S. EPA, can also include liquids, semisolids, or gasses.

Local definitions of MSW can be highly variable. The composition and volume of MSW varies by geographic location, economic structure, the extent of urbanization, and the socioeconomic status of individual communities. It can also change over time due to changes in MSW regulations (e.g., landfill bans for certain materials), recycling programs, and citizens' lifestyles, as well as population and economic growth.

According to national estimates by the U.S. EPA (2016a), Americans generated 258 million tons of MSW in 2014, which is nearly triple the mass generated in the 1960s. At present, over half of MSW is landfilled. Another 13 percent is combusted for energy recovery, and the remaining one-third is recycled. Food scraps are the largest single component in the MSW disposal stream.

#### FOSTERING ECONOMIC DEVELOPMENT THROUGH WASTE DIVERSION

It is an underappreciated fact that waste diversion, whether regulatory or market induced, creates new businesses and jobs. More jobs are created by recycling material than disposing of it into landfills because once material has been collected, hauled, and placed into the landfill, its value becomes nearly zero. Reuse, recycling, and remanufacturing (R3) activities provide a range of opportunities to create value and jobs from further material handling, sorting, processing, manufacturing, distribution, research and development, marketing, sales, and related administrative and support activities. Further, conventional waste collection is occurring in an increasingly concentrated waste management industry, while waste diversion provides opportunities to create jobs and businesses at the local level.

While the need to address long-term unemployment and the challenges of the hard-to-employ may be greatest in our largest cities, all local and regional economies may wish to explore the business and job creation potential from implementing waste diversion and waste-to-profit strategies that will grow the R3 industry.

#### Reuse, Recycling, And Remanufacturing (R3)

One significant way the R3 industry can be stimulated is through legal mandates at the state or local levels that require general waste diversion from landfills. R3 development can be industry driven because of sustainability objectives or fear of legislative response, as in the Carpet America Recovery Effort (CARE) of the major U.S. carpet manufacturers. The recovery of valuable or rare materials can be a strong motivator of R3 development, and is a key impetus

#### **Solid Waste Element**

for the zero-waste and waste-to-profit movements. Zero-waste programs seek to eliminate waste by designing products and processes such that discarded materials become resources for other uses. The waste-to-profit movement matches local generators of wastes and byproducts with local businesses interested in recycling the materials as substitutes for raw materials, making waste a significant economic resource.

Both for-profit and nonprofit firms are engaged in R3 activities. The for-profit sector includes large and sophisticated firms, some of which process very high-value materials (e.g., medical instruments and precious metals). There are also many small and medium-sized businesses engaged in R3 activity. The U.S. used merchandise stores industry, made up of nonprofit and for-profit resale shops, consignment shops, thrift shops, and antique stores, has 25,000 stores and a combined annual revenue estimated at \$17 billion (NARTS 2010). Some nonprofits engaged in R3 activity have a goal of providing employment to ex-offenders or the homeless.

## **Community-Specific Waste Management Planning**

While higher landfill diversion rates and lower disposal volumes are common goals of local MWM, the logistical challenges and cost implications of meeting these goals vary across communities. Waste composition is community specific and changes over time. Content analyses of landfill-bound waste streams can help planners identify missed opportunities for recycling specific types of materials in various regions. Accordingly, goal setting and policy design can be tailored to local characteristics. Many states have conducted waste characterization studies and adopted them as the basis for solid waste plans, which are required by federal regulations in the RCRA. When coupled with local demographic and community profiles, the refined scale of waste characterization data can help planners identify neighborhoods that tend to throw large amounts of recyclables in the garbage and target groups for promoting recycling and education programs. Because waste characterization studies require resources and are labor intensive, however, they are not regularly undertaken.\*

\*Excerpted from Planning for Sustainable Material and Waste Management (PAS 587). Copyright 2017 by the American Planning Association.

# Florida and the 2020 75% Recycling Goal

"The over 37 million tons of municipal solid waste generated by 20 million Floridians and about 113 million visitors every year, provides many opportunities for recycling. Unfortunately, Floridians and our visitors continue to discard valuable commodities when there are better uses for those items. The Florida Legislature recognized that fact and through the Energy, Climate Change and Economic Security Act of 2008, established a statewide weight-based recycling goal of 75% by 2020 (see Appendix G). The Act instituted the 75% recycling goal, directed the Florida Department of Environmental Protection (DEP) to establish a reporting protocol and directed counties to report annually. The Legislature also established interim recycling goals: 40% by 2012, 50% by 2014, 60% by 2016 and 70% by 2018"...

"Recycling in Florida, the United States, and the world has changed significantly over the last 10 years. Many of the challenges we currently face with recycling have occurred as a result of

#### **Solid Waste Element**

changes in collection methods, shifts in the recycling markets and new and lighter weight packaging. Given these challenges and others detailed in the report, the current practices in Florida are not expected to significantly increase the recycling rate beyond the state's current rate of 56%; causing it to level of. Without significant changes to our current approach, Florida's recycling rate will likely fall short of the 2020 goal of 75%."

"In 2012, DEP implemented a new methodology for calculating the recycling rate to include renewable energy recycling credits as a result of legislative changes to Section 403.706, F.S. To promote the production of renewable energy from solid waste combustion, the Legislature allowed that each megawatt-hour produced by a renewable energy facility using solid waste as a fuel counts as 1 ton of recycled material, and is applied toward meeting the recycling goals. Section 403.708(12)(c), F.S., states that DEP shall, by rule, develop and adopt a methodology to award recycling credit for the use or disposal of yard trash at a Class I landfill having a gascollection system that makes beneficial use of the collected landfill gas."

"Renewable energy is statutorily defined as "electrical energy produced from a method that uses one or more of the following fuels or energy sources: hydrogen produced from sources other than fossil fuels, biomass, solar energy, geothermal energy, wind energy, ocean energy and hydroelectric power." A means of creating renewable energy by using solid waste occurs through waste-to-energy (WTE). WTE is the process of generating energy in the form of electricity and/or heat from the primary treatment of MSW. Most WTE processes produce electricity and/or heat directly through combustion or produce a combustible fuel commodity. Currently, there are 12 WTE facilities that accept MSW from 22 Florida counties. Approximately 12% of Florida's MSW is combusted in WTE facilities. Research suggests that increasing the number of WTE plants in Florida could raise the recycling rate under the 2012 methodology. For example, by strategically adding new WTE capacity in higher population areas that currently do not have access to WTE could potentially increase the adjusted recycling rate by more than 5 percent."

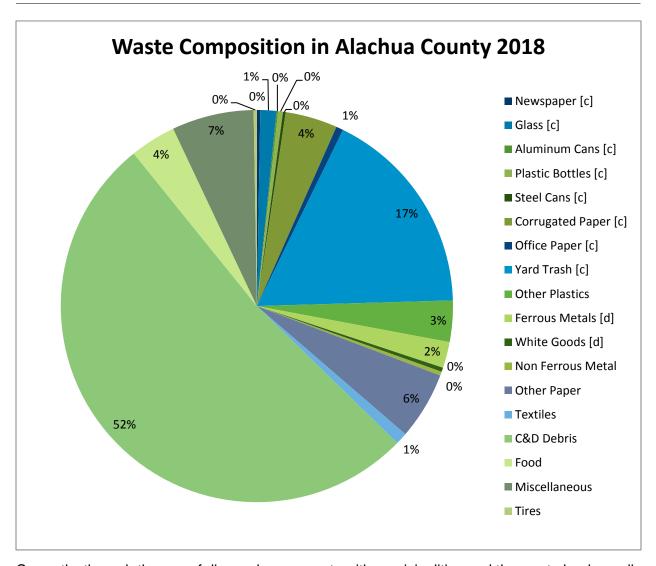
Final Recycling Report - FDEP https://floridadep.gov/sites/default/files/FinalRecyclingReportVolume1 0 0.pdf

## Solid Waste and Resource Recovery in Alachua County

The Alachua County Solid Waste and Resource Recovery Department is responsible for ensuring the proper management and disposal of municipal solid waste from within Alachua County. Municipal solid waste (MSW) includes garbage, recyclables, and yard waste collected from residences, businesses, and institutions as well as construction and demolition debris (C&D debris).

For the 2018 calendar year, Alachua County generated a total of 802,584 tons of MSW of which 468,557 tons were recycled. An additional 73,668.76 tons of MSW was used to create renewable energy for an overall recycling rate of 68%. Of the total MSW generated, nearly half is construction and demolition debris. C&D debris also accounts for nearly 80% of the recycling credits due to the materials weight and relative ease of recycling.

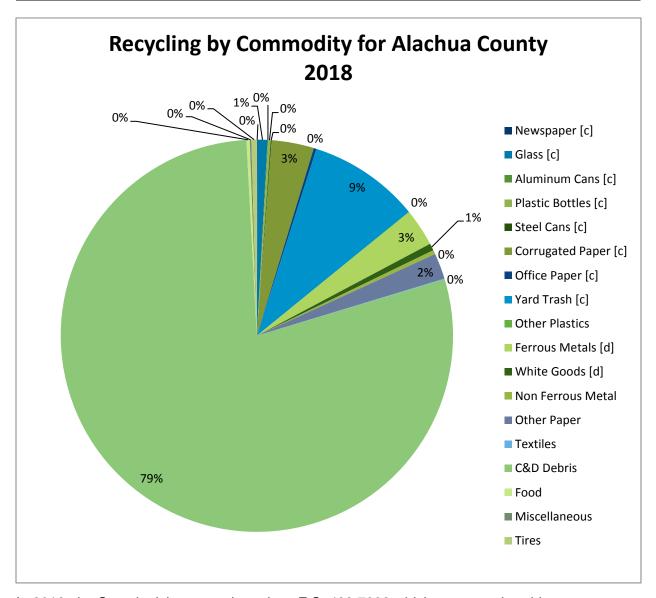
#### **Solid Waste Element**



Currently, through the use of disposal agreements with municipalities and the waste haulers, all of the garbage collected within Alachua County is currently brought to the Leveda Brown Environmental Park to be transferred into long haul trailers. From there it is transported to New River Landfill located in Union County. By statute, local governments are not able to direct where recyclables generated on commercial premises are delivered for processing (F.S. 403.7046). For this reason only a portion of the commercial and municipal recyclables are processed at the County's Materials Recovery Facility located at the Leveda Brown Environmental Park. In 2018, the Leveda Brown Environmental Park sent 195,485 tons of waste to the landfill and processed approximately 9,160 tons of recyclables at the Materials Recovery Facility.

Construction and demolition debris is disposed of at regulated C&D debris landfills. F.S. 403.707 requires that all C&D debris landfills and materials recovery facilities process the debris to remove recyclables prior to disposal when economically feasible. In 2018, a total of 416,434 tons of C&D debris was generated in Alachua County and of that tonnage 369,208 tons were recycled.

#### **Solid Waste Element**



In 2010, the State legislature put into place F.S. 403.7032 which, among other things, established a statewide recycling goal of 75% by the year 2020 and set benchmarks for achieving this goal. As a county, Alachua County adopted the 75% recycling by 2020 goal into its comprehensive plan and has begun the process of working towards Zero Waste along with the City of Gainesville. Part of this effort is to help create additional markets and opportunities for recycling. The Eco-Industrial Park (formerly referred to as the Resource Recovery Park) has the potential to create these markets and opportunities for recycling and waste reduction. With an initial area of 37 acres, and a planned space for waste reduction research, there is an opportunity for established businesses or startups to put into place outlets for waste from the region preventing it from ending up in a landfill. Based on the waste composition of Alachua County, additional outlets for C&D debris, food waste, yard trash, paper products, non-ferrous metals, and plastics would benefit the county and should be targeted industries for the Eco-Industrial Park.

#### **Solid Waste Element**

## Responsibilities by area

#### Office of Waste Collection:

- Curbside Collection Contract
- Enforcement of residential solid waste ordinances
- Preparation of solid waste management, rural collection, and curbside collection assessments

## Office of Waste Alternatives:

- Public education and outreach
- Enforcement of mandatory commercial recycling ordinances
- Preparation of FDEP annual solid waste and recycling report

#### Leveda Brown Environmental Park

- Accept and transport waste to New River landfill
- Recycle white goods, scrap metal, tires, and yard trash
- Screens waste for prohibited items prior to disposal
- Accept and sort recyclable commodities
- Market bales of recyclables
- Houses Environmental Protection's primary hazardous waste collection center

#### **Rural Collection Centers:**

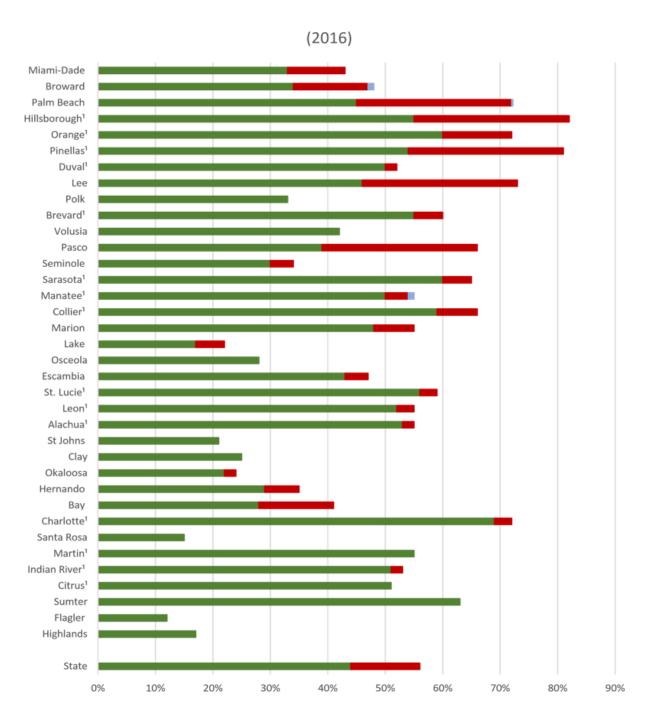
- Offers rural residents disposal options for garbage, recycling, yard trash, and hazardous waste
- Brings collected waste to the Leveda Brown Environmental Park

#### Engineering and Compliance:

- Monitor solid waste facility permit compliance
- Closed landfill compliance monitoring
- Oversees capital improvement projects

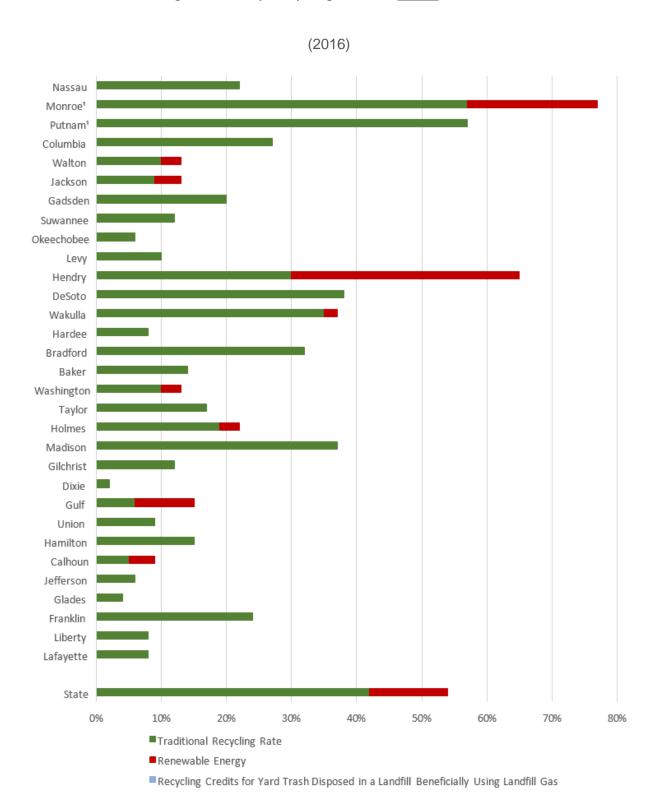
## **Solid Waste Element**

Figure 2 County Recycling Credits - Large Counties



## **Solid Waste Element**

Figure 3 County Recycling Credits - Small Counties



#### **Environmental-related Policies**

Conservation and Open Space Element Portable Water & Sanitary Sewer Element Energy Element Future Land Use Element Stormwater Management Element

## Introduction

The proposed Comprehensive Plan amendments related to environmental policies include the following:

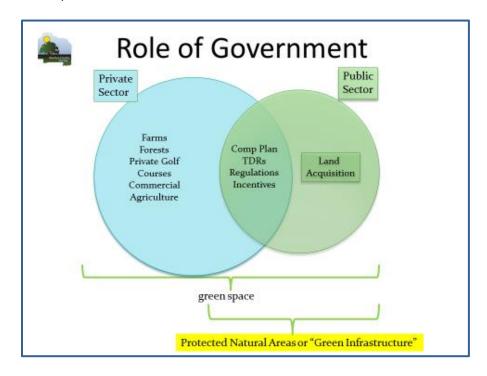
- 1. Revises open space policies for new development
- 2. Adds and updates new Greenway Master Plan policies.
- 3. Increases the Outstanding Florida Waters (OFW) buffer requirements
- 4. Updates wetland mitigation language to be consistent with State requirements and current county policies and practices
- 5. Strengthens policy to address particulate air pollution adjacent to streets
- 6. Updates Hazardous Material Code language
- 7. Updates Springs protection language
- 8. Updates water conservation, reuse, and reclaimed water policies
- 9. Adds map of Outstanding Florida Springs (OFS) Priority Focus Areas and extends prohibited activities and regulations that currently apply in the high aquifer recharge areas to OFS Priority Focus Areas.
- 10. New language requires code to be updated to reduce permanently irrigated areas for new developments
- 11. Adds new definition of resilient landscaping
- 12. Updates stormwater language to be consistent with State requirements and current county policies and practices
- 13. Updates language to be consistent with State requirements for Basin Management Action Plans (BMAPs) and Total Maximum Daily Loads (TMDLs)
- 14. Adds Santa Fe River and Orange Lake to the list of Impaired Waters
- 15. Requires development of watershed management plans
- 16. Updates the Critical Ecological Corridors Map and associated language
- 17. Updates the Land Conservation Program objectives and policies
- 18. The USDA Soils Map (Map 3), which is currently adopted in the Conservation and Open Space Element by reference, would be updated with a link to the latest soil survey online mapping tool.

#### **Environmental-related Policies**

# Background and Analysis of Proposed Amendments OPEN SPACE

This section addresses items related to open space and resource protection strategies related to development activities. Parks and Habitat acquisition and management is also a significant component of Green Infrastructure and is covered in a separate section (see Land Conservation and Greenway Corridors). Green infrastructure can be defined as nature-based services that provide a cost-effective approach to managing water and natural resources, protect our water supply and reduce flooding, and serve to provide an ecological framework for social, economic, and environmental health for a resilient community. Green infrastructure concepts include upland and wetland habitat protection, restoration and acquisition (see section on Land Conservation and Greenway Corridors for details); water conservation strategies; water quality and stormwater management; and can incorporate Low(er) Impact Design (LID), conservation development concepts, and other approaches in an effort to maximize ecological functions and benefits.

The county has taken a holistic approach to green infrastructure since the adoption of the 2001-2020 Comprehensive Plan. Since the adoption of that Plan, the county has incorporated LID options, new water quality requirements, additional buffer and wetland protection standards, initiated new land acquisition and management programs, and incorporated new land development code requirements for open space, clustering and added incentives for LID, Transfer of Development Rights (TDRs) and conservation development strategies. Additionally, ordinances focused on water quality and water conservation have been adopted and implemented.



#### **Environmental-related Policies**

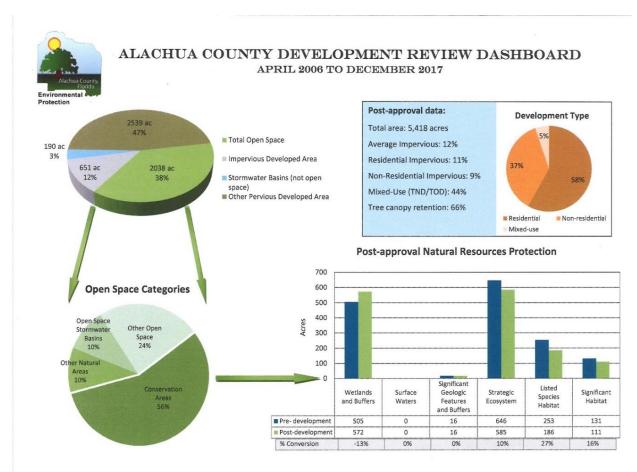
This holistic approach has been very successful in protecting many of our natural and conservation resources in Alachua County. These accomplishments include over 24,000 acres of natural areas protected since 2000 (discussed in separate paper) as well as protection strategies that have been in place since 2005 or earlier, including strong wetland and surface water avoidance and buffer requirements, open space requirements, conservation area protection as part of land development, and required clustering in the rural areas. These results are summarized in the Development Review Dashboard included below.

In 2008, the County was recognized by the National Association of Counties (NACO) "Best of Category" Achievement Award, Planning Category, for the County's success in integrating and leveraging local investment in the environmental protection provisions of the County's Comprehensive Plan and development review process and through the Alachua County Forever land conservation program. This Evaluation and Appraisal process gives us a chance to review our efforts and make any changes necessary to continue to optimize our green infrastructure investment opportunities.

Between April 2006 and December 2017, approximately 2,038 acres were approved to be preserved as open space within approved development in accordance with the Comprehensive Plan open space requirements. The breakdown of the types of permanent open space set aside within approved developments is shown in the diagram below. During this time period, 1,470 acres of the open space conserved as part of approved development plans has been comprised of conservation areas, which include wetlands, surface waters, floodplain areas, listed species habitat, significant geological features, and strategic ecosystems. The remainder of the preserved open space has been comprised of other natural areas, other pervious areas, and stormwater management areas which qualify as open space.

The following figure summarizes the Open Space preserved within new development approvals from April 2006 to December 2017.

#### **Environmental-related Policies**



Summary data compiled from developments approved by the DRC since 2006.

While the current Comprehensive Plan has many effective policies, there are areas that could be improved to address the ongoing challenges we face related to the protection of our aquifer and water supply, flooding and stormwater issues, sinkholes, and air and water quality problems and challenges that come with population growth and related development impacts and patterns.

## Policies changes and updates to address the Issues

The proposed language for open space will not change the protection strategies and requirements for conservation areas (listed in the figure above, which include strategic ecosystems, listed species, wetlands and surface waters and their associated buffers, significant geologic features, and 100-year floodplains) but it will change the requirements for what is currently identified as secondary open space. The proposed language (COSE Policy 5.2.1) changes the percent open space requirement from 20% to 10% for residential developments (and any development that has a residential component) but removes the ability to count

#### **Environmental-related Policies**

stormwater toward the open space. The new language will not require non-residential developments to meet the 10% open space standard (COSE Policy 5.2.6 listed development projects that are not required to provide additional open space). However, the non-residential development may need to provide for a greenway corridor connection were applicable.

In addition there is a stronger emphasis on the identification and location of a single open space area for each development that either augments required conservation areas, provides accessible open space in the forms of community gardens, fields, and pocket parks, and/or provides links to greenways, trails, and other parks and open space. This standard will be further clarified in the code.

## WATER CONSERVATION

Alachua County predominately relies on groundwater for our water needs. According to data compiled in the North Florida Regional Water Supply Plan (NFRWSP), an estimated 49.60 million gallons a day (MGD) of groundwater was pumped in Alachua County in 2010. The largest water use in the county is public supply (25.46 MGD or 51%) that is metered and provided by utilities. This use is largely driven by residential water use, but also includes commercial and industrial uses that are supplied by local utilities. Domestic self-supply includes the estimated water use from private residential wells and is relatively small at 3.53 MGD and 7% of the total water use. Agriculture is the second largest use at 16.75 MGD and 34% of the total use and is mostly estimated based on calculations of crop coverage, crop needs, and rainfall data. Power generation represents 5% of the total water use at 2.5 MGD, while industrial uses that rely on wells instead of public supply represent 1% of the total water use at 0.67 MGD. Recreational water use represents golf courses within Alachua County and is low at 0.69 MGD and 2% of the total use.

The 2016 Water 2070 report from the University of Florida states, "the clear takeaway is that development-related water demand is the major driver of increased water consumption in Florida by 2070, and that the combination of more compact development patterns and modest water conservation measures would result in a fairly significant reduction." The report identified reducing water used for landscape irrigation as the single most effective strategy for reducing water use, since at least 50% of household water use is used for irrigation. While Alachua County adopted an Irrigation Design Code in 2015 for improving the efficiency of new irrigation systems in unincorporated Alachua County, the current trend is still to install landscapes dominated by irrigated turf in new construction.

Some areas have turned to the use of reclaimed water for irrigation as a strategy to reduce potable water use. While this practice has some advantages, it also has the unintended consequence of increased nutrient pollution, while encouraging over irrigation and the use of water intensive landscaping materials. Additionally, water management district irrigation restrictions do not apply to reclaimed water, which complicates enforcement of the water conserving restrictions. As landscapes become less water and chemically-dependent due to conservation measures and changes in development patterns, extension of reclaimed water systems for landscape irrigation becomes less of a priority. The best uses of reclaimed

#### **Environmental-related Policies**

water is for industrial uses that offset potable demand and for recharging the aquifer following additional treatment, such as that provided by infiltrating wetlands.

Alachua County has long promoted the conversion of water and chemically-intensive landscapes to more natural and resilient landscapes. EPD recently completed a grant funded program offering a 50% rebate up to \$2,000 for each property that reduces irrigated turf. While this grant-funded program was a good start, participation is dampened by the barriers presented by Homeowners Association landscaping policies. While the 2009 Florida Friendly Landscaping legislation aimed to reduce these barriers, the legislation failed to identify an enforcement mechanism. The April 2019 addition of the Florida Friendly Landscaping for Homeowner Associations Article to the Water Quality Code should help property owners wanting to make changes in their landscapes. The Evaluation and Appraisal process provides an opportunity to explore additional mechanisms to reduce these barriers in an effort to further encourage landscapes that are protective of water quality and quantity.

An additional challenge to creating resilient landscapes is screening requirements (fencing, walls, etc.). Fencing is often added after landscapes are designed and installed; creating inefficiently irrigated landscapes and fragmented open spaces. These unintended consequences will be explored by staff during this process of identifying techniques for maximizing water conservation for new construction.

#### Policies changes and updates to address the Issues

To maximize water conservation strategies, Comprehensive Plan Policies have been updated or added in an effort to reduce outdoor water use. In particular, staff updated the current policies in the Conservation and Open Space Objective 4.5 Groundwater and Springs, as well as policies in the Potable Water and Sewer Element Objectives 4.1 and 8.1, and the Energy Element Objective 1.1. Policies on landscaping and irrigation have been updated to include strategies to reduce permanent irrigation and to increase the participation in the Florida Water Star<sup>SM</sup> program. Policies addressing reclaimed water and treated effluent will be evaluated and strengthened to avoid negative unintended consequences and inconsistencies. Additionally, language has be updated to assist with overcoming the barriers of Homeowners Associations resistance to less water and fertilizer intensive landscapes and improvements to screening requirements. Finally, the Comprehensive Plan currently uses the outdated "xeriscape" terminology. This term has been phased out of state and local programs and will be replaced with the term 'resilient landscaping'.

Per Board direction, staff updated reclaimed water language and water quality and conservation language. Staff updated a policy to include modern approaches for promoting programs and update policies to be consistent with how staff administers these policies. Many of the changes are consistent with Board's 2010 Water Conservation Initiative addressing irrigation and general water conservation strategies. And finally, staff updated water conservation policies to discourage the use of permanent landscape irrigation.

#### **Environmental-related Policies**

#### SURFACE WATERS

#### Introduction

Newnan's, Lochloosa, and Orange lakes have been determined by the Florida Department of Environmental Protection (FDEP) to be impaired waters under the Florida Watershed Restoration Act (Chapter 403.067, Florida Statutes [F.S.]) and the Impaired Surface Waters Rule (Rule 62-303, Florida Administrative Code). Both Newnan's Lake and Lochloosa Lake are impaired for nutrients (nitrogen and phosphorus) and Orange Lake is impaired for phosphorus. Total Maximum Daily Loads (TMDL) were developed for Newnan's and Orange lakes in 2003 and Lochloosa Lake and Cross Creek in 2017. TMDLs for fecal coliform for Hogtown, Sweetwater Branch, and Tumblin creeks were developed and finalized in 2003 and are still in effect. A basin management action plan (BMAP) outlining projects for water quality improvement in the Orange Creek Basin (OCB) was completed in 2007 and adopted in 2008. Phase 2 of the OCBMAP was adopted in 2014, with a focus on water quality improvement for the major lakes in the OCB.

The Santa Fe River Basin (SRB) was verified as impaired by nutrients based on elevated chlorophyll a and the presence of algae. It was included on Florida's Verified List of impaired waters for the SRB that was adopted by Secretarial Order on June 3, 2008. The purpose of this TMDL is to establish the allowable amount of pollutants to the Santa Fe River that would restore the river and springs to meet their applicable water quality criteria for nutrients (the springs 0.35 mg/L nitrate standard). TMDLs for fecal coliform bacteria, developed in 2014, in the SRB include six steams in Alachua County: Pareners Branch, Mill Creek, Monteocha Creek, Turkey Creek, Hague Branch (Cellon Creek), and Blues Creek. The Santa Fe River BMAP was adopted in 2012.

## **Environmental-related Policies**

Summary of Fecal Coliform Impairments by Waterbody for Gainesville Urban Area of the Orange Creek Basin and Santa Fe River Basin.

Watershed <sup>#</sup>	Water Body ID (WBID)	Impaired Waters Listing
Hatchet Creek	2688	FDEP Verified List 12-18-2017
Little Hatchet Creek	2695	FDEP Verified List 12-18-2017
Possum Creek	2696	FDEP Verified List 12-18-2017
Sunland Drain (Lake Forest	2709	FDEP Verified List 12-18-2017
Creek)		
Unnamed Drain (Beville Heights	2710	FDEP Verified List 12-18-2017
Creek)		
Lake Alice Outlet	2719	FDEP Verified List 12-18-2017
Alachua Sink Outlet	2720	FDEP Verified List 12-18-2017
Alachua Sink*	2720A	FDEP Verified List 12-18-2017
Little Orange Creek	2713	FDEP Verified List 12-18-2017
Pareners Branch**	3626	SFRB Fecal Coliform TMDL August 2014
Mill Creek Sink**	3644	SFRB Fecal Coliform TMDL August 2014
Monteocha Creek**	3654	SFRB Fecal Coliform TMDL August 2014
Turkey Creek**	3671A	SFRB Fecal Coliform TMDL August 2014
Hague Branch (Cellon Creek)**	3678A	SFRB Fecal Coliform TMDL August 2014
Blues Creek**	3682	SFRB Fecal Coliform TMDL August 2014
Hogtown Creek	2698	Hogtown Creek TMDL 9-19-2003
Sweetwater Branch	2711	Sweetwater Branch TMDL 9-19-2003
Tumblin Creek	2718A	Tumblin Creek TMDL 9-19-2003

<sup>\*</sup>All waterbodies except Alachua Sink are streams.

Minimum flows and levels (MFLs) are the minimum water levels and/or flows adopted by the water management district governing boards to prevent significant harm to the water resources or ecology of an area resulting from water withdrawals permitted by the districts.

Establishing MFLs is a requirement of Florida Statutes 373.042(2) and criteria to be assessed are set forth by FDEP in Chapter 62-40 FAC, Water Resource Implementation Rule. Section 62-40.473, FAC requires the consideration of 10 human use and ecological criteria or "Water Resource Values" (WRVs) when

<sup>\*\*</sup>These six waterbodies were addressed in the 2014 Santa Fe River Basin (SFRB) Fecal Coliform TMDL (Turner 2014) and are also listed on the comprehensive impaired waters verified listing 12-16-2017 (FDEP 2017).

<sup>\*</sup>Little Orange Creek in the OCB is impaired for fecal coliform

# **Environmental-related Policies**

establishing MFLs including: recreation in and on the water, fish and wildlife habitats and the passage of fish, estuarine resources, transfer of detrital material, maintenance of freshwater storage and supply, aesthetic and scenic attributes, filtration and absorption of nutrients and other pollutants, sediment loads, water quality, and navigation (FDEP, 2006). When developing MFLs technical studies are conducted, and the WRVs are evaluated to determine the limiting value, which then will be used to set the minimum flow and/or level.

MFLs define how much water levels and/or flows may change and still prevent significant harm. MFLs take into account the ability of water resource-dependent communities to adjust to changes in hydrologic conditions. MFLs allow for an acceptable level of change to occur. MFLs apply in water management district decisions regarding water use permits. Computer models for surface and groundwaters are used to evaluate the effects of existing and proposed water withdrawals on water resources and ecological systems. The water management districts are required to develop recovery or prevention strategies in those cases where a water body currently does not or will not meet an established MFL. Water uses cannot be permitted that cause any MFL to be violated. Each water management district is required to annually update their priority water body list and schedule for the establishment of MFLs for surface waters and aquifers within their respective districts.

Effective December 10, 2007 MFLs (approved by the SRWMD Governing Board) were effective for the Upper Santa Fe River Near Graham, FL, gage and the Worthington Springs gage based upon the Technical Report by SDII and others: MFL Establishment for the Upper Santa Fe River, May 2007.

In June 2013, the Suwannee River Water Management District (SRWMD) Governing Board requested that the Florida Department of Environmental Protection (FDEP) adopt MFLs it proposed for the Lower Santa Fe and Ichetucknee Rivers and Priority Springs. The decision was based on the technical work conducted for the proposed MFLs by SRWMD staff, and the potential for cross-basin impacts originating outside of the SRWMD. SRWMD staff had also assessed the streamflows observed in the recent historical record and recent trends in the flow regime, and determined that a recovery strategy was required. The Lower Santa Fe and Ichetucknee Rivers and Priority Springs MFLs were adopted by DEP. The proposed DEP rule was ratified by the Legislature (HB 7081) and signed into law by Governor Scott with an effective date of June 10, 2015 (Chapter 2015-128, Laws of Florida).

#### **Environmental-related Policies**

## Strategies for Addressing the Issues

The policies related to Total Maximum Daily Loads, Basin Management Action Plans, and Minimum Flows and Levels are out of date and have been updated.

#### **STORMWATER**

Urban development can degrade water quality by accelerating eutrophication in surface waters receiving runoff and can increase nutrients in groundwaters. The reduction in pervious surface and vegetation in the developed landscape removes natural filtration mechanisms and increases pollutant loads discharged into receiving waters. Fertilizers, pesticides, bacteria, oils and greases, and other pollutants characteristic of urban land uses are flushed from the watershed during storms becoming trapped in stormwater. In Florida, excess nutrients are the greatest water quality issue facing our surface and groundwaters. The Florida Department of Environmental Protection (FDEP) adopts Total Maximum Daily Loads (TMDLs) that sets a watershed-based pollutant loading cap for these "impaired waters."

The ultimate stormwater management goal is to minimize the adverse effects of urban development on communities, watersheds, water bodies, wetlands, floodplains, and other natural systems. More specifically, these goals include:

- Pollutant load reduction as needed to ensure that discharges do not cause or contribute to violations
  of State water quality standards.
- Preventing or reducing on-site and off-site flooding.
- Maintaining or restoring the hydrologic integrity of wetlands and aquatic habitats.
- Maintaining and promoting groundwater recharge with clean water.
- Minimizing erosion and sedimentation.
- Promoting the reuse of rainfall and stormwater.

Stormwater treatment systems use best management practices (BMPs) that can be categorized into two basic categories:

- (a) Nonstructural BMPs (source controls). These BMPs are used for pollution prevention to minimize pollutants getting into stormwater or to minimize stormwater volume. They include site planning BMPs such as preserving vegetation, clustering development, and minimizing total imperviousness or directly connected impervious areas. They also include source control BMPs such as minimizing clearing, minimizing soil compaction, and using Florida Friendly Landscapes.
- (b) Structural BMPs. Structural BMPs are used to mitigate the changes in stormwater characteristics associated with land development and urbanization. Structural BMPs include retention and detention basins and filtration systems.

#### **Environmental-related Policies**

Low Impact Design or Development (LID) is a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation, and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project's design, especially it's landscaping and open space. Successful adoption of LID stormwater management requires a fundamental shift in thinking from the traditional "collect, concentrate, convey, centralize, and control" approach to a new stormwater management mantra of "retain, detain, recharge, filter, and use". Unlike conventional stormwater systems, which typically control and treat runoff using a single engineered stormwater BMP located at the "bottom of the hill," LID systems are designed to promote volume attenuation and treatment at or near the source. LID systems use a suite of stormwater BMPs — site planning BMPs, sustainable landscaping, source control BMPs, and structural BMPs such as retention, detention, infiltration, treatment and harvesting mechanisms — that are integrated into a project site to function as a "BMP treatment train."

Sinkholes and other karst features are natural and common geologic features in areas underlain by limestone and other rocks that are dissolved by water. In north-central Florida, sinkholes are formed by solution of near-surface limestone and by collapse of surface materials into underlying cavities in rock. Rapidly forming sinkholes rarely occur under natural conditions. Sinkholes most commonly form in western and central Alachua County, in areas where limestone is exposed or thinly covered by less than 25 feet of permeable sand. Sinkholes are less common where clay-containing materials are over 100 feet thick, such as in eastern Alachua County. Sinkholes have been increasingly common over the past twenty-five years, primarily due to human activities such as groundwater withdrawal, surface water diversion, and pond construction.

Soil and sediment subsidence (sinking) are common during periods of high rainfall, especially when preceded by dry periods. Land subsidence results from a number of factors, one of which is sinkhole development. Common causes of subsidence not related to sinkhole formation include decay of land-clearing debris buried when a structure was built, decay of tree stumps and large roots, leaking water pipes and fittings, cracked and leaking swimming pools, cracked stormwater piping carrying away soil with the stormwater runoff, poor compaction of soil around utility lines, and runoff from roofs, gutters, and pavement.

#### **Strategies for Addressing the Issues**

Low Impact Design techniques are encouraged in the Future Land Use Element Objectives 1.6, 2.1; Stormwater Management Objective 5.1; COSE Objective 3.6, 4.5 and Energy Element 3.2. Staff is evaluating the existing policies) in order to provide consistent and specific language for the implementation of LID techniques including, but not limited to, non-structural BMPs (such as landscaping and soil preparation requirements) and structural BMPs (such as limiting the use of basins that use constructed vertical drainage connections between the retention basin and a more pervious underlying geological formation, typically the Floridan aquifer).

# **Environmental-related Policies**

Staff has updated policies in Objectives 4.4, 4.6, 5.2 primarily focus on the protection of existing sinkholes and other sensitive karst features and to be consistent with the new Countywide Stormwater Code. Additional changes were also made to policies in the Stormwater Element, Objective 5.1.

Stormwater Management Element Policy 6.1.3 has been revised for consistency with Florida Statutes regarding the County's processing and issuing of development permits (such as construction permits) in relation to other applicable state or federal permits.

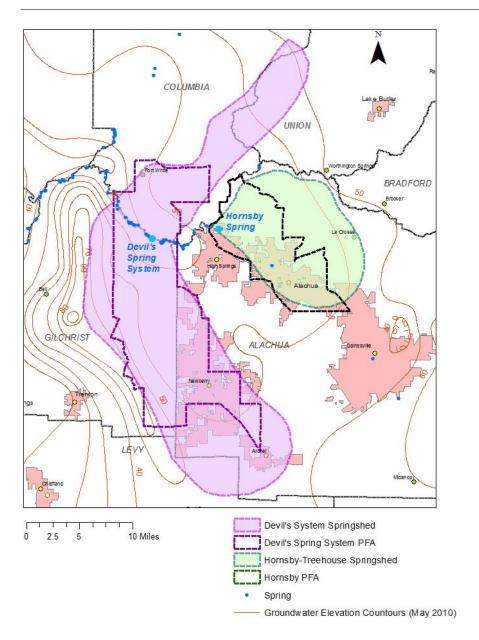
## **GROUNDWATER AND SPRINGS**

COSE Objective 4.5 contains the majority of policies associated with aquifer recharge, springs protection, and groundwater. One of the most significant changes in the State regulatory framework since the adoption of the current Comprehensive Plan is the adoption of the Florida Springs and Aquifer Protection Act, adopted by the Florida Legislature in 2016 (Chapter 373, Part VIII, Florida Statutes [F.S.]). Under the Florida Springs and Aquifer Protection Act, the Florida Department of Environmental Protection (FDEP) is required to delineate priority focus areas (PFAs) for all Outstanding Florida Springs identified as impaired. FDEP has completed draft Priority Focus Areas for two areas with impaired Outstanding Florida Springs in the vicinity of Alachua County; Devil's Spring System and Hornsby Spring. "Priority Focus Areas means the area or areas of a basin where the Floridan Aquifer is generally most vulnerable to pollutant inputs where there is a known connectivity between groundwater pathways and an Outstanding Florida Spring." (Chapter 373, Part VIII, FS 2016). The Priority Focus Areas will eventually become the geographic basis for important regulatory, funding, and protection measures by the Florida Department of Environmental Protection, Water Management Districts, and local governments.

Poe Spring is also an Outstanding Florida Spring, but does not currently meet the Florida Department of Environmental Protection definition of impairment. While Poe is currently not listed as impaired for nitrate, there is substantial supporting hydrogeologic and groundwater data available that support the protective measures afforded of PFAs. High aquifer vulnerability, the presence of soils with high leaching potential, and the large number of septic systems in this springshed clearly demonstrate the need for a PFA for Poe Spring. Delineating a PFA for Poe Spring would aid Alachua County in proactively taking measures to protect the spring in hopes of preventing further impairment and expensive remediation activities.

Additionally, some of the wellhead protection policies in the current Comprehensive Plan are out of date and should be updated. Many of the wellhead protection areas are small water systems at mobile home parks or other uses which are protected by the Hazardous Materials Management Code. Alachua County is pre-empted from regulating well construction and for the most part these are located on private property and operated by private owners or contractors.

## **Environmental-related Policies**



## Strategies for Addressing the Issues

Staff updated the existing policies in Objective 4.5 Groundwater and Springs and consider the establishment of a priority focus area and corresponding protections for Poe Spring consistent with the criteria developed by the Florida Department of Environmental Protection under the Florida Springs and Aquifer Protection Act. Additionally, staff updated the existing wellhead protection policies in Objective 4.5.

#### **Environmental-related Policies**

## WETLAND PROTECTION

The protection of our wetland and surface waters has been recognized as one of the most critical needs of our community to protect our aquifer and minimize the impacts from severe weather events. This includes not only preserving these water resources but also maintaining sufficient upland natural buffers around these features. The uplands areas adjacent to wetlands are essential to their survival and functionality. Buffers protect and maintain wetland function by removing pollutants and sediments from stormwater runoff, removing nutrients and contaminants from upland sources, and increasing or maintaining their habitat value and function. The County has wetland and surface water protective safeguards that are stronger than what is required by the State because our community has strong expectations for water resource protection and desire to maintain a quality of life that is dependent on a clean (and inexpensive) water supply.

Through the approval of the Alachua County Charter Amendment 1 on November 7, 2000, the voters of Alachua County elected to give the Board of County Commissioners the authority to establish countywide standards for protecting the environment by prohibiting or regulating air or water pollution. The County adopted Ordinance 18-05, known as the Countywide Wetland Protection Ordinance in January 2018, effectively expanding the protections of wetlands and associated buffers within both the unincorporated and municipal areas of the County. This ordinance created a new article (Article II) of Chapter 77 that set minimum requirements for wetland protection and buffer requirements. This approach is supported by the Comprehensive Plan's Intergovernmental Coordination Element Objective 8.1 and Policy 8.1.1.

#### **Outstanding Florida Waters**

An Outstanding Florida Water (OFW) is a water designated worthy of special protection because of its natural attributes. This special designation is applied by the State to certain waters and is intended to protect existing good water quality.

Most OFWs are areas managed by the state or federal government as parks, wildlife refuges, preserves, marine sanctuaries, estuarine research reserves, scenic and wild rivers, or aquatic preserves. Generally, the waters within these managed areas are OFWs because the managing agency has requested this special protection.

Waters that are not already in a state or federal managed area may be designated as "special water" OFWs if certain requirements are met, including a public process of designation. The designated OFWs in Alachua County are: Santa Fe River System, San Felasco Hammock State Preserve, Payne's Prairie State Preserve, Devil's Millhopper State Geological Site, Lochloosa Lake, and Orange Lake.

At a November 2016 public meeting, the Board of County Commissioners (BOCC) requested staff investigate the need for additional OFW protection requirements. This concern was raised again at the January 23, 2018 adoption hearing for Ordinance 18-05. At that meeting, staff was asked to consider

#### **Environmental-related Policies**

increasing OFW buffer requirements from 150 ft. to 200 ft., consistent with the buffer distance the City of Gainesville requires for Payne's Prairie, a designated OFW.

## Strategies for Addressing the Issues

The County Charter and Comprehensive Plan already support the establishment of countywide standards for protecting the environment by prohibiting or regulating air or water pollution. However, the BOCC requested staff investigate additional protection strategies for Outstanding Florida Waters (OFW).

The table in COSE policy 3.6.8, which provides the default buffer distances, was updated to include OFW buffer protects to an average of 200 feet. This is consistent with Gainesville's buffer protection for OFWs (Paynes Prairie). Increasing the buffer requirements increase the protection of these systems for wildlife protection and water quality, particularly nitrogen. A 200 ft. average buffer is considered within the range used for wildlife and water quality protection of sensitive water resources. Many other local jurisdictions through the country set the minimum buffer of 100 ft. or more for their most sensitive wetland/surface water features (i.e. Petersburg, VA; Northeastern Ohio Model Ordinance; Henrico County, VA; Monroe County, NY; Barnstable, MA; Sturbridge, MA; Island Co., WA; Sammamish, WA).

The Wetlands and Floodplains map, which is adopted as part of the Future Land Use Element, is also proposed to be updated with the most recent available data.

Also, the USDA Soils Map (Map 3), which is currently adopted in the Conservation and Open Space Element by reference, would be updated with a link to the latest soil survey online mapping tool.

## PERMANENT PROTECTION

Staff received direction from the BOCC on February 14, 2017 to look at existing permanent protection language in the land development code as it relates to temporary uses and other applications that do not fit well into existing code requirements and procedures. The Alachua County Comprehensive Plan requires the protection of conservation areas (including wetlands and surface waters and their associated buffers), 100-year floodplains, significant geologic features, upland habitat areas, and strategic ecosystems as part of the development plan review process. The Unified Land Development Code, which implements the Comprehensive Plan, requires the permanent protection of conservation management areas that are identified through a natural resource assessment as part of a development plan application using a legal instrument that remains with the land (preferably a conservation easement that is conveyed to the County).

Current code language provides little flexibility related to the options available for permanent protection of regulated natural resources that are defined as 'Conservation Areas.' Broad changes in the strategies for protection of natural resources would require changes to the policies in the Comprehensive Plan. The goals, objectives, and policies relating to conservation areas and their protection are both interwoven

#### **Environmental-related Policies**

among multiple parts of the Conservation and Open Space Element and integrated with other elements of the plan, especially the Future Land Use Element.

Changes to wetland mitigation strategies are limited to what is authorized under State regulations. The Unified Mitigation Assessment Methodology (UMAM), Chapter 62-345, Florida Administrative Code, is used in Florida to ensure consistency in mitigation statewide. Current Comprehensive Plan language is consistent with this requirement. Under State law there is little flexibility to go beyond what is currently provided in the Comprehensive Plan for applying wetland mitigation options.

#### Strategies for Addressing the Issues

COSE Policy 4.7.7 has been updated to be consistent with State law and provides clarity to policy and procedures for how projects that are proposing surface water, wetland, or associated buffer impacts are handled by the County.

# **AIR QUALITY**

Motor vehicles are one of the largest sources of air pollution in the United States. Physical characteristics and patterns of land development can affect air quality by influencing the availability of a variety of travel modes and ultimately which modes of travel people select.

Development patterns that locate jobs, housing, and recreation in close proximity increase the use of alternative forms of travel, such as walking, biking, and mass transit. Alternative forms of travel reduce the number of vehicles on the road, reduce the amount of pollution emitted by motor vehicles, and improve air quality.

## Strategies for Addressing the Issues

The policies in Conservation and Open Space Element Objective 4.1 (Air Resources) specifically address the issues raised by EPAC. Staff updated Policy 4.1.5 that addresses air quality issues during land use planning and development review and added language that supports the concept of physical barriers, if necessary, to reduce particulate air pollution and reduce energy consumption.

#### LAND CONSERVATION AND GREENWAY CORRIDORS

Open space and greenspace are general terms that can describe a range of land uses, from urban parks to nature preserves. Such areas can be either publically or privately owned. As the terms suggest, these lands share the basic characteristic of an emphasis on the open, green, pervious, and natural as opposed to the built, impervious, and manmade. But more than just lands having similar characteristics, when

# **Environmental-related Policies**

these green and open spaces are managed as a system they can provide benefits on a larger scale. Just as built infrastructure is understood as components such as roads and power grids that are planned and constructed to systematically provide essential services to society, "green infrastructure" is a strategically planned and managed network of open space, parks, greenways, conservation easements, working lands with conservation value, and wilderness that provide essential services. These services include supporting native species, maintaining natural ecological processes, sustaining air and water resources, and contributing to health and quality of life. However, at the larger scale, green infrastructure, unlike built infrastructure, is rarely practical to recreate; we can only protect what remains. Green infrastructure is an ecological framework essential for environmental and economic sustainability, and a key to preserving quality of life.

For the last 30 years, Alachua County has addressed the strategic protection of its green infrastructure through various means. In 1987, a Comprehensive Inventory of Natural and Ecological Communities in Alachua County was prepared for the County by KBN Engineering and Applied Sciences, Inc. Specific policies were adopted in the 1991-2011 Comprehensive Plan for protection of significant natural uplands. A follow-up, more comprehensive study was completed for the County by KBN/Golder Associates in 1996, providing an Ecological Inventory of significant upland habitats in private ownership that were deemed worthy of protection either through acquisition, management, or regulatory processes. This study also recognized the importance of connectivity, and identified additional sites to connect larger areas, providing corridors for wildlife species and surface water connections. In 2002, the areas identified in the KBN/Golder Study were adopted as Strategic Ecosystems in the 2001-2020 Alachua County Comprehensive Plan, which also included policies to protect them and promote the development of a linked open space network. This linked open space network or "greenways system" was envisioned to not only protect natural systems but also provide "unique opportunities for recreation, multi-modal transportation, and economic development" (2011-2030 Alachua County Comprehensive Plan, Conservation and Open Space Element (COSE) 6.3).

The KBN Study provided an impetus for the creation of the local land conservation program, Alachua County Forever. This Program began in November of 2000 as a citizen initiated voter approved referendum to acquire improve and manage environmentally significant lands to protect water resources, wildlife habitats, and natural areas suitable for resource-based recreation through a 29 million dollar bond. Since 2000, over 24,000 acres were protected through acquisition, conservation easements, land donations and partnerships. Specific objectives and policies relating to the Alachua County Forever Program were adopted in the 2001-2020 Alachua County Comprehensive Plan COSE Section 6.

COSE 6.2.4 states that "Lands shall be selected for acquisition under the Alachua County Forever Program based on an evaluation of environmental, social and management criteria as adopted by the Alachua County Board of County Commissioners (BoCC)." The BoCC adopted the most recent version of this selection criteria, known as the Land Conservation Decision Matrix (Matrix) via Resolution 15-106. Alachua County staff use a wide variety of resources to evaluate the selection criteria in the Matrix. Resources are updated periodically and new resources are added as they become available.

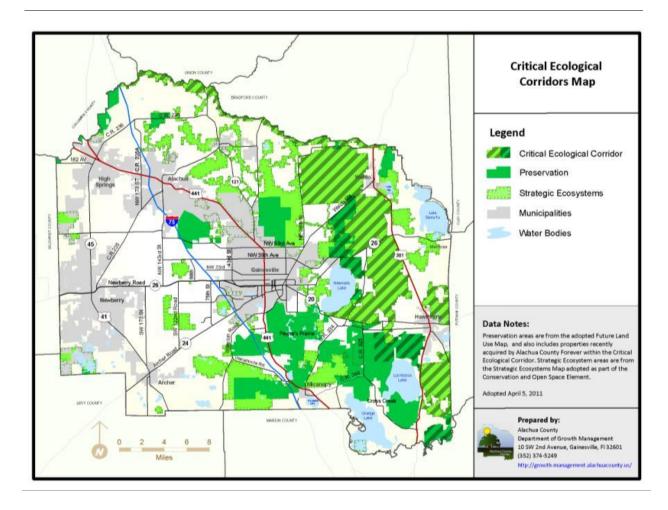
#### **Environmental-related Policies**

The Critical Ecological Corridors Map, adopted in COSE Policy 6.3.2 has been updated and is one of the resources that help prioritize the selection of lands for acquisition. The updated policy states that the "County shall prioritize maintenance of ecologically functional linkages between ecological corridor core areas as shown on the Critical Ecological Corridors Map through various programs and activities, including:

- (g) Implementation of development review
- (h) Special area planning for Strategic Ecosystems
- (i) Land acquisition programs and associated management plans
- (j) Transfer of Development Rights program (see Future Land Use Element Section 9.0)
- (k) Intergovernmental coordination efforts with municipalities, adjacent counties, regional entities, state and federal agencies
- (I) Outreach programs to promote the value of conserving linked ecosystems/corridors and support tax incentives that promote the preservation of mapped ecological core areas."

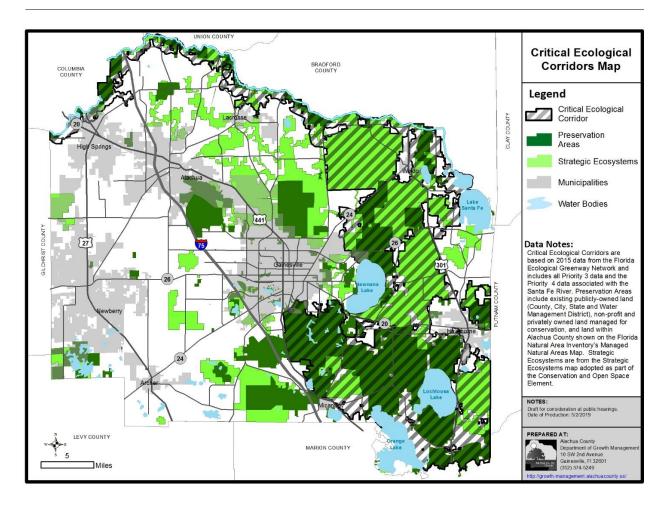
The information used to create this map changes over time. These changes include the inclusion of new properties in the County's Preservation Future Land Use category, new managed conservation lands, and new information from state and county critical lands and ecological corridors analyses. Below is a copy of the original map, the updated map, and a map that shows the changes between the two (in red).

# **Environmental-related Policies**



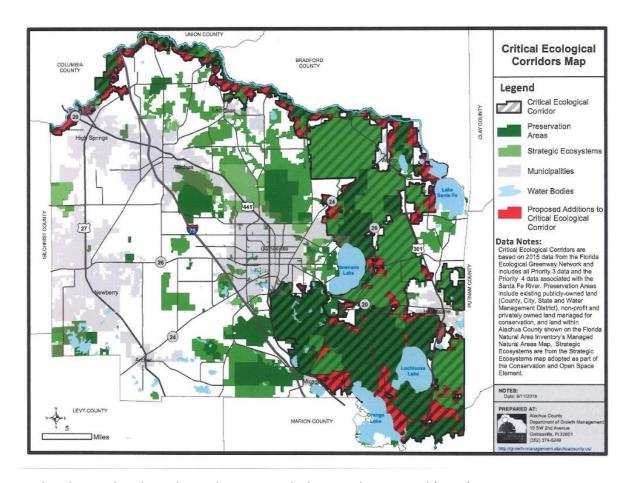
Critical Ecological Corridors Map from COSE 6.3.2 (adopted 2011)

## **Environmental-related Policies**



Updated Critical Ecological Corridors Map (2019)

#### **Environmental-related Policies**

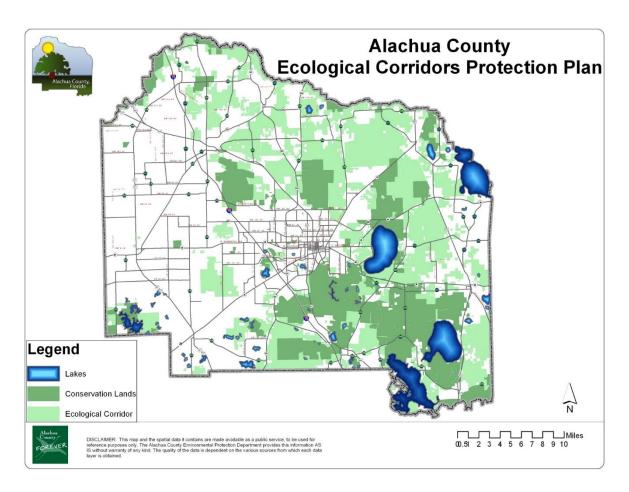


Updated Critical Ecological Corridors Map with changes shown in red (2019)

In 1991, the Florida Department of Environmental Protection established a Statewide Greenways Program to achieve greater connectivity among the state's large ecologically significant lands. The Florida Ecological Greenways Network (FEGN) is a component of this Program. "The goal of the FEGN database is to identify and prioritize a functionally connected statewide ecological network of public and private conservation lands", link to State wide conservation map http://conservation.dcp.ufl.edu/FEGN.html. FEGN updates occur periodically, with the most recent update in 2016; primary goals included addressing potential sea level rise impacts on FEGN priorities, elevating the priority of FEGN corridors that could functionally link Florida conservation lands to other states, consolidating FEGN priority levels from eight levels down to six, and conducting boundary edits and data updates, link to Statewide conservation map http://conservation.dcp.ufl.edu/FEGN.html. Data from the FEGN, that is no longer the most current available data, contributed to the development of the original Critical Ecological Corridors map (COSE 6.3.2). The updated map includes all best available data and includes all FEGN Priority 3 areas and FEGN Priority 4 areas along the Santa Fe River (link to technical report https://www.fnai.org/pdf/CLIP v4 technical report.pdf).

#### **Environmental-related Policies**

Alachua County proposed an intergovernmental land conservation initiative to establish the "Emerald Necklace", a publicly accessible, connected and protected network of trails, greenways, open space, and waterfronts surrounding the Gainesville urban area in 2001 through a federal grant. In 2009, the County created the Alachua County Ecological Corridors Protection Plan. The objective of the Plan is to implement Comprehensive Plan policies that conserve land and create a linked ecological corridor system – The Emerald Necklace – that can be managed to support the protection, enhancement and restoration of functional and connected natural systems while providing unique opportunities for resource-based recreation through voluntary land acquisition, conservation easements or covenants, and education and partnerships to change landowner practices. The BoCC adopted the Alachua County Ecological Corridors Protection Plan through Resolution 09-33 also known as "the Emerald Necklace", to help guide Alachua County Forever acquisitions and leverage funds from Florida Communities Trust.



Alachua County Ecological Corridors Protection Plan Map (2009)

#### **Environmental-related Policies**

## Strategies for Addressing the Issues

- Staff updated the existing Critical Ecological Corridors Map to include the current Florida Ecological Greenways Network Priority 3 areas and those Priority 4 areas that are adjacent to the Santa Fe River and updated the associated layers used on the map.
- Staff reorganized and updated the existing land conservation policies in Objective 6.1 and 6.3 and created a new Objective 7.0.

The Comprehensive Plan provides general language in COSE Objective 3.6 and associated policies that require that parcels adjacent to conservation and preservation areas shall be sited and designed to minimize impacts on conservation and preservation lands. The Unified Land Development Code (ULDC) provides the specific requirements and standards. Staff finds the current Comprehensive Plan language in COSE Obj. 3.6 and associated policies adequate and did not recommend making any changes.

#### **Recreation Element**

## Introduction

The proposed Comprehensive Plan amendments to the Recreation Element include the addition of new policies (Policies 1.1.9, 1.1.10 and 1.1.11) that:

- Address the overall update of the countywide recreation master plan;
- Provide for the update of the level of service standards for active and resource-based recreation; and,
- Provide for collaboration with other local governments.

# **Background**

The Alachua County Countywide Recreation Master Plan was accomplished in two phases, with the second phase being completed in 2005. The implementation of the original Master Plan was largely hindered by the lack of funding. The update to the Master Plan is scheduled to occur, or at least begin, in FY 2018-2019. With a funding source in place, this updated plan will have a more realistic approach to park system enhancements. The most recent voter-approved "Wild Spaces - Public Places" funding will provide for capital projects, maintenance and operation costs as part of an overall park improvement strategy. Every County park will be improved in terms of accessibility, activities and education.

Currently, the level of service for both activity-based and resource-based parks is determined by the countywide unincorporated area population and all of the County-owned and County-maintained parks. The current standards are based on a number of improved or developed acres per thousand of unincorporated area population.

The level of service standard for activity-based parks is 0.5 acres/1,000 unincorporated population and the standard for resource-based parks in 5.0 acres/1,000 unincorporated population. Both standards are being not only met, but exceeded. One of the contributing factors to the level of service standard is the extent to which a park is deemed developed or improved. Several activity-based and resource-based parks are shown as being 100% developed. As part of the update to the Master Plan, that factor will be reconsidered based on a more realistic set of possibilities for each park.

The shared use of school facilities for community recreation continues to be a challenge and an opportunity. Historically, the School Board of Alachua County has allowed the use of recreational facilities at schools on a case-by-case basis as decided by the school principal. This continues to be their policy. See the SBAC Policy below:

#### **Recreation Element**

## 7510 - USE OF DISTRICT FACILITIES

The principal may approve the use of school property, facilities, and equipment for any group provided herein. The use of school property, facilities, and equipment shall not interfere with the educational program of the school. The principal shall be responsible for safeguarding the school property, facilities, and equipment; enforcing and informing groups of Board policies; executing property forms; and collecting payments.

In the recent past, the School Board has entered into interlocal agreements with municipalities to "share" responsibility for the upkeep/maintenance of certain facilities made available for community use.

## **Intergovernmental Coordination Element**

## Introduction

The proposed Comprehensive Plan amendments to the Intergovernmental Coordination Element include the following:

- 1. Elimination or revision of specific references to the Alachua Boundary Adjustment Act (repealed by State legislature) from the Comprehensive Plan, and elimination of the adopted map of municipal Reserve Areas. References to the Boundary Adjustment Act in the Future Land Use and Public School Facilities Elements have also been eliminated or revised.
- 2. Revisions to existing objectives and policies to provide for coordination with municipalities on annexation and related services delivery issues, not tied to the Boundary Adjustment Act.
- 3. Revisions to policies to provide tools for the consolidation of public services provided by the County and its municipalities.

# **Background**

The Alachua County Boundary Adjustment Act (BAA) was a Special Law adopted by the State of Florida legislature in 1990 which governed annexation in Alachua County until 2015, when the Act was repealed by the Florida Legislature (Ch. 2015-199, Laws of Florida, which became effective February 29, 2016). The BAA formerly provided a legal mechanism for coordination between the County and its municipalities on annexation and the provision of urban services. With the repeal of the BAA, annexation in Alachua County is now governed by general annexation law, as provided in Florida Statutes, Chapter 171.

The Intergovernmental Coordination Element of the Comprehensive Plan includes several adopted policies that refer to the former Boundary Adjustment Act, including policies on intergovernmental coordination processes relating to annexation and service delivery that were required under the former BAA. Those policies are proposed to be deleted and/or amended to eliminate now obsolete references to the BAA. The Intergovernmental Coordination Element also includes an adopted map of annexation reserve areas for municipalities, which is proposed to be deleted. There are other adopted policies in this Element relating to intergovernmental coordination but not tied to the BAA. Several of those policies have been updated to provide generally for intergovernmental coordination on issues of annexation and service delivery.

# **Analysis of Proposed Amendments**

The stated purposes of the Boundary Adjustment Act were to ensure sound urban development and the efficient provision of urban services; to promote cooperation between municipalities and Alachua County; assure procedures that protect all parties affected; and encourage development that efficiently utilizes services and prevents urban sprawl.

## **Intergovernmental Coordination Element**

The BAA provided a legally enforceable tool for planning and coordination of future annexations among the ten local governments in Alachua County (9 cities and the County), through the designation of "reserve areas" by those entities. Reserve areas were geographic areas outside of each city's current municipal boundaries that were reserved exclusively for annexation by that municipality. For each Reserve Area, the County and the municipality were required to adopt a statement of services identifying which public facilities and services were to be provided within the reserve areas before and after annexation, and which local jurisdiction was responsible for providing those services. Under the BAA, Reserve Areas and statements of services were required to be updated every five years by each municipality and the County.

The BAA also provided procedures for municipal annexation. Notably, the Act required that, prior to the consideration of a proposed annexation, a municipality was required to prepare and adopt an Urban Services Report which addressed its plans for providing various public facilities and services to the area proposed for annexation and the effect on municipal services and taxes. The Urban Services Report was required to be provided to property owners and to the County prior to the annexation.

There are several adopted policies in the Intergovernmental Coordination Element that still refer to the Boundary Adjustment Act. The adopted policies that refer to the BAA have been proposed for deletion or amendment to eliminate references which are no longer applicable. Also, as required by the BAA, the map of annexation reserve areas for municipalities is an adopted map in the Intergovernmental Coordination Element, and this map is proposed to be eliminated. Where possible, the specific references to the BAA have been replaced with policy language referring to general coordination with municipalities on annexation and service delivery issues.

The Intergovernmental Coordination Element contains multiple adopted policies that promote intergovernmental coordination on the provision of services. For example, Policy 5.1.4 calls for the County to use interlocal agreements for the provision of services that cross jurisdictional boundaries. Also, Policy 5.1.7 calls for Alachua County to pursue developing and implementing interlocal agreements with municipalities on fire suppression services, law enforcement, emergency medical services, animal control, building inspection services, plans for centralized potable water and wastewater system, and multi-modal approaches to transportation planning. The adopted policies are generally sufficient and broad enough to allow for the County to pursue various intergovernmental coordination mechanisms for service provision that may be available under Florida Statutes, such as Interlocal Service Boundary Agreements (Part II of Ch. 171, F.S.) and joint planning agreements.

## **Capital Improvements Element**

# Update of Policies Relating to Transportation Concurrency and Transportation Funding

Various policies in the Capital Improvements Element relating to the elimination of transportation concurrency and the funding of transportation facilities have been amended or deleted to be consistent with corresponding changes in the Transportation Mobility Element. These changes are summarized, with supporting data and analysis provided, as part of the Transportation Mobility Element Data and Analysis.

# **Update of Fire Rescue Level of Service Guidelines**

The proposed Comprehensive Plan amendments to the Capital Improvements Element relating to Fire Rescue Level of Service Guidelines include the following revisions:

- Eliminate the fire response time guideline for the "Urban Service Area" in Policy 1.2.5(a)(1). The reason for eliminating this guideline is that the County's Comprehensive Plan no longer defines an "Urban Service Area", therefore, this guideline serves no purpose. The currently adopted fire rescue level of service guidelines for the Urban Cluster (initial unit response within 6 minutes for 80% of all emergency responses within a 12 month period) and the rural areas (initial unit response LOS guideline is within 12 minutes for 80% of all emergency responses within a 12 month period) would remain unchanged.
- Eliminate the language in Policy 1.2.5(a)(2) which sets a guideline of Insurance Service Office (ISO) Class protection 6 or better for the Urban Cluster. The level of service guideline for initial unit response (within 6 minutes for 80% of all emergency responses within a 12 month period) for the Urban Cluster would remain in place and unchanged.
- Revise Policy 1.2.5(a)(4) to include language providing for periodic updates of the Alachua County Fire and Emergency Medical Services Master Plan. The last full Master Plan was completed in 2004, with an Update in 2012. In accordance with the existing policy language, the Master Plan shall serve as a basis for consideration of an amendment to the County's Comprehensive Plan to establish level of service standards for fire rescue services as part of the County's concurrency management requirements. The Master Plan is scheduled to be updated in Fiscal Year 2019-2020.
- Data on fire rescue response times in relation to the adopted level of service guidelines in the Comprehensive Plan was included in a presentation by Alachua County Fire Chief Harold Theus at the December 6, 2018 Alachua County Board of County Commissioners meeting. This presentation is included as part of the supporting data and analysis for the Evaluation & Appraisal-based update of the Alachua County Comprehensive Plan, and can be found at the following link: https://alachuacofl.civicclerk.com/Web/GenFile.aspx?ad=17627

## **Capital Improvements Element**

# **Updates of Capital Improvements Program Capacity Project Schedules**

- Multi-modal Transportation: The currently adopted schedule of multi-modal transportation capital improvements which covers the period from Fiscal Year 2010-2011 to Fiscal Year 2029-2030 (Table 1) would be replaced with an updated schedule of multi-modal transportation capital improvements which covers the period from Fiscal Year 2019-2020 to Fiscal Year 2039-2040. Changes to the table include eliminating projects that have been completed, revising cost estimates and funding sources, and revising project time frames. The dollar figures included in the table are estimates of project costs.
- Public School Facilities: A proposed new Public School Facilities Schedule of Capacity Projects for Fiscal Years 2018-2019 to 2022-2023 would be added as Table 2 of the adopted Capital Improvements Element. The proposed new table is adapted from the capacity project schedule contained in the Alachua County Public Schools 5-Year District Facilities Work Plan for Fiscal Years 2018-2019 to 2022-2023 (November 2018). There is one new elementary school that has been identified in the proposed new table. The new elementary school is identified as an unfunded project in the Five-Year District Work Program for the 2021-2022 school year. According to the Alachua County Public Schools 2019 Annual Concurrency Report (February 2019), with the passage of the County schools sales tax referendum in 2018, the funding and programming of this new elementary school will be of primary importance in the 2019-20 Five Year District Facilities Work Plan scheduled to be adopted by October 1, 2019.
- Recreation Facilities: The currently adopted schedules of recreation facilities capital
  improvements for both Activity-Based and Resource-Based recreation, which cover the period
  from Fiscal Year 2010-2011 to Fiscal Year 2014-2015 (Table 3 of adopted Element), would be
  replaced with updated schedules which cover the period from Fiscal Year 2018-2019 to Fiscal Year
  2022-2023. Dollar figures included in the tables are estimates of project costs.

## Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

#### Introduction

The proposed Comprehensive Plan amendments related to Economic Opportunity and Equity in the Economic element as well as equity-related policies in the Public School Facilities element and Capital Improvements element include the following:

- Addresses the elimination of disparities as part of the Economic Element Goals and Objectives for policies related to Economic Diversity and Sustainability (Objective 1.1 and related Policies), Economic Development Strategy (Objective 1.2 and related Policies), Education and Employment (Objective 1.4 and related Policies), Expansion of Economic Opportunities and Reduction of Poverty (Objective 1.5 and related Policies)
- 2. Adds equity considerations to the Public School Facilities Element Objectives for Coordination of Infrastructure (PSFE Objective 3.7) and School Site Selection (PSFE Objective 4.4)
- 3. Addresses disparities as a factor of Capital Investment programming and funding criteria (Capital Improvements Element Objective 1.6 and Policy 1.6.14)

## **Analysis of Proposed Amendments**

Economic Element Goal 1 is amended to address economic equity within Alachua County, and the revisions to the Economic element include incorporating the Understanding Racial Inequity report as a baseline so that progress in the elimination of disparities can be measured. Amendments to Objective 1.1 and Policy 1.5.1 address job skill training for employees and organization partnerships. Objective 1.2 describes the Economic Development Strategy for the County and amends policies relating to supporting education and job skills training to increase workforce participation (Policy 1.2), collaboration with local economic development organizations (Policy 1.2.5, 1.2.6, 1.2.7), elimination of disparities by supporting local, women-owned, and minority-owned businesses (Policy 1.2.13, 1.2.14), reporting on economic indicators and measures established to economic opportunity and elimination of disparities (Policy 1.2.18).

Education and Employment is addressed in Objective 1.4 and is amended to include the elimination of disparities in the Objective, and Policies 1.4.2 and 1.4.3 are amended to include the elimination of disparities in the efforts to align workforce needs of employers and in giving priority to those locations and populations that have the highest indicators of disparities.

Objective 1.5 addresses Economic Opportunity and Reduction of Poverty and is amended to include the goal of elimination of disparities. Amended Policies include Policy 1.5.1 which recognizes CareerSource NCF as a partner in coordinating job expansion initiatives, and Policy 1.5.8 which directs the County to explore adding employer apprenticeship programs as a factor in its purchasing policies.

# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

Equity considerations are added to the Public School Facilities Element in Policy 3.7.2 by adding a policy to ensure that adequate school building conditions and design are provided districtwide, and Objective 4.4 is amended to add equity to the process for identification and selection of school sites, and review of expansions and closures.

Capital Improvement Element Objective 1.6 is amended and Policy 1.6.14 is added to include equity objectives as a factor in decisions on programming and funding capital projects needed to meet pubic facility needs.

## **Background Information**

The adopted Economic Element of the Alachua County Comprehensive Plan consists of numerous policies that address economic opportunity, and therefore an appropriate location for amendments to the plan to add equity objectives and address disparities identified in local community analysis. The following narrative information provide data and analysis that relates to the issues and informs the basis for the amendments. It is organized in sections as follows:

- Economic Opportunity and Social Equity
- Understanding Racial Inequity in Alachua County
- Living Wage
- Joint Planning Strategies
- Jobs-Housing Balance
- Public Schools and Capital Investment
- Appendix A: Selected Excerpts from Understanding Racial Inequity in Alachua County

## **Economic Opportunity and Social Equity**

The core of the Economic Element can be found in Objective 1.5:

#### **ECONOMIC ELEMENT**

#### OBJECTIVE 1.5 - EXPAND ECONOMIC OPPORTUNITIES AND REDUCE POVERTY

Provide sustainable economic opportunities for all segments of Alachua County. Particular emphasis shall be given to activities which increase economic opportunities for persons at or near the poverty level and to activities which redevelop economically distressed and under-utilized areas. Alachua County shall utilize the following indicators:

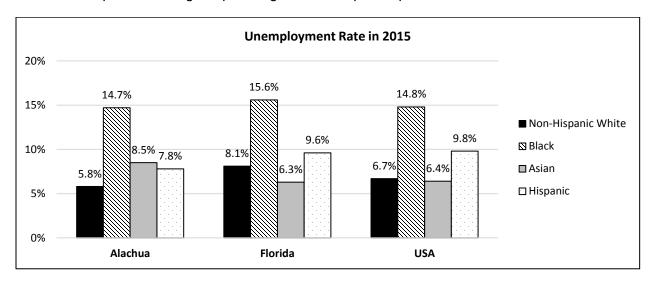
- a. per capita incomes for Alachua County.
- b. percentage of persons living at or below the poverty level.
- c. unemployment rates.

Poverty and lack of economic opportunity remains an issue in many communities, both nationally and locally.

The <u>Center for American Progress</u> reported in 2007 that 37 million Americans were living below the official poverty line (Greenburg et al. 2007). At the micro level, persistent poverty translates

# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

into lost potential for children or lower productivity and earnings for adults. At the macro level, persistent poverty can impair the nation's ability to remain competitive in a world of increasing global competition. Because having approximately 12 percent of the nation's population living below the poverty level can impose enormous costs on society, it is all the more critical for practitioners to be acutely sensitive to the relevance of social equity rather than passively treating it as inconsequential during the planning and development process.



Source: U.S. Census Bureau, American Community Survey (ACS) 5-year estimates.

#### Understanding Racial Inequity in Alachua County

The "Friendship 7" refers to a group of local governments and community organizations (Alachua County, Alachua County Public Schools, City of Gainesville, Gainesville Area Chamber of Commerce, Santa Fe College, UF Health, and University of Florida) which jointly commissioned an analysis and report titled "<u>Understanding Racial Inequity in Alachua County</u>", which was prepared by the University of Florida Bureau of Economic and Business Research (January 2018). The foreword states:

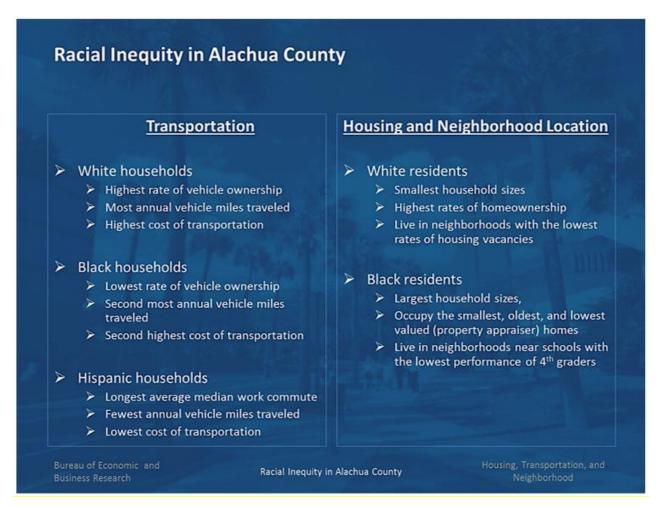
"Racial inequity is a long-standing issue in many communities across the United States, affecting the opportunities of minority individuals and families. In March 2016, the United Church of Gainesville and the Alachua County branch of the National Association for the Advancement of Colored People (NAACP) sponsored a weekend-long seminar to focus community efforts on inequities in the Alachua County area. The seminar featured speakers from the Dane County, Wisconsin Race to Equity Project. This project collected existing national, state, and local data documenting racial disparities in the county and comparing those disparities to Wisconsin and the United States overall. Their study led to a community-wide focus on how their community can work together to meet the challenge of narrowing the gaps in quality of life among all racial and ethnic groups.

A group of Gainesville, Florida community leaders representing Alachua County, Alachua County Public Schools, City of Gainesville, Gainesville Area Chamber of Commerce, Santa Fe College,

# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

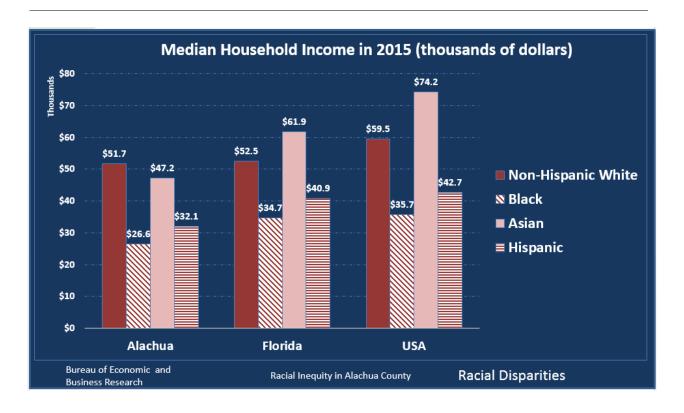
UF Health, and University of Florida saw value in completing a similar project. Wishing to understand and document racial inequity in Alachua County, this group called for the development of a baseline report grounded in quantitative findings to document and provide insights about the extent, nature, and source of racial inequality in Alachua County. The University of Florida Bureau of Economic and Business Research (BEBR) led this project in collaboration with the University of Florida Program for Resource Efficient Communities (PREC)."

Selected excerpts from the report are attached in Appendix A. Snapshots capturing some of the findings based on BEBR data in the report are below. The first graphic addresses differences in Transportation, Housing and Neighborhood Location and highlights the differences by race.



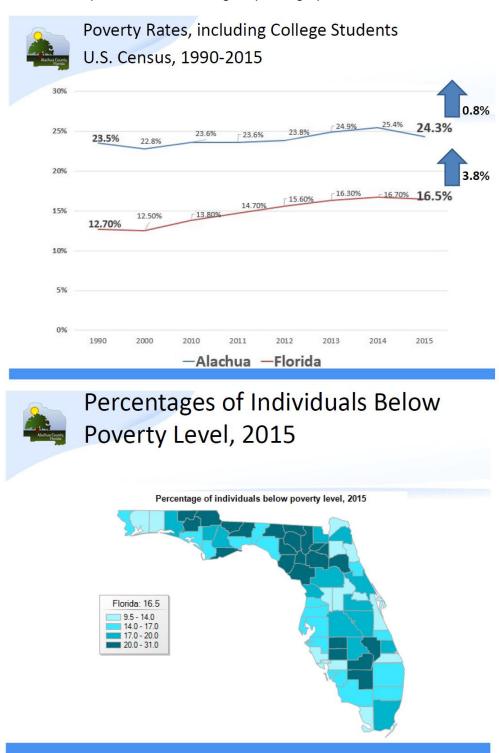
The second graphic shows the comparative Median Household Income in 2015 for Alachua County, Florida, and the United States, and shows that for all races, median household income in Alachua County trails that of Florida and the United States.

# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element



# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

Poverty remains an issue in Alachua County, and poverty rates are higher than in Florida overall, as depicted in the following map and graph based on U. S. Census data:



# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

Issues that contribute to racial inequity in Alachua County:

- 1. Geography of Alachua County
- 2. Limited provision of services 9affecting education)
- 3. Education system
- 4. Lack of wealth accumulation
- 5. The justice system vis-à-vis minorities

The primary conclusions (Section VII) of the <u>Understanding Racial Inequity in Alachua County</u> report emphasize the importance of both education and employment to economic opportunity and social equity.

"Racial inequity is a massive tangle of issues that are deeply connected and all potential solutions are constrained by the available resources. An important lesson from this project is that all these factors and forces are interconnected and cannot be pulled apart. While an improvement in one area might be possible, it can be negated by other connecting factors that may have resources drawn away from them in an effort to improve that one area. Nonetheless, there are two areas that are worth attention.

First, both the experts and minorities widely recognize that providing a high quality educational experience for them will have a significant impact. A successfully educated resident will have a higher lifetime income, more and better employment opportunities, and is less likely to become involved with the criminal justice system. Additional education beyond a high school diploma is recognized as beneficial, but a high school diploma is perceived to be the baseline. Moreover, going to college is not necessary to get a good job, but getting good skills training is essential.

Second, finding employment is often seen as a challenging task by minority residents. More jobs are needed that pay a living wage; more employers are needed who are willing to hire minorities, even those with a criminal record. Jobs are essential to lift people out of poverty, improve educational outcomes, and reduce crime."

## **Living Wage**

A living wage is the minimum income necessary for a worker to meet their basic needs, which are defined to include food, housing, and other essential needs such as clothing. Again, Economic Element Objective 1.5 addresses the core of the issue:

## OBJECTIVE 1.5 - EXPAND ECONOMIC OPPORTUNITIES AND REDUCE POVERTY

Provide sustainable economic opportunities for all segments of Alachua County. Particular emphasis shall be given to activities which increase economic opportunities for persons at or near the poverty level and to activities which redevelop economically distressed and under-utilized areas. Alachua County shall utilize the following indicators:

- a. per capita incomes for Alachua County.
- b. percentage of persons living at or below the poverty level.
- c. unemployment rates.

# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

The table below shows the living wage for Alachua County:

## **Living Wage Calculation for Alachua County**

Hourly Wages (each adult working full-time)	1 Adult	2 Adults 2 Children		
Living Wage	\$10.93	\$14.99		
Poverty Wage	\$5.00	\$5.00		
Minimum Wage	\$8.25	\$8.25		

Living Wage Calculator
Dept. of Urban Studies and Planning, MIT, 2018

In 2016, the Alachua County Board of County Commissioners enacted a living wage ordinance which raised the minimum wage for county employees and county-contracted workers to \$14.57, which is 125% of the federal poverty level. A living wage is an important measure to promote economic opportunity and reduce income disparity.

## **Joint Planning Strategies**

In addition to Plan East Gainesville, recent efforts to provide greater economic opportunity include a recent joint partnership by Alachua County and the City of Gainesville to nominate portions of eastern Alachua County and the City of Gainesville as <a href="Opportunity Zones">Opportunity Zones</a>. These areas met criteria stipulated by the Federal Government, and currently have a layer of incentives seeking to stimulate this economically depressed area of our community.

The City of Gainesville proposed designating those areas of the City of Gainesville that lie within the recently re-constituted Enterprise Zone (the area roughly lying east of 6th Street to the City limits and north to NW 53rd, south to SW 16th Avenue). With the re-constituted Enterprise Zone, the City of Gainesville is looking to facilitate development and economic opportunities in this area.

Alachua County proposed designating those areas of the County that lie in the East side of the unincorporated County. Last year, the Alachua County Board of County Commissioners approved for applicants in the East side of the unincorporated County to receive a 50 percent reduction in application fees for Comprehensive Plan amendments, Zoning Changes, or Development Review applications. The intent of the reduced fees in this area is to help incentivize economic development on the east side.

## Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

## **Jobs-Housing Balance**

The concept of jobs-to-housing balance generally refers to a ratio of the number of jobs to the number of households within a community or other geographic area. The Alachua County Comprehensive Plan has various objectives and policies (Particularly Economic Element Objective 1.5 and subsequent Policies) that promote a jobs-housing balance by promoting compact urban development patterns and mixed use development within the Urban Cluster. Jobs-housing balance is defined in the Alachua County Comprehensive Plan (Future Land Use Element Definitions), as follows:

**Jobs-Housing Balance:** Provision of employment choices in reasonable proximity to adequate and affordable housing to ensure efficiency of the transportation system, by bringing jobs and workers in a given context area into numerical balance, usually at somewhere between 1.3 and 1.7 jobs per household.

#### Jobs-housing Balance, Alachua County, 2016

Number of Households	106,197
Number of Jobs	126,951
Job-Housing Balance	1.2

Number of Households Source: University of Florida Shimberg Center for Housing Studies, Florida Housing Data Clearinghouse. Retrieved from <a href="http://flhousingdata.shimberg.ufl.edu">http://flhousingdata.shimberg.ufl.edu</a> on 2/20/18.

Number of Jobs Source: State of Florida Office of Economic and Demographic Research, Alachua County Profile. Retrieved from <a href="http://edr.state.fl.us/Content/area-profiles/county/Alachua.pdf">http://edr.state.fl.us/Content/area-profiles/county/Alachua.pdf</a> on 2/20/18.

Based on the countywide data above, the jobs-housing balance for Alachua County is about 1.2 jobs per household, which is close to the general range of 1.3 to 1.7 that is identified in the Comprehensive Plan definition of "jobs-housing balance". In addition to the overall countywide jobs-housing measure, there is a geographic component which is also important. As the definition states, jobs-housing balance involves having, "employment choices in reasonable proximity to adequate and affordable housing to ensure efficiency of the transportation system".

Toward that end, the land use policies in the Alachua County Comprehensive Plan promote, and in some instances require, a mix of non-residential and residential uses for new developments within the Urban Cluster. Policies in the Comprehensive Plan promote a greater mix of residential and non-residential land uses within the Urban Cluster in order to ensure that there are more employment, retail, and office areas in closer proximity to residential areas. The County's Mobility Plan, which was adopted into the Comprehensive Plan in 2010, provides a policy framework for Traditional Neighborhood Developments (TND) and Transit Oriented Developments (TOD) which are higher density and intensity, mixed use developments within the Urban Cluster for which complimentary policies were established in the Future Land Use Element. There are requirements in the Comprehensive Plan for these types of developments to provide a mix of higher density residential and non-residential land uses which helps to ensure that there are potentially more employment opportunities in close proximity to residential areas.

# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

The Comprehensive Plan requires that any proposed development project that exceeds certain thresholds for number of dwelling units must be developed as a mixed use TND or TOD. Specifically any proposed development within an Urban Residential land use category that will contain 150 or more dwelling units and is contiguous to a planned Rapid Transit or Express Transit Corridor is required to be developed as a mixed use TND or TOD; also, any proposed development within an Urban Residential land use category that will contain 300 or more dwelling units shall be developed as a mixed use TND.

The County has approved several mixed-use TND and TOD development projects in the last few years, and many of those projects have either just been built or are beginning to be built. These development projects, once they are built, will contain both residential and non-residential components, which will contribute to a more geographic balance of jobs to housing, and should help to reduce commuting distances within the Urban Cluster. Staff recommends the continued implementation of the policies promoting mixed use development in the Urban Cluster, as discussed above, as a strategy on the issue of jobs-housing balance.

## **Public Schools and Capital Investment**

\_Each of the Objectives of the Economic Element of the Comprehensive Plan seek to address ways in which the Comprehensive Plan can enhance the viability of the community. Adequate investment in staffing and capital projects by Alachua County is necessary in order to maintain these investments and provide necessary services to the public.

Recently, the Gainesville Area Chamber of Commerce engaged in a process to understand the infrastructure needs of the community, called the <u>Putting Children First Infrastructure Investment Initiative</u> or i3. Over nine months, the i3 Steering Committee engaged in a variety of meetings, public forums and community presentations, which resulted in the following <u>conclusion</u>:

... the infrastructure needs in our community are great, and that:

- repairing our K-12 public schools,
- fixing our roads.
- ensuring our public safety officers can communicate,
- improving our parks and recreational facilities,
- providing for our birth-to-five children,
- upgrading our internet coverage,
- and expanding transit options are top-of-mind needs to our residents.

Having evaluated the needs as presented and researched funding options available to pay for these needs, the i3 Steering Committee and the Gainesville Area Chamber of Commerce support a School Board of Alachua County sales-tax initiative in 2018 to fund infrastructure repairs to our K-12 schools.

# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

The School Board proposed a ballot initiative for November 2018 which was subsequently approved by the voters of Alachua County to establish a local sales tax to fund capital projects for the School Board of Alachua County to make repairs and upgrades for local public schools.

#### **REFERENCE MATERIALS**

Putting Children First Infrastructure Investment Initiative

**Understanding Racial Inequity in Alachua County** 

Understanding Racial Inequity in Alachua County Housing Transportation Neighborhoods

Jobs-Housing Balance, American Planning Association, PAS Report 516, 2003

Planning for Equitable Development, American Planning Association, PAS Memo, 2017

Plan East Gainesville Final Report

Worlds Apart Inequality between Americas Most and Least Affluent Neighborhoods

# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

# APPENDIX A. SELECTED EXCERPTS FROM

## **Understanding Racial Inequity in Alachua County**

Prepared by the University of Florida

Bureau of Economic and Business Research (BEBR)

(January 2018)

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# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

#### **Foreword**

For many years, racial disparities have made an impact on the lives of people in Alachua County, Florida. Many advocacy groups have been working diligently on improving conditions for minorities in order to reduce these disparities. A wealth of data exists exemplifying specific areas that may be helpful to these organizations. The following report provides a baseline of racial disparity data in the county, showing the differences between Whites and four minority groups: Blacks, Hispanics, Asians, and Other. With this baseline, future data has the potential to show changes and trends, illuminating the effects of programs attempting to address the myriad of issues that contribute to these disparities.

We hope that the information contained in this report will be informative to residents of Alachua County and useful to the programs trying to make an impact. We look forward to the possibility of building on this report in the future with updated data on the indicators included as well as other indicators that may further shed light on racial inequities.

We would like to thank the organizations who commissioned this report for giving us the opportunity to perform this work: Alachua County, Alachua County Public Schools, City of Gainesville, Gainesville Area Chamber of Commerce, Santa Fe College, UF Health, and University of Florida. We would also like to thank the many people who contributed to the effort necessary to complete the report. Cynthia Clark moderated the focus group, and Mark House conducted the one-on-one interviews with community members and experts and compiled the information from both formats. UF Bureau of Economic and Business Research students and staff including Mark Girson, Hui Hui Guo, Art Sams, Anthony Chen, Nelsa Vazquez, and others collected data, performed quality control, and managed the project.

We would also like to thank the community members and experts who participated in the focus group and one-on-one interviews, whose involvement made possible the qualitative component of this undertaking.

Finally, we appreciate the work of the University of Florida Program for Resource Efficient Communities research team led by Hal Knowles and Lynn Jarrett, who collected, analyzed and reported on more in depth housing and transportation disparity issues in a separate volume.

**Hector H. Sandoval** 

Project Director
Understanding Racial Inequity in Alachua County

## Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

#### V. Factors and Forces Behind Racial Disparities in Alachua County

Racial inequality is a problem in Alachua County as well as in the country as a whole; however, beyond the general conditions that create racial disparities in the United States, Alachua County has a number of specific issues that foster these disparities.

A series of personal interviews with experts who have direct insight into racial disparities in Alachua County were conducted to understand the forces and factors behind the disparities in the county. This section relies solely on these experts' opinions and summarizes them. From these interviews, six important interconnected issues emerged. First, the geography of the county prohibits the development in areas that are traditionally occupied by minorities, which creates isolated and under-resourced areas. Second, the reduced provision of services affects minorities more. Third, there are important issues related to the education system. Fourth, for many generations, minority populations have been unable to accumulate wealth. Fifth, in addition to an important mismatch existing in the labor market, college students are crowding out the job opportunities that would otherwise exist for the local minorities. Finally, there are important issues arising from the interaction of minorities with the justice system.

First, the east side of Gainesville, as it is separated by Main Street, is home to a large percent of minorities. Additionally, some areas of the southwest side of Gainesville and along Tower Road are predominately populated by minorities. In these areas, low education minorities are purchasing homes for lower prices. In contrast, places like Haile Plantation are predominately occupied by educated Whites such as faculty and professionals who have a significantly higher income. This higher income allows them to purchase properties of greater value, which in turn creates a higher tax base for that area. This generates important disparities between regions in Gainesville.

The ability of an area to attract development is critical to bringing in necessary jobs, schools and other services. However, economic development is generally focused on the West side of Gainesville, where minorities are not present because there is very little on the East side to attract developers who are looking for customers with disposable incomes. Moreover, the geography of the East side presents particular difficulties that are absent in the west side. The east side is lower and tends to have more sensitive wetlands, making development difficult in general. In some cases, federal laws that protect these sensitive areas push developers away from the east side into areas that are around the University and primarily on the West side of town, both of which are predominately occupied by Whites.

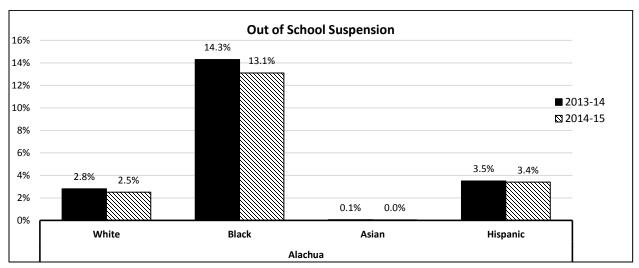
A second issue is that these pockets of minorities are generally under-resourced in a number of ways. Due to low state and federal funding, for example, teacher pay throughout the county is low, there is low investment in pre-kindergarten programs, and available resources are limited for supplemental programs such as mental health services. This low level of overall funding often affects minority/disadvantaged students disproportionately because they typically have a greater need for such programs.

Additionally, the county budget is restricted. It's not possible to provide adequate social services because the funding to support them is not available. Because Florida is a low-tax state, counties

# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

must fund social services themselves. With a large portion of Alachua County off the tax rolls because of the University of Florida and other public institutions, decreased taxes result in decreases services.

Third, in addition to the low investment in education, there are two other factors related to the education system in Alachua County. First, schools pull their student base from the surrounding areas. In neighborhoods that are primarily inhabited by minorities, the result is a student body that is almost entirely composed of minorities. Nationwide, busing students to different neighborhoods was an attempt to integrate different races and create an environment of acceptance between races. Alachua County created magnet schools in minority neighborhoods, thereby attracting higher performing students to these schools; however, when high-performing students are mixed into a group of average or below average minority students, minority's perceptions might be unintentionally reinforced as these minorities perform at lower levels than the students bused in. Minorities who see these high performers may then become discouraged if they mistakenly attribute these differences to race. A second issue is out-of-school suspensions. When a student is removed from school, they quickly fall behind in their classwork, and may also develop a resentment towards the school system. Both of these factors make the student more likely to be disruptive a second time. When they are suspended they are also more likely to be at home alone, which can create a difficult situation for the child. If a student is suspended and must stay at home without any supervision, they are much more likely to create problems that get reported to the police. 1



Source: Florida Department of Education.

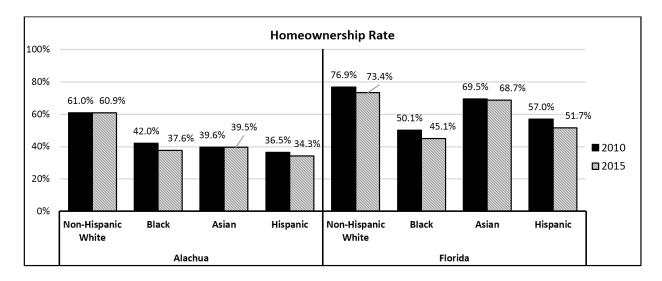
Fourth, though minority populations have lived in this area for generations; they haven't been able to accumulate wealth to pass on to future generations. Wealth and income are very different

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<sup>1</sup> Alachua County Public Schools has implemented policies and programs that have reduced out-of-school suspensions among all students, most significantly among African-American students.

# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

issues. Wealth includes assets that a person can draw upon in a time of need. Owning a home or property of any sort allows a person to have collateral for a loan if an emergency were to happen. The homes on the east side of Gainesville, where a large portion of minorities live, are worth far less than those in other areas of the city. This reduces the resources available to minority families in a time of emergency. As mentioned previously, the lack of wealth also drives development away from the area because businesses want customers who are able to afford their products and who can make purchases on a regular basis. This lack of wealth also reduces the tax base that can be used for schools and other basic needs.



Source: U.S. Census Bureau, American Community Survey (ACS) 5-year estimates.

## Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

A fifth issue in Alachua County is related to the labor market. A mismatch exists between the skills acquired and the skills needed. On the supply side, there is a disproportionately higher percentage of minorities with lower educational levels and skills. This disproportionality is most pronounced among African Americans.<sup>2</sup> On the demand side, approximately two-thirds of the jobs require postsecondary vocational training, an associate's or higher college degree.<sup>3</sup> Furthermore, the highest paying occupations represent one-third of the jobs in the county and are in occupations such as legal; health diagnosing and treating practitioners and other healthcare technical; management, business, and financial; and computer, engineering, and science and most of these jobs require a fairly high degree of education.<sup>4</sup> And while jobs exist for both higher and lower skill workers, the labor market shows a higher unemployment rate for lower skill workers in the county.<sup>5</sup> One possible contributing factor to this disparity is that some of the lower skill jobs in the area could employ residents without a higher level of education, but they are sometimes filled with college students who have some advantages over lower skill minority applicants in the eyes of employers. College students can be highly flexible with their schedule and usually have an advanced knowledge of technology that may reduce training costs.

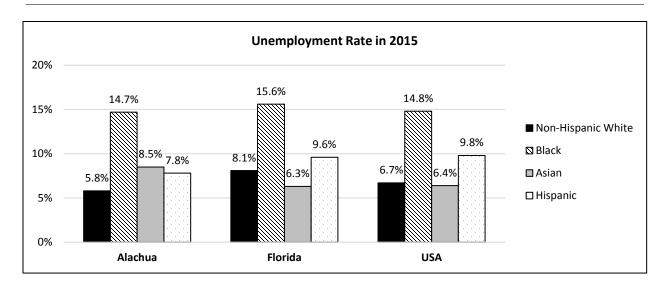
<sup>2</sup> According to the 2011-2015 American Community Survey (ACS) 5-year estimates, around 46.2 percent of non-Hispanic Whites have a bachelor's degree or higher and only 5.2 percent have less than high school diploma in Alachua County. In contrast, 16.3 percent of African Americans have a bachelor's degree and 15.4 percent have less than a high school diploma. Around 39.7 percent of Hispanics have a bachelor's degree or higher and only 9.5 percent have less than a high school diploma.

<sup>3</sup> According to the estimates of employment by occupation in 2015 from the Florida Department of Economic Opportunity, around 30.1 percent of jobs require a minimum educational level of postsecondary vocational training to enter the occupation, 37.3 percent require at least an associate's degree, and 30.2 percent require a high school diploma or less.

<sup>4</sup> Occupational categories are according to the U.S. Standard Occupational Classification System. According to the 2011-2015 American Community Survey (ACS) 5-year estimates, the estimated median earnings in the past 12 months (in 2015 dollars) for legal occupations was \$62,778, for health diagnosing and treating practitioners and other healthcare technical occupations was \$63,222, for management, business, and financial occupations was \$49,841, and for computer, engineering, and science occupations was \$46,363. These occupations account for 30.9 percent of the total employment in the county. Required educational level data on jobs and occupations are from Florida Department of Economic Opportunity.

<sup>5</sup> According to the 2011-2015 American Community Survey (ACS) 5-year estimates, around 16.9 percent of those with less than a high school diploma were unemployed in Alachua County, while only 8 percent of those with a high school diploma, 7.5 percent of those with some college or an associate's degree, and 2.9 percent of those with a bachelor's degree or more were unemployed.

# Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element



Source: U.S. Census Bureau, American Community Survey (ACS) 5-year estimates.

Finally, employment for anyone convicted of a crime is more difficult because having a criminal record is a strike against them for most employers. African-American men are disproportionally affected because there is a larger percentage of African-American men incarcerated around the country, including in Alachua County. Moreover, the county has a "war on drugs." Although drug use is fairly equally split among races, African-Americans are more likely to be caught with low levels of narcotics or other drugs. One reason is because they are more likely to use drugs in public spaces. Moreover, African-Americans are also more likely to be caught because police patrol minority neighborhoods more. Given the limited resources to control crime, law enforcement uses statistical tools to identify areas of high crime and patrol those areas more often. An area that is patrolled more often is more likely to result in more arrests.

#### **VII. General Conclusions**

As portrayed by the quantitative data, greater disparities appear in terms of economic well-being, education, and involvement in the justice system. From our qualitative analysis, the insights and opinions from the experts were very valuable in highlighting the factors and forces behind the disparities in Alachua County. Furthermore, the minority group residents of the county also complemented our understanding of such forces and factors.

Racial inequity is a massive tangle of issues that are deeply connected and all potential solutions are constrained by the available resources. An important lesson from this project is that all these factors and forces are interconnected and cannot be pulled apart. While an improvement in one

<sup>6</sup> According to the Centers for Disease Control and Prevention, in 2015, the use of illicit drugs among people aged 12 and over was 10.2 percent for Whites, 12.5 percent for African American, 9.2 percent for Hispanic, and 4 percent for Asians, https://www.cdc.gov/nchs/data/hus/hus16.pdf#050

## Economic Element and Equity-related policies in Public School Facilities and Capital Improvements Element

area might be possible, it can be negated by other connecting factors that may have resources drawn away from them in an effort to improve that one area. Nonetheless, there are two areas that are worth attention.

First, both the experts and minorities widely recognize that providing a high quality educational experience for them will have a significant impact. A successfully educated resident will have a higher lifetime income, more and better employment opportunities, and is less likely to become involved with the criminal justice system. Additional education beyond a high school diploma is recognized as beneficial, but a high school diploma is perceived to be the baseline. Moreover, going to college is not necessary to get a good job, but getting good skills training is essential.

Second, finding employment is often seen as a challenging task by minority residents. More jobs are needed that pay a living wage; more employers are needed who are willing to hire minorities, even those with a criminal record. Jobs are essential to lift people out of poverty, improve educational outcomes, and reduce crime.

#### **Community Health Element**

### Introduction

The proposed Comprehensive Plan amendments to the Community Health Element include:

- 1. Updates to address Health Equity and Health in All Policies
- 2. Updates to strengthen coordination among local health systems
- 3. Updates regarding the built environment and health impacts including transportation systems
- 4. Policy framework for mental health and dental health
- 5. Policies addressing prevention and treatment of substance abuse including tobacco
- 6. Policies regarding the food system including at school sites and neighborhoods

## **Background**

The Community Health Element was adopted in 2011. At that time a Community Health Assessment (CHA) was conducted by the Florida Department of Health (DOH) in conjunction with WellFlorida Council to determine the health needs of Alachua County. This assessment included the best available local data in addition to input from community members and health experts. A health team consisting of two groups, the Healthy Communities group and the Safety Net Collaborative, was formed to address these needs. A Community Health Improvement Plan (CHIP) was developed as a strategic planning tool for improving community health. The CHIP used CHA data to identify priority issues, develop and implement strategies for action, and establish accountability to ensure measurable health improvement.

In 2015, the health team assessed the community's needs again, and a new Community Health Assessment and Community Health Improvement Plan were developed for Alachua County. A Community Health Assessment steering committee was formed, made up of a partnership of the Florida Department of Health, along with UF Health Shands Hospital who identified and organized community leaders to join the steering committee.

#### **MAPP Process**

The CHA steering committee, with the assistance of WellFlorida, utilized national best practices and models of needs assessments. The core component of this was the utilization of the Mobilizing for Action through Planning and Partnerships (MAPP) process. The MAPP process is a nationally recognized standard of conducting health needs assessments, with a vision for "achieving improved health and quality of life by mobilizing partnerships and taking strategic action." The MAPP process included four key components:

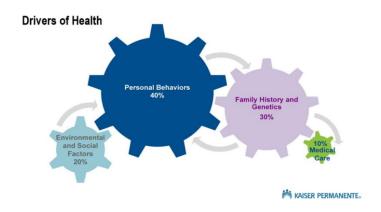
- A Community Health Status Assessment that highlights the existing health indicators and behaviors of Alachua County, comparing this information to the state of Florida. This is a quantitative perspective on the health of the community.
- A Community Themes and Strengths Assessment that utilizes surveys and input from community members to provide qualitative feedback on the health of the community. This highlights the issues and opinions of Alachua County residents.

#### **Community Health Element**

- A Forces of Change Assessment that gathers diverse community leaders to identify events, trends, and factors that impact the public health of the county.
- A Local Public Health Systems Assessment that uses surveys and polls to identify existing public health services and infrastructure, while also providing feedback on how well those services met the needs of the county.

The CHA utilized qualitative feedback from community members and local leaders, as well as quantitative analysis from existing data. From the CHA, the 2017 Community Health Improvement Plan was developed and two overarching goals were selected: (1) To ensure access to comprehensive care for all Alachua County residents, and (2) To promote wellness among all Alachua County residents. Relying on data from the CHA and guidance from the CHIP, the health team determined that focusing on increasing mental health awareness, decreasing tobacco use, promoting oral health, and reducing obesity will be the most effective way to address the needs of our community.

Figure 1. Drivers of Health



Source: Determinants of Health and Their Contribution to Premature Death, JAMA 1993.

As shown in Figure 1, health is driven by multiple factors that are intricately linked—of which medical care is only one component. To address health issues, all factors should be taken into consideration.

To effectively address these four focus areas and other local issues, the health team recommended a "Health in All Policies" framework in the County Comprehensive Plan. Accounting for health outcomes and equity in the plan ensures a focus on improving overall community health, accounting for social determinants of health, the built environment, and other factors that inadvertently shape the health of a community. This approach has five key elements as explained in a national report.

#### 'Health in All Policies: A Guide for State and Local Governments'

**Promote health, equity, and sustainability.** Health in All Policies promotes health, equity, and sustainability through two avenues: (1) incorporating health, equity, and sustainability into specific policies, programs, and

#### **Community Health Element**

processes, and (2) embedding health, equity, and sustainability considerations into government decision-making processes so that healthy public policy becomes the normal way of doing business.

**Support intersectoral collaboration.** Health in All Policies brings together partners from the many sectors that play a major role in shaping the economic, physical, and social environments in which people live, and therefore have an important role to play in promoting health, equity, and sustainability.

**Focus on deep and ongoing collaboration.** Benefit multiple partners. Health in All Policies values cobenefits and win-wins. Health in All Polices initiatives endeavor to simultaneously address the policy and programmatic goals of both public health and other agencies by finding and implementing strategies that benefit multiple partners.

**Engage stakeholders.** Health in All Policies engages many stakeholders, including community members, policy experts, advocates, the private sector, and funders, to ensure that work is responsive to community needs and to identify policy and systems changes necessary to create meaningful and impactful health improvements.

**Create structural or process change.** Over time, Health in All Policies work leads to institutionalizing a Health in All Policies approach throughout the whole of government. This involves permanent changes in how agencies relate to each other and how government decisions are made, structures for intersectoral collaboration, and mechanisms to ensure a health lens in decision-making processes.

Source: 'Health in All Policies: A Guide for State and Local Governments;' Public Health Institute, the California Department of Public Health, and the American Public Health Association

According to RWJ Health Rankings data, the percentage of Alachua County households with at least 1 of 4 housing problems (overcrowding, high cost, or lack of kitchen or plumbing facilities) was 21 % for 2011-2015. The Alachua County Sheriff Civil Bureau reported 900 households were evicted in 2017 (February 27, 2018 BoCC Regular Meeting Presentation). Improving these statistics will require a "Health in All Policies" approach.

The 2019 RWJ Health Rankings Food Environment Index, using data from 2015-2016, reports 6% of Alachua County households have Limited Access to Healthy Foods and 20% experience Food Insecurity.

## **Analysis of Proposed Amendments**

#### **Process**

The proposed amendments to the Community Health Element are the result of input from the County Health Care Advisory Board (with members appointed by the County Commission). Additional input was provided by the Healthy Communities Initiative, an interagency/interdisciplinary group meeting for the previous ten years. The discussions focused on health equity and UF and community health professionals provided expertise in areas not part of the existing Plan, including dental and mental health services. Tobacco Free Alachua advocates and DOH Tobacco Free staff also provided input regarding tobacco prevention and treatment. A thorough review of the existing policies was completed in order to ensure specific issues were addressed, including transportation needs for accessing health care, since this is identified by community paramedics as an issue in the County.

#### **Community Health Element**

Data from the Robert Wood Johnson Foundation (RWJF) County Health Rankings was provided for the Community Health Issue Paper and updated 2019 data is now available. Additional data from the UF Health Community Health online dashboard provides visual comparisons from over 30 sources including RWJF.

#### **Built Environment and Health**

Earlier policy focus on obesity is amended to further healthiest weight management recognizing the programs of the Florida DOH. The built environment is recognized as a contributing factor. The built environment includes the physical makeup of where we live, learn, work, and play—our homes, schools, businesses, streets and sidewalks, open spaces, and transportation options. The built environment can influence overall community health and individual behaviors such as physical activity and healthy eating, and updated policies address this to improve multimodal transportation facilities and access to parks.

#### **Local Food System and Nutrition**

There is also more policy focus on the local food system and nutrition since although the initial CHE includes some food policies there is evidence that more accessible healthy foods in neighborhoods is important. New policies for healthy corner stores and food distribution sites at schools are included. The important role of IFAS/County Extension to provide nutrition education is part of the policy framework. Although the Food System was not discussed in the 2018 BEBR report on "Understanding Racial Inequity in Alachua County," since there is an impact of food on health a local food system will improve equity. The policies on the Local Food System emphasize partners and programs that will address economic, educational and health equity. A new policy establishes a target date to end food insecurity in Alachua County by 2050. A new definition is included:

**Food desert** - A geographic area where residents have limited access to affordable, healthy food options (especially fresh produce) determined by low income and distance to major supermarket locations. Food deserts are based on USDA data with low income census tracts determined by a poverty rate of 20% or higher, or tracts with a median family income less than 80% of median family income for the state or metropolitan area. Food deserts are low-income census tracts where at least 500 people and/or at least 33 percent of the census tract's population reside more than 1 mile (urban) or 10 miles (rural) from the nearest supermarket.

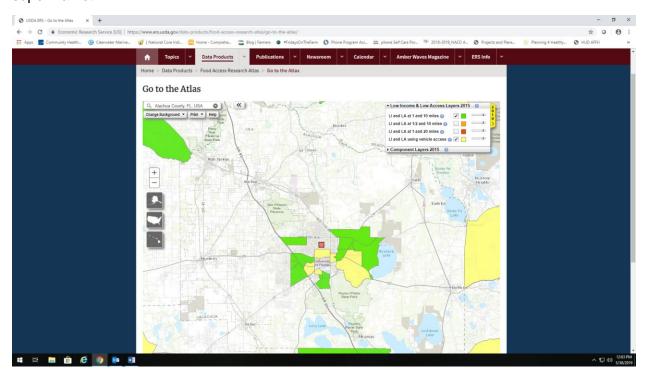
USDA Food Access Maps and info are online- <a href="https://www.ers.usda.gov/data-products/food-access-research-atlas/">https://www.ers.usda.gov/data-products/food-access-research-atlas/</a>.

The Florida Department of Agriculture and Consumer Services includes a food desert layer in Florida's Roadmap to Living Healthy- this does not include the limited vehicle access areas -- <a href="https://roadmaptohealth.freshfromflorida.com/MapView?Theme=Food%20Access">https://roadmaptohealth.freshfromflorida.com/MapView?Theme=Food%20Access</a>

#### **Community Health Element**

Food Desert 2015 Data- Bright green area denotes Food Desert definition.

The areas shown in yellow on this map depict Low-income census tract where more than 100 housing units do not have a vehicle and are more than ½ mile from the nearest supermarket, or a significant number or share of residents are more than 20 miles from the nearest supermarket.



Background for the USDA Food Access Maps of Low Income (LI) and Low Access (LA) areas

Map of Low Access criteria only (including low vehicle access and high group quarters). There are major areas within Alachua County where this impacts the population. Therefore income criteria should also be included to focus on areas of greatest food access need.

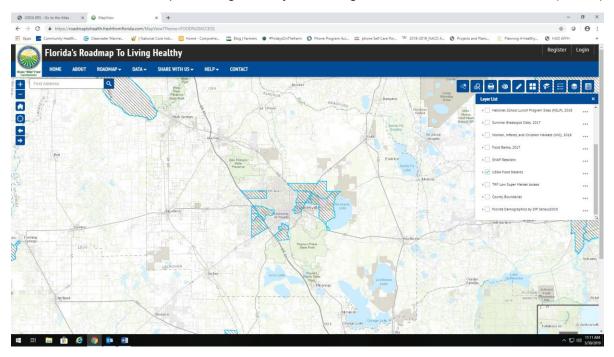
LI and LA using vehicle access- Low-income census tract where more than 100 housing units do not have a vehicle and are more than  $\frac{1}{2}$  mile from the nearest supermarket, or a significant number or share of residents are more than 20 miles from the nearest supermarket.

Vehicle Access- Low-income census tract where more than 100 housing units do not have a vehicle and are more than ½ mile from the nearest supermarket, or a significant number or share of residents are more than 20 miles from the nearest supermarket.

Low Income- Tracts with a poverty rate of 20% or higher, or tracts with a median family income less than 80% of median family income for the state or metropolitan area.

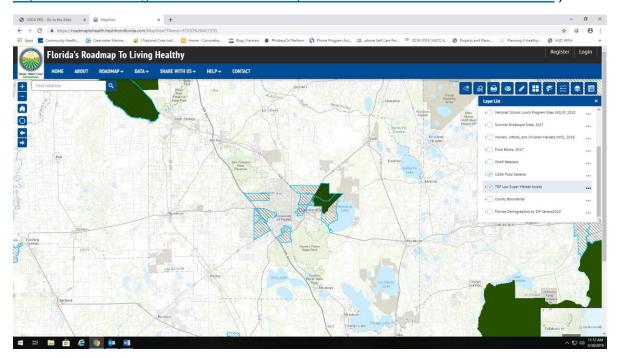
#### **Community Health Element**

State "Florida's Roadmap to Living Healthy"- showing LI and LA Food Desert areas (USDA)



State "Florida's Roadmap to Living Healthy" - Food Desert and TRF Low Supermarket Access (Brookings The Reinvestment Fund Study-

https://www.brookings.edu/on-the-record/supermarket-access-in-low-income-areas/)



#### **Community Health Element**

#### Neighborhood Safety, Mental Health and Substance Abuse

A new policy focuses on Crime Prevention through Environmental Design (CPTED) for County parks and facilities, providing a design approach for 'defensible space'. As established by Architect Oscar Newman, defensible space must contain two components. First, defensible space should allow people to see and be seen continuously. Ultimately, this diminishes citizens' fear because they know that a potential offender can easily be observed, identified, and consequently, apprehended. Second, people must be willing to intervene or report crime when it occurs. By increasing the sense of security in settings where people live, work, and recreate, it encourages people to take control of the areas and assume a role of ownership. When people feel safe in their neighborhood they are more likely to interact with one another and intervene when crime occurs.

Mental Health and related substance abuse issues are addressed in new objectives and policies. A majority of persons with mental health and substance use conditions have these conditions as a result of trauma. Such traumas can range from child abuse, to the physical, sexual, and psychological abuse associated with poverty, to the mental and physical trauma of the battlefield. Trauma is extremely pervasive in modern American society, and it plays a major role in generating illnesses. Many mental health care recipients also need support services, including job, housing, and social supports. Access to evidence-based care and a continuum of care for recovery and wellness are required for a full life in the community. A new peer respite center in Gainesville offers innovative peer support for persons in crisis (http://www.gainesvillerespite.org/). In this context, a peer is a person who has experienced overwhelming mental or emotional distress and seeks to form meaningful relationships with others. Data available on the UF Community Health Dashboard indicates for most Mental Health/Mental Disorder and Substance Abuse indicators Alachua County has better outcomes than the State, although several indicators show a higher hospitalization rate.

#### Mental Health and Mental Disorders Alachua County



Source: UF Health Community Health Dashboard

In 2018 Alachua County ranked 2nd in State for Youth Opioid Addiction. The Alachua County Health Prevention and Wellness Coalition (<u>HPW Coalition Website</u>) is working to address this epidemic and other substance abuse, with programs which are strategically designed to target areas of need based on research and implemented using evidence-based strategies. The Opiate Task Force

#### **Community Health Element**

includes partners from the UF Department of Epidemiology, HealthStreet, VA Hospital, UF Health Pediatrics, North Florida Regional Medical Center, community coalitions such as the Levy County Prevention Coalition and Hernando Community Coalition as well as law enforcement support from the Alachua County Sheriff's Office. According to data provided by the Florida Youth Substance Abuse Survey for Alachua County in 2014, middle school and high schoolers underestimate the harm of using marijuana and drinking alcohol. HPW Coalition will now hold mini-meetings with individual school PTAs to discuss reported data of youth substance abuse.

#### **Dental Health**

Dental Health is now addressed in a separate objective and policy framework as need is evident. The Alachua County DOH now provides dental services, and non-profit ACORN Clinic continues to serve low income patients who are not insured or underinsured and cannot afford private insurance, using a sliding scale to determine fees based on household income using Federal Poverty Guidelines. ACORN Clinic operates with volunteer health professionals in training and volunteer physicians, nurses, dentists, hygienists, and counselors. In 2014, volunteerism totaled 8,156 hours valued at almost \$900,000. In 2017, the ACORN Dental Clinic served 2,167 patients in 4,982 visits. In addition to fees from patient care, ACORN receives funds from private and public sources including the United Way of North Central Florida; civic groups; churches; Alachua, Bradford and Union Counties; Florida Department of Health; Medicaid; Medicare; private insurance; foundations; and contributions from individual donors.

#### Health/Oral Health Alachua County



Source: UF Health Community Health Dashboard

## **Community Health Element**

## **RWJF County Health Rankings 2019**

	,		8		
	Alachua County	Error Margin	Top U.S. Performers	Florida	Rank (of 67)
Health Outcomes					31
Length of Life					12
Premature death	6,900	6,500-7,300	5,400	7,200	
Quality of Life					51
Poor or fair health **	19%	19-20%	12%	19%	
Poor physical health days **	4.4	4.3-4.5	3.0	3.8	
Poor mental health days **	4.3	4.2-4.4	3.1	3.8	
Low birthweight	9%	9-10%	6%	9%	
Additional Health Outcomes (not incl	uded in overall ranking)				
Life expectancy	79.2	78.8-79.5	81.0	80.0	
Premature age-adjusted mortality	350	340-360	280	340	
Child mortality	70	60-80	40	50	
Infant mortality	8	7-9	4	6	
Frequent physical distress	14%	13-14%	9%	12%	
Frequent mental distress	13%	13-14%	10%	12%	
Diabetes prevalence	9%	8-10%	9%	11%	
HIV prevalence	427		49	615	
Health Factors					6
Health Behaviors					22
Adult smoking **	15%	14-15%	14%	15%	
Adult obesity	25%	23-29%	26%	27%	
Food environment index	6.6		8.7	6.9	
Physical inactivity	23%	21-26%	19%	25%	
Access to exercise opportunities	86%		91%	88%	
Excessive drinking **	21%	20-21%	13%	18%	
Alcohol-impaired driving deaths	29%	25-32%	13%	25%	
Sexually transmitted infections	860.5		152.8	467.4	
Teen births	14	13-15	14	23	
Additional Health Behaviors (not incl	uded in overall ranking)				
Food insecurity	20%		9%	14%	
Limited access to healthy foods	6%		2%	7%	
Drug overdose deaths	11	9-14	10	21	
		0.40	9	14	
Motor vehicle crash deaths	10	9-12	9	14	

## **Community Health Element**

	Alachua County	Error Margin	Top U.S. Performers	Florida	Rank (of 67)
Clinical Care					1
Uninsured	12%	11-14%	6%	15%	
Primary care physicians	670:1		1,050:1	1,390:1	
Dentists	590:1		1,260:1	1,700:1	
Mental health providers	170:1		310:1	670:1	
Preventable hospital stays	5,336		2,765	5,066	
Mammography screening	46%		49%	42%	
Flu vaccinations	45%		52%	41%	
Additional Clinical Care (not included in over	all ranking)				
Uninsured adults	14%	12-16%	6%	18%	
Uninsured children	6%	4-8%	3%	7%	
Other primary care providers	393:1		726:1	1,035:1	
Social & Economic Factors					11
High school graduation	84%		96%	82%	
Some college	76%	73-79%	73%	62%	
Unemployment	3.7%		2.9%	4.2%	
Children in poverty	20%	15-25%	11%	21%	
Income inequality	6.1	5.7-6.5	3.7	4.7	
Children in single-parent households	35%	32-38%	20%	38%	
Social associations	9.8		21.9	7.1	
Violent crime	561		63	484	
Injury deaths	60	56-65	57	76	
Additional Social & Economic Factors (not inc	cluded in overall	ranking)			
Disconnected youth	5%	3-7%	4%	8%	
Median household income	\$45,200	\$42,300-48,100	\$67,100	\$52,600	
Children eligible for free or reduced price lunch	48%		32%	58%	
Residential segregation - black/white	39		23	54	
Residential segregation - non-white/white	31		15	44	
Homicides	4	3-5	2	6	
Firearm fatalities	10	8-11	7	13	

Source: RWJF Alachua County Health Rankings 2019

#### **Energy Element**

#### Introduction

The proposed Comprehensive Plan amendments to the Energy include:

- 1. Policies on water conservation strategies including Florida Water Star Standards (Policy 2.2.3)
- 2. Updates to County Government Initiatives policies including revisions to policies addressing energy conservation investments, Zero Waste initiative in coordination with the municipalities and University of Florida, and renewable energy goals. (Policy 5.1.3, 5.1.4, 5.2.1).
- 3. An updated Objective and policies concerning an energy efficient local food system (Obj. 6.1)
- 4. The diversion rate calculation (Policy 8.1.2) is established in Solid Waste element policy 1.5.2, and is amended in Policy 8.1.2 for internal consistency in the Plan.
- 5. Additional public education thru IFAS and community regarding Good Agricultural Practices, programs for at-risk youth, and pollinators protections (Policy 9.1.3)

#### **Background**

#### **Zero Waste**

Zero Waste is an innovative approach to waste management that will conserve energy and landfill space. Mimicking natural systems, a Zero Waste System is cyclical and does two fundamental things: It redesigns our systems and resource use—from product design to disposal—to prevent wasteful and polluting practices. It then captures discards and uses these, instead of natural resources, to make new products, creating less pollution and growing the local economy. Therefore Energy policies take a responsible approach to using and conserving dwindling natural resources and support recovery infrastructure. Alachua County Solid Waste and Recovery, in conjunction with the City of Gainesville, has a website about current efforts- Zero Waste Gainesville website. Also Eco-Cycle Solutions identifies cities, counties and states with zero waste goals and plans, recycling and composting policies, and disposal bans. Eco Cycle Solutions website. In fact this approach was celebrated in a Florida folk song lyrics "Use it up, wear it out, make it do or do without" from the past.

In 2010, the State legislature put into place F.S. 403.7032 which, among other things, established a statewide recycling goal of 75% by the year 2020 and set benchmarks for achieving this goal. As a county, Alachua County adopted the 75% recycling by 2020 goal into its comprehensive plan and has begun the process of working towards Zero Waste along with the City of Gainesville. Part of this effort is to help create additional markets and opportunities for recycling. The Eco-Industrial Park (formerly referred to as the Resource Recovery Park) has the potential to create these markets and opportunities for recycling and waste reduction. With an initial area of 37 acres, and a planned space for waste reduction research, there is an opportunity for established businesses or startups to put into place outlets for waste from the region preventing it from

#### **Energy Element**

ending up in a landfill. Based on the waste composition of Alachua County, additional outlets for C&D debris, food waste, yard trash, paper products, non-ferrous metals, and plastics would benefit the county and should be targeted industries for the Eco-Industrial Park.

#### **Food System**

Florida farms are considered the vegetable basket of the US. And, yet, less than 10% of this food is staying in our state. We have vibrant urban areas within a tractor ride of farms growing delicious, healthy produce, but the vegetables and fruits are being shipped out across the nation and sometimes the world, at a high energy cost and negative impact on economic opportunity and natural resources. Recently "Florida's Roadmap to Living Healthy" provides an interactive, online map to visualize data, which can help government agencies, nonprofits and other organizations identify gaps in services. It includes data on Florida's food deserts. FL Roadmap to Health

The Food System includes the growing, processing, distributing, getting, making and disposing of surplus food.



Figure 1: The Food System; Source- Healthy Food Policy Project

In 2015 the US Agriculture Local Food Marketing Practices Survey was designed to collect data related to the marketing of foods directly from farm producers to consumers, institutions, retailers who then sell directly to consumers, and intermediate markets who sell locally or regionally branded products. According to the USDA, Local Food is defined as the direct or intermediated marketing of food to consumers that is produced and distributed in a limited geographic area. There is no pre-determined distance to define what consumers consider "local," but a set number of miles from a center point or state/local boundaries is often used (i.e. 40 to 400 miles). More importantly, local food systems connect farms and consumers at the point of sale.

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Consumers, schools, hospitals and other institutions purchase from farms or buy farm products that originate from known, local farms that preserve the identity of the farm for each item. Each of these varied Direct to Consumer marketing techniques joins farmers and consumers in the local food system.

Direct to Consumer Common Sales Points	# Located in Alachua County		
Farmers markets	8		
Pick-Your-Own (http://pickyourown.org/FLnorth-Alachua.htm	38*		
U-Pick (https://www.freshfromflorida.com)	8*		
Farm stands	Varies		
Community supported agriculture (CSA) partnerships	7		

<sup>\*</sup>Note: Not all the Pick-Your-Own are included in State Fresh from Florida /U Pick data. This may be since not all local farms have the Fresh from Florida certification

Local Food is sometimes used as a term of art that conjures a sense of place and values, promoting food and farm identities and relationships between producers and consumers. Many people and institutions purchase local food because it is seasonal, fresher, tastes better, is more nutritious, and reduces environmental impacts. When consumers purchase food from local producers they can see first-hand where their food is coming from, as well as support more sustainable growing practices and a diversified local economy.

Local food systems operate within the existing framework for all food regulations and policies. The State of Florida has a "Fresh from Florida" certification. At the Federal level, the USDA's Know Your Farmer, Know Your Food task force supports and coordinates the work of local food systems across government agencies. Public and non-profit organizations work to shape food policy and regulations. In some jurisdictions food policy councils are comprised of a broad range of individuals from all aspects of a local food system. The mission is to review the local food system to develop policy recommendations and strategies for expanding and improving local food systems to meet specific challenges at local and State levels. A range of local, State, and Federal regulations guide marketing, food safety, licensing, and other activities related to food production and sale. "Local Food Week" has been celebrated here for many years.

There are many interrelated aspects to Local Food system, including but not limited to Food Security, Food & Nutrition, Local Agriculture & Economic Development, Soil Health, Food Waste Reduction and Agritourism. Going forward, there is an opportunity to refocus the County's partnerships and investments under two big ideas of creating a Sustainable Local Food System: Local Food Entrepreneurship and Regenerative Agriculture.

Local Food Economics, Entrepreneurship and Facilitators

Food that is branded local is big business with a strong consumer preference. In 2013, an analysis of Florida's local food economic potential were calculated value of over \$19 billion in revenue, \$850 million in local, state and federal taxes and an estimated at 183,625 jobs (Fig. 1; Alan W. Hodges, 2013). For additional information

#### **Energy Element**

see Hodges et.al. Appendix Detailed Economic Contributions of Agriculture, Natural Resources, and Food Industries in Florida Counties in 2013.

Table ES1. Summary of total economic impacts of local food purchases in Florida in 2011-12

Impact Type	Employment (Jobs)	Labor Income (M\$)	Value Added (M\$)	Output (M\$)	Indirect Business Taxes (M\$)
Producer Margin Direct Effect	55,656	\$1,182	\$2,270	\$5,511	\$14
-Indirect Effect	23,423	\$775	\$1,213	\$2,662	\$75
-Induced Effect	66,854	\$3,213	\$5,178	\$8,286	\$407
-Total Effect	145,933	\$5,170	\$8,661	\$16,459	\$496
Retailer Margin Direct Effect	34,045	\$1,189	\$1,672	\$2,496	\$338
Restaurant Margin Direct Effect	3,648	\$96	\$138	\$245	\$18
Total All Industries	183,625	\$6,455	\$10,470	\$19,200	<u>\$851</u>

Values in millions 2013 dollars, and employment in fulltime and part-time jobs.

Estimates reflect total multiplier effects for producer margin, and direct effects only for retailer and restaurant margins.

#### Figure 1 Alan W. Hodges, 2013

Local food has impacts on the energy system by impacting transportation costs and by impacting water supplies. One way to increase the demand is for Alachua County, with other large institutions, to increase the number of healthy, local food procurement policies in Alachua County institutions (schools, child care, hospitals, and universities) and in large gathering places (community centers, worksites, recreational/cultural settings). To assist this being successful, there will need to be an increase in technical assistance for sourcing locally - farmers/ producers will need help with retail-readiness and market connections and marketing assistance will need to be provided for institutions, restaurants, and retailers. Another important aspect is to improve the local food processing, aggregation, distribution, and marketing infrastructure in Alachua County. This infrastructure is critical as consumers and retailers consistently identify basic food processing such as wash-and-pack and bulk quantities as their top needs when sourcing locally. This infrastructure will also support local business development in food-related industries. Work is needed in researching and supporting emerging markets for selling locally-produced food. Possible partnerships should be considered with other community priority program development efforts, like public transportation or waste reduction to increase distribution and access to local food. Last, but not least, educational efforts will be crucial to engage citizens, and could include identifying and implementing strategies with the retail sector to promote and incentivize fruit and vegetable purchases, including an awareness campaign to educate consumers about Alachua County-produced food via marketing and programming. (Growing a Vibrant Local Food System for Alachua County; Spring 2018 Evaluation and Appraisal Report White Paper; Anna Prizzia, UF Field and Fork and Working Food).

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The issue of food waste has direct impact on energy consumption. The United States EPA estimated that in 2015 in the United States, more food reached landfills and combustion facilities than any other single material in our everyday trash, at 22 percent of the amount landfilled and at 22 percent of the amount combusted with energy recovery. Reducing food waste will help address climate change, as 20 percent of total U.S. methane emissions come from landfills. By keeping wholesome and nutritious food out of our landfills, Alachua County can help address the persons that live in food insecure households. On September 16, 2015, the United States Department of Agriculture (USDA) and EPA announced the first ever domestic goal to reduce food loss and waste by half by the year 2030. EPA Sustainable Food Management

#### Water

Water conservation for food production and landscape irrigation is central to energy conservation. Detailed information regarding water system is provided in the Conservation and Open Space Element (COSE) Data and Analysis.

## **Analysis of Proposed Amendments**

A LPA motion recommended to add the rationale for a proposed study of the Local Food System. Following the LPA meeting staff drafted the detailed objective language:

Energy Element OBJECTIVE 6.1

Maximize local resource & energy-efficient food production and processing within the County's local foodshed. A robust local food system will:

- -maintain agricultural land and support rural land stewardship
- -protect incomes for family farms and provide local employment
- -stimulate local food industries and enhance agritourism
- -protect public health by improving food safety issues at harvesting, washing, shipping and distribution, and increasing the nutritional value of food
- -increase food security and resiliency through providing affordable local food, protecting agricultural knowledge and traditions, and supporting biodiversity in our food crops

A baseline study is outlined in a new Energy policy, and in fact the work to determine a methodology for measuring local food is currently underway. Food system partners include relevant agencies and organizations, such as the City of Gainesville, area retailers, UF IFAS Extension, Florida Farm Bureau, Florida Organic Growers, UF Field to Fork, Working Food, Alachua County School Board, UF, UF Health, and SFC.

To maximize water conservation strategies, several policies in the Energy Element of Comprehensive Plan have been updates or added in an effort to reduce outdoor water use. Specific language addressing public capital projects have been updated to require water conservation measures. Other policies have also been

#### **Energy Element**

updated in the Conservation and Open Space Objective 4.5 Groundwater and Springs, in the Potable Water and Sewer Element Objectives 4.1 and 8.1. Alachua County does not support all uses of reclaimed water, as landscape irrigation use can support landscaping practices that are not sustainable. Additionally, the use of per capita to measure water savings, can be deceiving as our growth patterns increase in density. Looking at total groundwater usage is the best method. To improve water conservation strategies, added water conservation and Florida Water Star Standards to policies above.

A policy for consideration of a County zero waste initiative in coordination with the municipalities and University of Florida is included as Policy 5.1.4. Currently research and data for this initiative is being developed and will be presented in the future to the Board of County Commissioners for direction. Policy 5.1.3 renames the Utility Saving Reinvestment account to the Energy Conservation Investment Program to more accurately reflect the program, which works in conjunction with Policy 5.2.1 to increase the amount of renewable energy consumed and produced by Alachua County buildings and operations.

#### Fiscal Impacts and Impacts on the Cost of Housing

The Alachua County Unified Land Development Code Section 402.05(a)17 calls for an evaluation of the impacts of proposed Comprehensive Plan amendments on the initial cost of housing, the long term cost of home ownership and the fiscal impacts to the County and the County's taxpayers. The proposed amendments to the Alachua County Comprehensive Plan that are being considered are part of the overall evaluation and update of the Comprehensive Plan that is required at least every seven years in accordance with Section 163.3191, Florida Statutes. This update includes proposed amendments to various goals, objectives, policies, and maps throughout fourteen of the fifteen Elements of the Comprehensive Plan. The proposed amendments address a wide range of topics such as land use and development standards, public facilities and services, intergovernmental coordination, economic opportunity and equity, affordable housing, community health, energy, local food systems, and protection of natural resources and water quality, and would establish policies to guide subsequent implementation activities related to these topic areas. Because of this, identification of precise fiscal impacts and effects on the cost of housing would be appropriate when these policies are translated into specific implementation activities as outlined below.

#### Fiscal Impacts to County

The Comprehensive Plan contains broad policies which provide guidance for many budgetary, operational, and development-related decisions within County government. The ways in which the policies in the Comprehensive Plan are implemented are determined at subsequent stages in the decision-making process, such as through the County's annual budget process and capital improvements programs, as part of operational plans and projects for specific County departments, through updates to the land development regulations, and through other County ordinances. Any specific expenditures of County funds, or fiscal impact associated with policies, programs, or actions described in these proposed Comprehensive Plan amendments would be determined at these subsequent stages of the decision-making process.

#### **Impacts on Cost of Housing**

As noted above, the proposed amendments address a wide range of topics across multiple elements of the Comprehensive Plan. Many of the proposed amendments to the Comprehensive Plan have little or no relationship to the cost of housing, but deal with topics such as non-residential land use policies, local food systems, community health, intergovernmental coordination, economic opportunity, public facilities and services, and protection of natural resources and water. The proposed amendments to policies relating to these topics should not have any direct impact on the cost of housing.

#### Fiscal Impacts and Impacts on the Cost of Housing

One of the fundamental concepts that is built into the Alachua County Comprehensive Plan is the periodic evaluation of the capacity of the Urban Cluster to accommodate future population growth. This evaluation includes the use of "market factors" which provide for a "cushion" in the supply of undeveloped land in the Urban Cluster, to help ensure that the local real estate market has an adequate supply of land area for the potential development of new housing needed for projected population growth (see Urban Cluster Analysis in the Future Land Use Element Data and Analysis, which shows there is more than a sufficient supply of land for the projected population growth).

The Housing Element of the Comprehensive Plan addresses issues related to affordable housing most directly. The proposed amendments to the Housing Element generally call for the County to implement various strategies and programs that are aimed at increasing the supply of housing and retaining the currently-available housing stock that is affordable to very low and extremely low income households (see proposed amendments to Housing Element and data and analysis for Housing Element). As these updated policies in the Housing Element are implemented, it is expected that they would result in more housing units in Alachua County that would be affordable to very low and extremely low income households and retention of such housing units over the long term.

Some of the proposed amendments to the Comprehensive Plan address policies that provide guidance on site development standards for new development, which are intended to provide benefits to the community in terms of a higher quality of life in the built environment, promotion of multimodal mobility options, and the long-term protection of natural areas and water resources. Examples of such policy amendments include restructuring of the open space requirements for new development and strengthening the policies for use of Low Impact Design for stormwater facilities in Sensitive Karst Areas. These types of policy revisions may have some impact on the initial cost of developing new housing. The specific impacts on affordable housing of such policy changes is dependent on how the updated policies are implemented through the land development regulations, the characteristics of particular development sites, and various factors affecting the local housing market.