

ALACHUA COUNTY
BOARD OF COUNTY COMMISSIONERS

ORDINANCE 19 -

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY, FLORIDA, AMENDING THE ALACHUA COUNTY COMPREHENSIVE PLAN 2011-2030 BY AMENDING VARIOUS GOALS, OBJECTIVES, AND POLICIES OF THE FUTURE LAND USE, TRANSPORTATION MOBILITY, HOUSING, POTABLE WATER AND SANITARY SEWER, SOLID WASTE, STORMWATER MANAGEMENT, CONSERVATION AND OPEN SPACE, RECREATION, INTERGOVERNMENTAL COORDINATION, CAPITAL IMPROVEMENTS, ECONOMIC, PUBLIC SCHOOL FACILITIES, COMMUNITY HEALTH, AND ENERGY ELEMENTS, AMENDING THE MAP SERIES OF THE FUTURE LAND USE, TRANSPORTATION MOBILITY, CONSERVATION AND OPEN SPACE, AND INTERGOVERNMENTAL COORDINATION ELEMENTS, AND UPDATING THE COMPREHENSIVE PLAN FOR THE TIME PERIOD 2019-2040 BASED ON THE EVALUATION AND APPRAISAL OF THE COMPREHENSIVE PLAN PURSUANT TO SECTION 163.3191 FLORIDA STATUTES; PROVIDING FOR THE ORDINANCE TO BE LIBERALLY CONSTRUED; PROVIDING FOR MODIFICATION; PROVIDING A REPEALING CLAUSE; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION AND CORRECTION OF SCRIVENER'S ERRORS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Community Planning Act (Section 163.3161, et. seq.) Florida Statutes requires that each local government prepare and adopt a comprehensive plan; and

WHEREAS, the Alachua County Board of County Commissioners adopted its 2011-2030 Comprehensive Plan which became effective on July 22, 2011; and

WHEREAS, Section 163.3191 of Florida Statutes requires each local government in Florida to periodically evaluate its comprehensive plan to determine if amendments to the plan are necessary to reflect changes in state requirements since

the last update of the plan, and to notify the state land planning agency as to its determination; and

WHEREAS, Alachua County evaluated its comprehensive plan and notified the state land planning agency in a letter dated March 13, 2018 of its determination that amendments to its comprehensive plan were necessary to reflect changes in state requirements and to address local issues; and

WHEREAS, the state land planning agency acknowledged its receipt of the County's evaluation and appraisal notification letter on March 19, 2018, as provided in the state land planning agency's March 21, 2018 letter to Alachua County; and

WHEREAS, Section 163.3191, Florida Statutes requires that, if the local government has determined that amendments to its comprehensive plan are necessary to reflect changes in state requirements, the local government shall prepare and transmit such plan amendments for review pursuant to Section 163.3184, Florida Statutes within 1 year; and

WHEREAS, the Board of County Commissioners of Alachua County, Florida, wishes to make a large-scale amendment to the goals, objectives, policies, and maps of the Alachua County Comprehensive Plan (CPA-03-19) based on the evaluation and appraisal of the plan pursuant to Section 163.3191, Florida Statutes; and

WHEREAS, Section 163.3184(11) (a), Florida Statutes, requires that any amendment to the Comprehensive Plan, or any element or portion thereof, be made by ordinance; and,

WHEREAS, a duly advertised public hearing was conducted on May 15, 2019 after 5:00 p.m., by the Alachua County Planning Commission serving as the Local Planning Agency (LPA), and the LPA provided its recommendations on the proposed plan amendment to the Board of County Commissioners; and,

WHEREAS, the Board of County Commissioners considered the recommendations of the LPA at a duly advertised public hearing held on June 25, 2019 after 5:00 p.m., and approved the proposed plan amendment for transmittal to the state land planning agency and other agencies for review and comment in accordance with the state coordinated review process in s. 163.3184(4), Florida Statutes; and,

WHEREAS, the state land planning agency completed its review of the proposed plan amendment CPA 03-19 and did not identify any objections, recommendations or comments, as provided in its letter to Alachua County dated August 21, 2019; and,

WHEREAS, the County received correspondence from the Florida Department of Agriculture and Consumer Services, the Florida Department of Transportation, the Florida Fish and Wildlife Conservation Commission, the North Central Florida Regional Planning Council, and the St. Johns River Water Management District indicating these agencies had no comment on the proposed comprehensive amendment CPA 03-19; and,

WHEREAS, pursuant to Section 163.3184(4)(e)1, the County is required to hold a public hearing to consider whether to adopt the proposed comprehensive plan amendment within 180 days after receipt of the state land planning agency's objections, recommendations, and comments report; and,

WHEREAS, the Board of County Commissioners finds the comprehensive plan amendment CPA 03-19 to be in compliance with Chapter 163, Part II of the Florida Statutes; and,

WHEREAS, the Board of County Commissioners held a duly advertised public hearing on November 12, 2019 where it provided for and received public participation and adopted the comprehensive plan amendment CPA 03-19, as embodied in Section 1 below.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY:

SECTION 1. Amendments to the Comprehensive Plan. The ‘Alachua County Comprehensive Plan: 2011-2030’, is hereby amended as provided in Attachments “A” through “N”, attached and incorporated herein. Such amendments, and the portions of the adopted ‘Alachua County Comprehensive Plan: 2011-2030’ that are not amended by this ordinance, shall become the updated ‘Alachua County Comprehensive Plan: 2019-2040’.

SECTION 2. Ordinance to be Liberally Construed. This ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed to be in the best interest of the public health, safety and welfare of the citizens and residents of Alachua County, Florida.

SECTION 3. Modification. It is the intent of the Board of County Commissioners that the provisions of this ordinance may be modified as a result of considerations that may arise during public hearings. Any such modifications shall be incorporated into the final version of the ordinance adopted by the Board and filed with the Clerk to the Board.

SECTION 4. Repealing Clause. All ordinances or parts of ordinances in conflict herewith are, to the extent of the conflict, hereby repealed.

SECTION 5. Severability. It is the declared intent of the Board of County Commissioners that, if any section, sentence, clause, phrase or provision of this ordinance is held invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not be so construed as to render invalid or unconstitutional the remaining provisions of this ordinance and the remainder of this ordinance after the exclusion of such part or parts shall be deemed to be valid.

SECTION 6. Codification of Plan and Correction of Scrivener's Errors. The County Manager or designee shall cause the Comprehensive Plan as amended hereby to be codified. Sections of this ordinance may be renumbered or re-lettered to accomplish such codification. The correction of typographical errors which do not affect the intent of the ordinance may be authorized by the County Manager or designee, without public hearing, by filing a corrected copy of the same with the Clerk of the Circuit Court.

SECTION 7. Effective Date. The effective date of this plan amendment shall be in accordance with the state land planning agency's notice of intent to find the plan amendment in compliance with the Community Planning Act. If the plan amendment is timely challenged pursuant to Section 163.3184(5), Florida Statutes, then it will become effective upon the state land planning agency or the Administration Commission entering a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on these amendments may be issued or commence before it has become effective.

Duly adopted in regular session, this _____ day of November, 2019.

BOARD OF COUNTY COMMISSIONERS
OF ALACHUA COUNTY, FLORIDA

By: _____
Chair
Board of County Commissioners

ATTEST:

J.K. "Jess" Irby, Esq., Clerk

(SEAL)

DEPARTMENT APPROVAL
AS TO CORRECTNESS:

APPROVED AS TO FORM:



Director of Growth Management
or Designee

Alachua County Attorney

ATTACHMENTS 'A' THROUGH 'N'

Amendments to the Alachua County Comprehensive Plan (CPA 03-19)

Language to be added is shown in underlined text

Language to be deleted is shown in ~~struck-through text~~

New or replacement maps are identified as such on the applicable pages

Attachment List:

- A. Amendments to Future Land Use Element and Map Series
- B. Amendments to Transportation Mobility Element and Map Series
- C. Amendments to Housing Element
- D. Amendments to Potable Water and Sanitary Sewer Element
- E. Amendments to Solid Waste Element
- F. Amendments to Stormwater Management Element
- G. Amendments to Conservation and Open Space Element and Map Series
- H. Amendments to Recreation Element
- I. Amendments to Intergovernmental Coordination Element and Map Series
- J. Amendments to Capital Improvements Element
- K. Amendments to Economic Element
- L. Amendments to Public School Facilities Element
- M. Amendments to Community Health Element
- N. Amendments to Energy Element

ATTACHMENT 'A'
AMENDMENTS TO FUTURE LAND USE ELEMENT AND MAP SERIES

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.~~

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Policy 1.3.8.2 ...

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

...

Policy 1.3.10.3 ...

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

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OBJECTIVE 1.2 – 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.

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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~~ Open 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~~ Open 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~~ 250 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~~ 500 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.~~

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- (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 ~~underlying future land use~~ zoning district 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.

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- (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, Traditional Neighborhood Developments, 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 ~~Development~~ Design (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~~

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~~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:~~

~~(1)~~ ~~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.~~

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~~(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 multi-modal 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.

~~(e)~~ (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

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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.

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~~(4) 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.

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~~(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~~ Map. 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.~~

~~b. Professional services.~~

~~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.~~

~~l. Homes for the aged.~~

~~m. Multiple family dwellings.~~

~~n. Rooming houses.~~

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- ~~o. Single family attached dwellings.~~
- ~~p. Fraternities and sororities.~~
- ~~q. Dormitories.~~
- ~~r. 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.~~

~~...~~

- ~~(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~~

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of impact that any development may have on the capacity of the roadway system.

...

(d) ~~Stormwater Management~~

(1) ~~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~~

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~~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 34th 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 34th 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~~

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~~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 34th 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:~~

~~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~~

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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;~~
 - 2. ~~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.~~
 - 2. ~~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.~~
 - 3. ~~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~~

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~~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~~

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- ~~(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.~~

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- ~~(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~~

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~~contractual agreements that establish the timing of improvements and the relative financial responsibilities of all parties.~~

~~(3) — 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~~

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~~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 24th 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.~~
- (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~~

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~~residential uses (subject to concurrency provisions contained in the Comprehensive Plan).~~

- ~~(4) In the southeast quadrant of the SW 75th Street and SW 24th 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 24th Avenue, then a minimum four (4) foot wall shall be required.~~
 - ~~c. Uses allowed within the area designated Mixed Use shall include: 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 75th Street and SW 24th 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 75th Street and SW 24th Avenue intersection shall be in accordance~~

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~~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;~~
- ~~b. 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.~~

- ~~(7) Common Design Standards for the Southwest and Southeast quadrants:
 - ~~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.~~~~

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- ~~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.~~
- ~~k. Provision shall be made for public uses, streets, and squares that are safe, comfortable, and attractive for the pedestrian, with adjoining buildings open to the street and with parking not interfering with pedestrian, transit, automobile and truck travel modes.~~
- ~~l. 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.~~

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- ~~o. 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.

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- (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 is 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~~

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~~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 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~~

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- (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	Square Footage
Neighborhood	Market Area as shown on Map A	10,000	80,000
Community	Market Area as shown on Map A	35,000	Single Center 150,000
Large Community	8 Mile Radius	150,000	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.~~
- c. ~~The standards contained in Policy 2.2.7(d) are restrictive guidelines 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~~

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~~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 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.~~

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- 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 on the Future Land Use Map are intended to be conceptual in nature (~~plus or minus 25 percent~~) 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~~

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~~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 signaling, 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.~~

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- ~~(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.~~
- ~~(2) — 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.~~

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- (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). Above-ground 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~~

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~~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.
- ~~(2) 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.~~

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(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.
- (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~~

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~~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.~~

~~(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:

- a. All commercial development within the Activity Center abutting office, office/business park, or institutional shall establish and maintain a low-density 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.~~

~~(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 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~~

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- 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

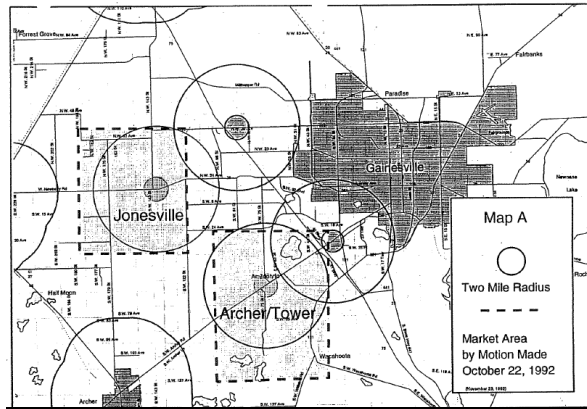
Type of Shopping Center	Market Area	Minimum Population	Square Footage
Neighborhood	Market Area as shown on Map A	10,000	80,000
	Market Area as shown on Map A	35,000	Single Center 150,000

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 10,000 persons for a neighborhood shopping center has been met.~~

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- 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.~~
- c. ~~The standards contained in Policy 2.2.9(d)(2) are restrictive guidelines 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.~~

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

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- ~~(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

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,

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and community civic uses which will serve as a focal point for the Eastside Activity Center.

a. Allowable Uses

1. 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.
3. 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~~ 4 to 14 units per acre.
2. Residential uses ~~are~~ may be 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 non-residential Floor Area Ratio may be up to 0.25.~~

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.~~

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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: ~~8~~ 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.
2. 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.

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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
 1. 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
- 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

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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. Drive-thru 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

1. 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

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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.~~
- ~~2. 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

1. 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.~~
- ~~2. 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.~~
2. 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

- 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

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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 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.

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- (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 43rd Street resulting from the proposed development. These improvements may include, but are not limited to: intersection improvements to SE 43rd Street at Hawthorne Road and East University Avenue; turn lanes and bicycle and pedestrian facility improvements on SE 43rd Street; and pedestrian safety improvements, including traffic calming measures on SE 43rd 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 43rd 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~~

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~~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;
 - g. 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.
- (2) 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

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- 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 non-residential 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 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

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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 43rd 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.
 - (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.~~

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~~(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 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.

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- 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:
- a. 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.~~

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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 Element.
- (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~~ commercial 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

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:

CHARACTERISTIC	STANDARD
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 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.

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OBJECTIVE 3.6 - COMMUNITY ~~SHOPPING~~ COMMERCIAL CENTER POLICIES AND STANDARDS

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

CHARACTERISTIC	STANDARD
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.

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OBJECTIVE 3.7 - NEIGHBORHOOD ~~SHOPPING~~ COMMERCIAL CENTER POLICIES AND STANDARDS

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

CHARACTERISTIC	STANDARD
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.

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OBJECTIVE 3.8 - NEIGHBORHOOD CONVENIENCE COMMERCIAL POLICIES AND STANDARDS

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

CHARACTERISTIC	STANDARD
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, business incubators, research and development activities and uses similar to those allowed in Policy 4.3.1 ~~exclusive of retail trade~~. Office uses are ~~unique~~ suited to mixed use developments 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.

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- 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.

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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, advanced and computer assisted manufacturing, 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 Office land uses, Transit Oriented Developments (TODs) or Activity Centers. ~~Stringent p~~Performance standards shall be incorporated into the land development regulations to provide buffering, signage, landscaping, and architectural standards, and other methods to limit any adverse

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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.

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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.

...

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).

...

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.

...

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.

...

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.

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) Developments within Urban Residential designations that are:

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- (1) 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.
- (2) 300 or more units shall be either a Traditional Neighborhood Development or located within an Activity Center.

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.

Policy 7.1.36 To encourage infill development, redevelopment and integration of existing development within a proposed development plan, buildings existing as of July 1st, 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.

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 urban area. This plan was established in collaboration with the City of Gainesville and other stakeholders as part of the Plan East Gainesville process, and requires continuing 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) is adopted as part of FLUE Map Series to serve as a guiding vision for the East Gainesville urban area. 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.

Policy 8.5.2 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,

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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 8.5.5 ~~3~~ 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 8.5.6 ~~4~~ 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 8.5.7 ~~5~~ 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 8.5.8 ~~6~~ The County shall seek ways to increase economic opportunities by bringing sustainable and higher paying jobs and providing services.

Policy 8.5.9 ~~7~~ The County shall promote and incentivize redevelopment of areas already in development or impacted by prior development.

Policy 8.5.10 ~~8~~ The County shall continue to assist property owners and business interests within the ~~Plan~~ East Gainesville urban 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~~

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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 1st, 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

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AMENDMENTS TO FUTURE LAND USE ELEMENT AND MAP SERIES

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.
- (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)

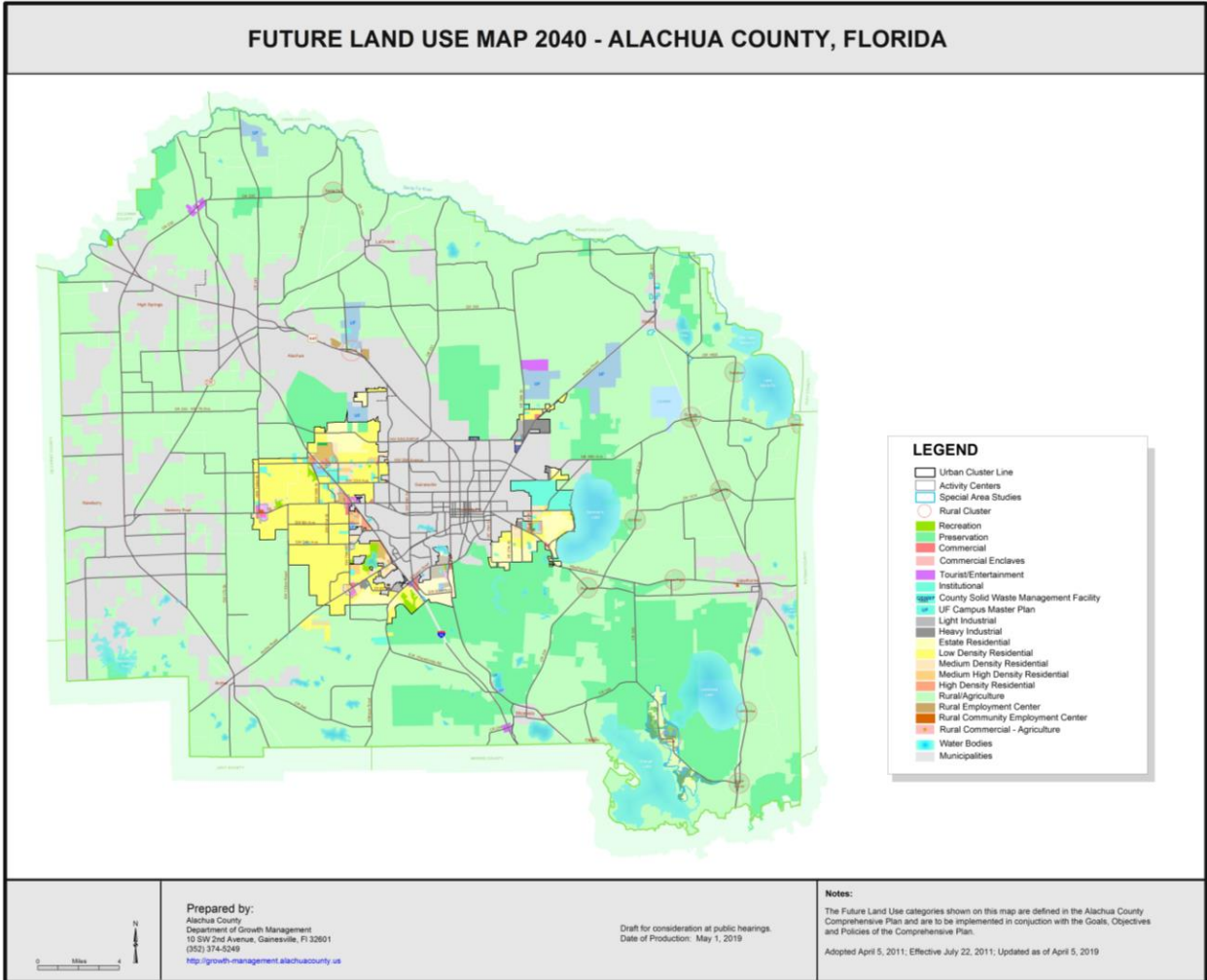
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FUTURE LAND USE ELEMENT MAP SERIES

Map A. Future Land Use Map ~~2030~~ 2040

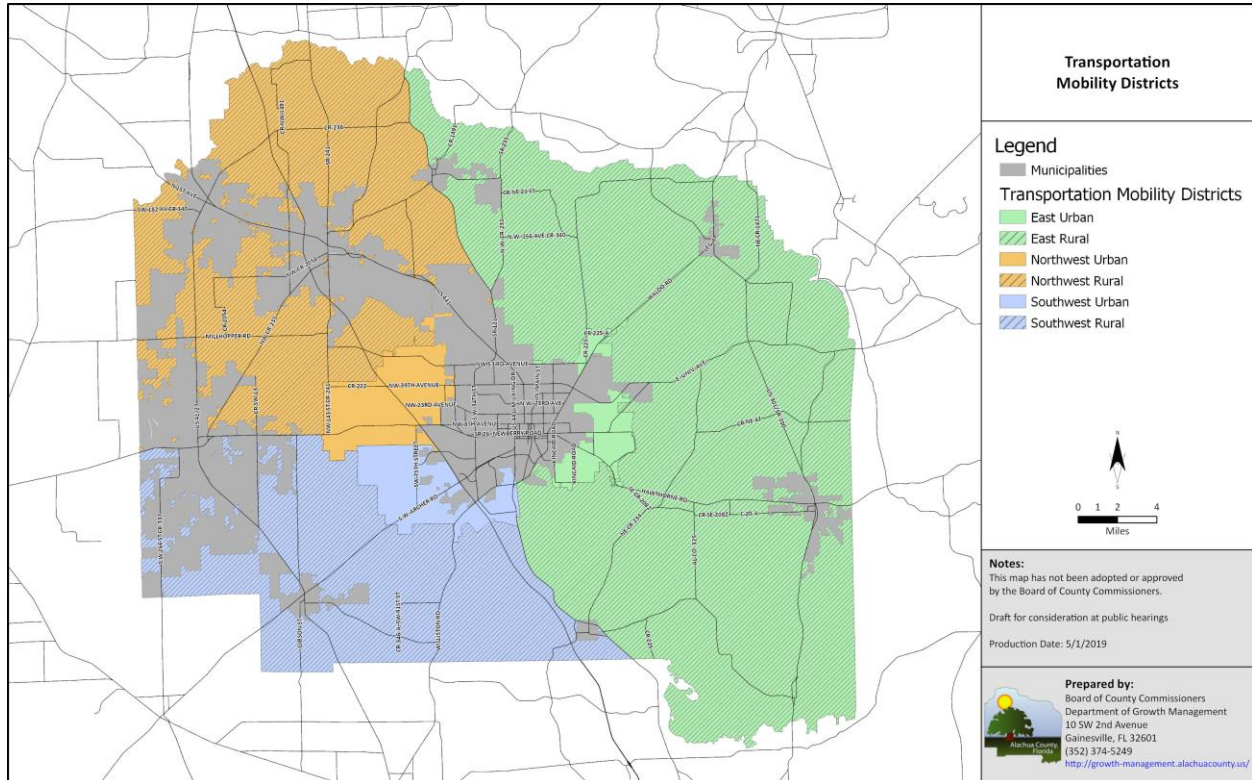
The currently adopted Future Land Use Map 2030 is replaced with the updated Future Land Use Map 2040 below.



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Map B. Urban Cluster Transportation Mobility Districts

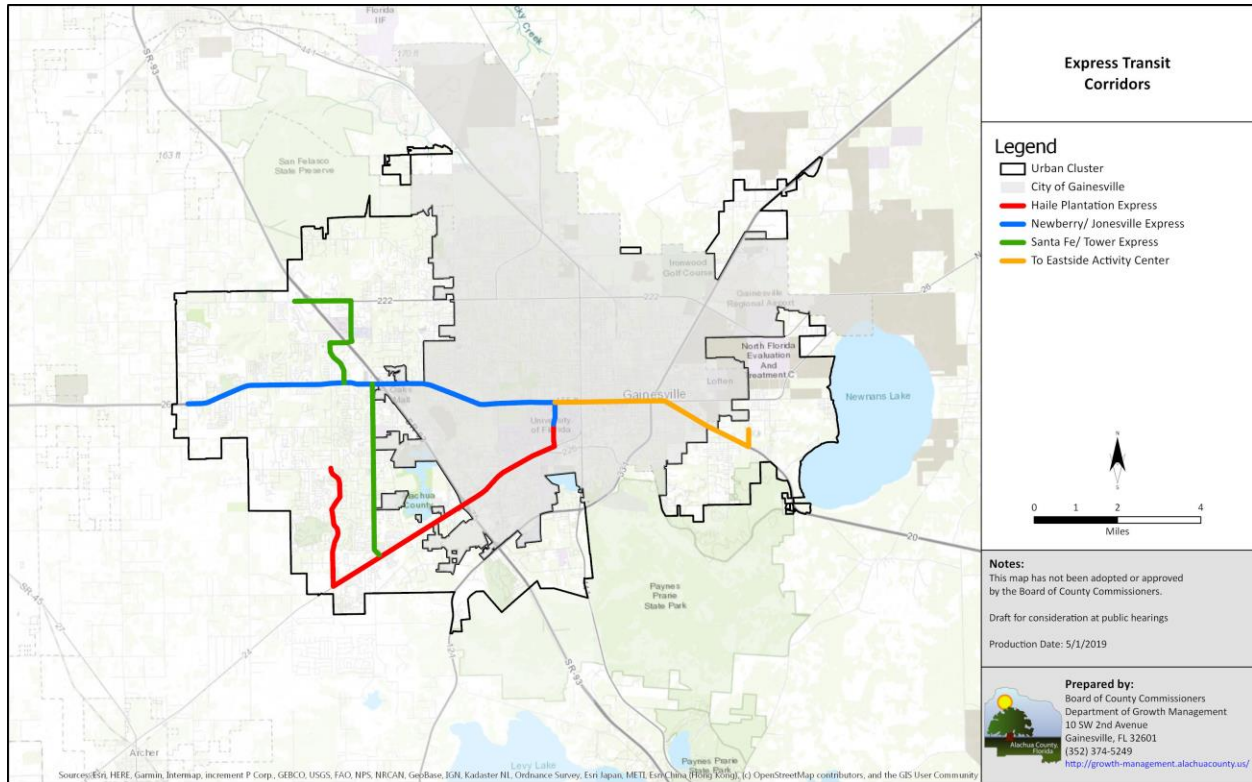
The adopted Urban Cluster Transportation Mobility Districts map is replaced with the updated map below.



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Map C. Express Transit Corridors

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

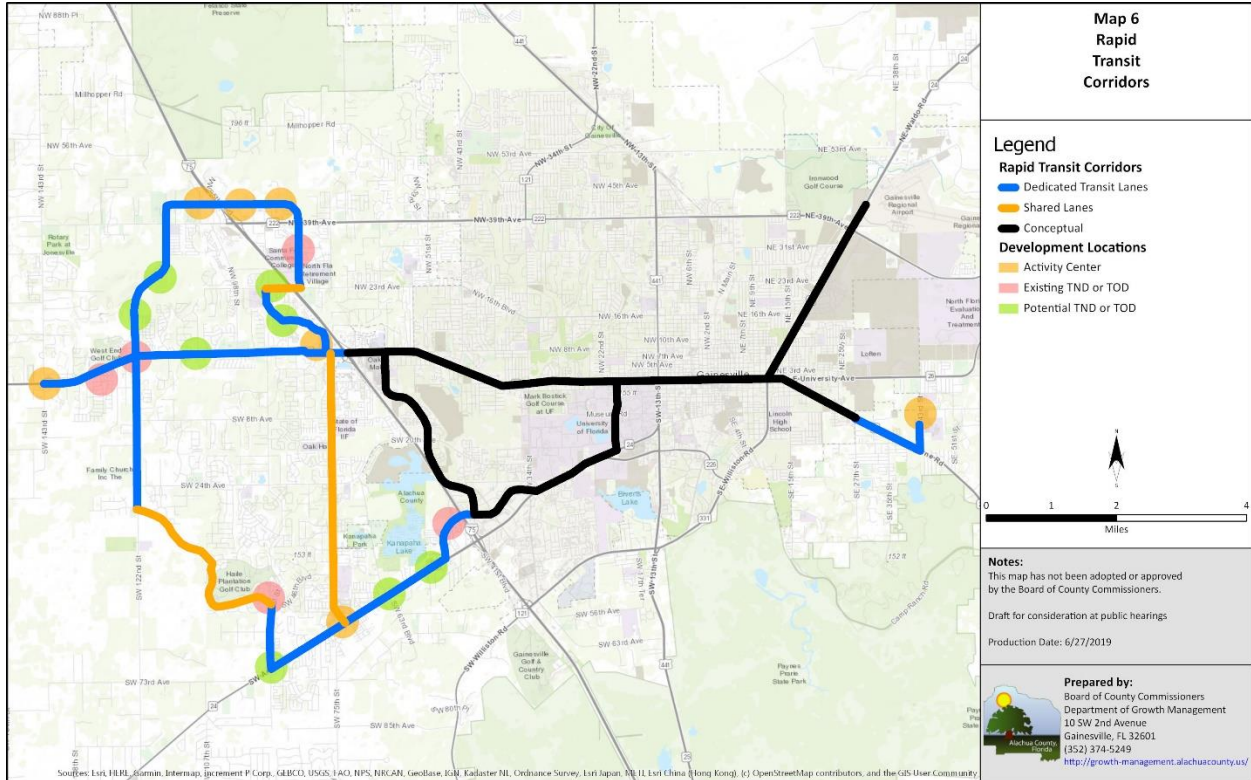


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Map D. Rapid Transit Corridors

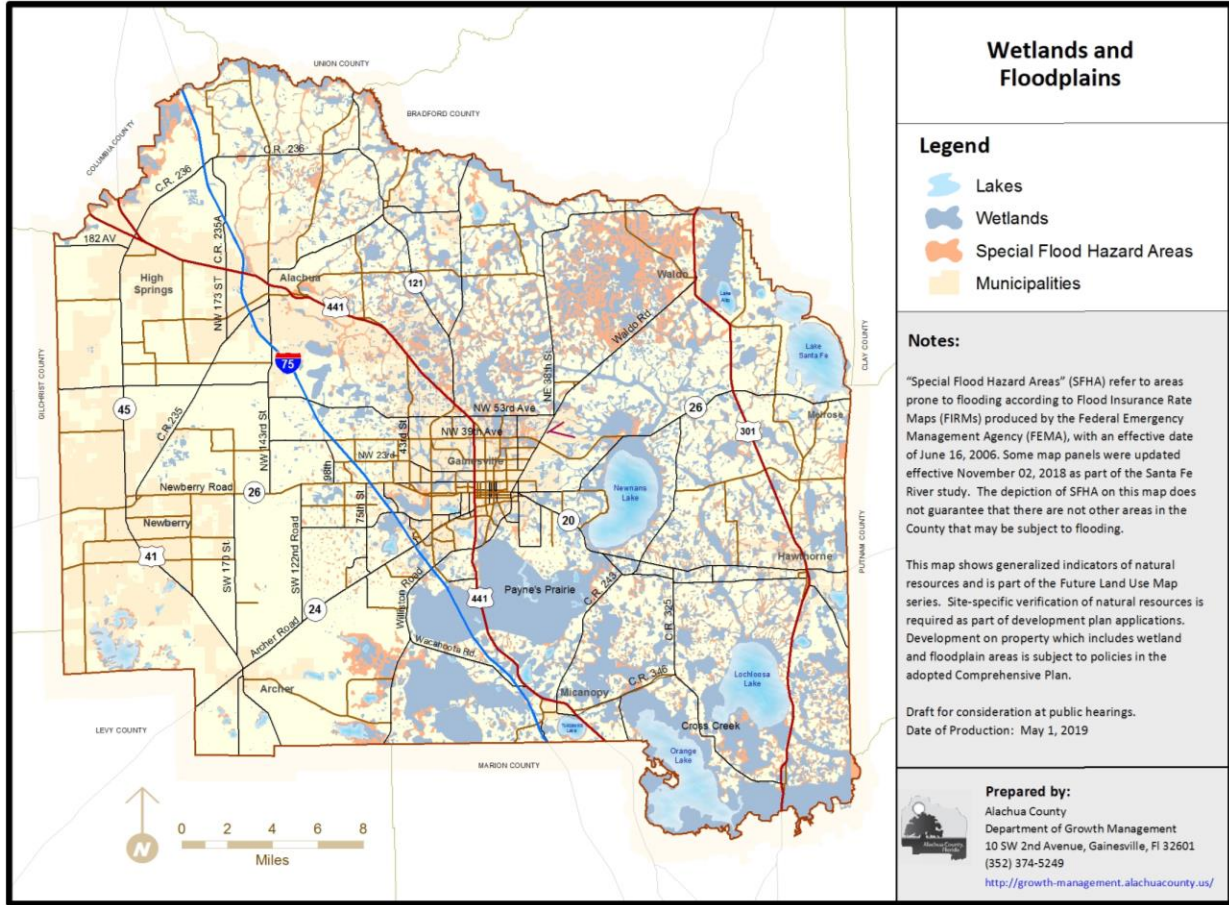
The adopted Rapid Transit Corridors map is replaced with the updated map below.



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Map E. Wetlands and Floodplains

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



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AMENDMENTS TO TRANSPORTATION MOBILITY ELEMENT AND MAP SERIES

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.

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AMENDMENTS TO TRANSPORTATION MOBILITY ELEMENT AND MAP SERIES

1.0 TRANSPORTATION SYSTEM CAPACITY

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

Urban Transportation Mobility Districts ~~provide an alternative to conventional transportation concurrency by encouraging~~ encourage future land use and transportation patterns that emphasize mixed-use, interconnected developments that ~~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 Urban Transportation Mobility Districts. Urban Transportation Mobility Districts shall be established for the Northwest, Southwest and Eastern portions of the Urban Cluster.

Policy 1.1.2 Urban 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 an exceptions and alternatives to transportation concurrency and multi-modal transportation districts~~ alternative mobility funding system per F.S. 163.3180.

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- (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	B	Based on Presence of a pedestrian facility
Bicycle	B	Based on Presence of a bike lanes / paved shoulders
Express Transit	B	Based on Peak Hour Frequency of 15 minutes or less
Motor Vehicle*	D	Professionally Accepted Traffic Analysis
Motor Vehicle* SIS**	C	Professionally Accepted Traffic Analysis in consultation with FDOT

* ~~Standard-Guideline~~ applies to Collector and Arterial Roads

** ~~Strategic Intermodal System~~

- (a) In order to achieve the level of service ~~standard-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 ~~2030~~2040, not a standard that is intended to be achieved on an annual basis for each roadway.
- (b) Express Transit Service shall be provided for a minimum of two (2) hours during both the AM and PM peak periods. The LOS for Express Transit Service shall be ~~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

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AMENDMENTS TO TRANSPORTATION MOBILITY ELEMENT AND MAP SERIES

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~~ and 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 Services ~~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.~~

- (c) Within each Urban Transportation Mobility District, achievement of the LOS for all functionally classified ~~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.~~ 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~~ guideline for all functionally classified ~~County and Non-SIS State Roadways~~.
- ~~(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 26th, 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 (20) time 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 ~~standards~~ guidelines and proactively address projected transportation needs from new development and redevelopment within the Urban Cluster by ~~2030~~ 2040.

Policy 1.1.6.1 ~~The annual~~ Updates 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 update~~ Updates shall include a LOS analysis of SIS facilities and shall demonstrate consistency with the

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~~Strategic Intermodal System (SIS) Mitigation Plan (Alachua County Growth Management Department January 26th, 2010). The annual uUpdates 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-updates of the CIE shall also include a vehicle miles of travel (VMT) and mode share analysis for each Transportation Mobility District and the Urban Cluster.~~

Policy 1.1.6.2 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 with~~ shall 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 ~~standards~~ guideline, 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 Corridors~~ additional bicycle, pedestrian and transit projects in order to provide enhanced mobility.

Policy 1.1.6.7 A network of corridors with dedicated transit lane(s) as shown on the Rapid Transit Corridors Map shall be developed to provide a sense of permanence and provide developers seeking to build Transit Oriented Development with the assurance that there is a commitment to transit. Dedicated Transit Lane(s) shall connect transit supportive development with regional employment, educational and entertainment centers. The design of dedicated transit lanes(s) shall be done in consultation with RTS and FDOT on State Roadways. Rapid Transit Corridors may deviate slightly from

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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~~Policy 1.1.6.8 Dedicated transit lane(s) shall be designed and constructed in conjunction with any new roadway projects consistent with the Rapid Transit Corridors map.

~~Policy 1.1.6.10~~Policy 1.1.6.9 The County shall coordinate the provision of park and ride facilities with transit supportive developments located along Rapid Transit Corridors consistent with the Capital Improvements Element and associated maps. [JLH1][BDC2]

~~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 26th, 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 Urban Transportation Mobility District ~~is~~ are achieved and that additional required infrastructure is fully funded. The entity shall also be required to construct or fully fund bicycle and pedestrian facilities necessary to achieve the adopted LOS from the ~~development~~ proposed newly included properties to an existing facility or a logical terminus within the existing Urban Cluster Boundary. Applicants may only include projects that are fully funded and scheduled to commence construction within one (1) year of approval of the request to expand the Urban Cluster Boundary. This requirement is in addition to all other conditions of the Comprehensive Plan, including Policy 7.1.3 of the Future Land Use Element in order amend the Comprehensive Plan to the expand the Urban Cluster.

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~~Policy 1.1.6.14~~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~~Policy 1.1.6.14 Amendments to projects in the Capital Improvements Element are permitted so long as it can be demonstrated that the LOS ~~standards~~guidelines can be meet and that the amendment is in keeping with the County's goal to providing 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 75th/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 ~~multi-modal transportation~~mobility 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.

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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 multi-use 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 2nd, 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~~

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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~~

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~~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,~~

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~~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 ~~standard guideline~~. Adverse roadways are roadways that operate below that adopted roadway level of service ~~standard guideline~~. The Florida Department of Transportation shall be consulted on impacts to Strategic Intermodal System (SIS) facilities, or~~
- ~~(b) Construct and fund multi-modal improvements, to the extent permitted by law, as described below (capital projects shall be consistent with the Capital Improvements Element):~~

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- (1) Construct one of the following:
 - a. Construct an overpass over Interstate 75 that accommodates at least three of the following modes of travel: walking, biking, driving or riding transit, or
 - b. Construct two (2) miles of an off-site roadway capacity project, or
 - c. Construct four (4) miles of single track or two (2) miles of dual track off-site dedicated transit lanes.
- (2) Construct an off-site multi-use trail connecting two pedestrian generators.
- (3) Fund four (4) hybrid or alternative fuel buses.
- (4) Construct a surface park and ride lot designed to accommodate a multi-story parking structure at a future date, the multi-story parking structure may be constructed in-lieu of the surface lot.
- ~~(5)~~—All projects, regardless of proximity to Interstate 75, shall be required to fund transit for a cumulative twenty (20) year period. The funding of transit shall ~~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.~~
 - ~~c. 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

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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 *	B
Motor Vehicle — Multi-lane **	C
Motor Vehicle — Two lane Arterial	C***
Motor Vehicle — Two lane Collector	C

* Strategic Intermodal System, Florida Department of Transportation

** Four or more through lanes

*** LOS D for:

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

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

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~~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 1.2.5~~Policy 1.2.3 Amendments to the Future Land Use Element and/or Map, including Sector Plans and Special Area Plans, will be coordinated with the Transportation Mobility Element and the Capital Improvement Element through the evaluation of the impact of additional traffic projected to result from proposed land use plan amendments. This evaluation shall include assessment of the impact on the level of service of individual affected roads based on the roadway functional classification and number of lanes.

~~Policy 1.2.6~~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

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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

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(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

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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~~

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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.

Policy 1.5.2 Appropriate conservation, arboricultural, and horticultural standards shall be used in the design, construction, and maintenance of transportation facilities in order to promote energy conservation, enhance habitat connectivity, provide for the safe passage of wildlife, and improve scenic quality, consistent with Objectives 5.3 and 5.4 of the Conservation and Open Space Element.

Policy 1.5.2 **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

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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 ~~standard~~minimum width for multi-use paths is eight (8) feet. In recognition of the difficulty in retrofitting existing roadways, the width of the multi-use path may be decreased to five (5) feet in specific locations to address utilities, stormwater facilities, and right-of-way constraints.

Policy 1.6.8 Inside the Urban Cluster, on existing open drainage collector and arterial roadways,

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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

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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:

- (e) the FDOT for state-maintained roads in the unincorporated area,
- (f) municipalities in Alachua County for County-maintained roads within the municipality and municipal roads which may impact those County-maintained roads, and;
- (g) 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 ~~standards~~guidelines.
- (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 state-maintained roadways by requiring implementation of FDOT access control regulations and by involving the FDOT in the County's development review process.

Policy 1.7.6 Alachua County will continue to participate in and support the efforts of the Metropolitan Transportation Planning Organization (MTPO) through provision of the County's

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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 - SAFETY

To provide a safe ~~resolve existing and potential future safety problems within the~~ transportation 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.

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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.

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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 2.2.2 Alachua County will continue to provide support for the operation of paratransit services in unincorporated Alachua County in order to provide 24-hour ambulatory and wheelchair service on a demand-responsive basis within available financial resources.

OBJECTIVE 2.3 - Rail Transportation

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.

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AMENDMENTS TO TRANSPORTATION MOBILITY ELEMENT AND MAP SERIES

- 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 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.

~~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.~~

~~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

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AMENDMENTS TO TRANSPORTATION MOBILITY ELEMENT AND MAP SERIES

Metropolitan Transportation Planning Organization, and the Alachua County Capital Improvement Element.

~~Policy 3.3.2~~Policy 3.2.2 The County shall encourage and support appropriate funding applications submitted by the Airport Authority to the appropriate agencies.

~~Policy 3.3.3~~Policy 3.2.3 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.

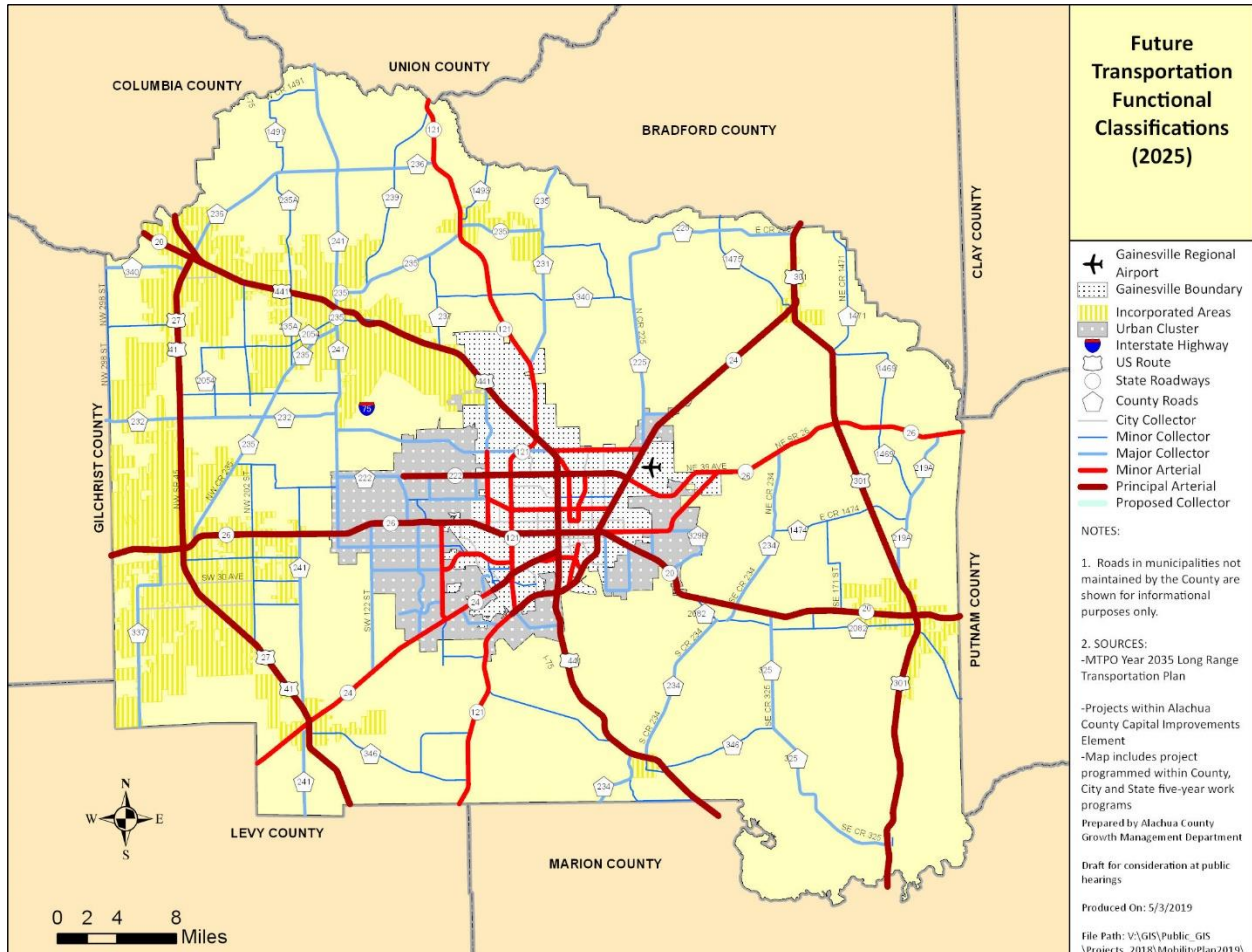
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TRANSPORTATION MOBILITY ELEMENT MAP SERIES

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

The adopted Future Transportation Functional Classifications (2015) map is replaced with the updated map below.

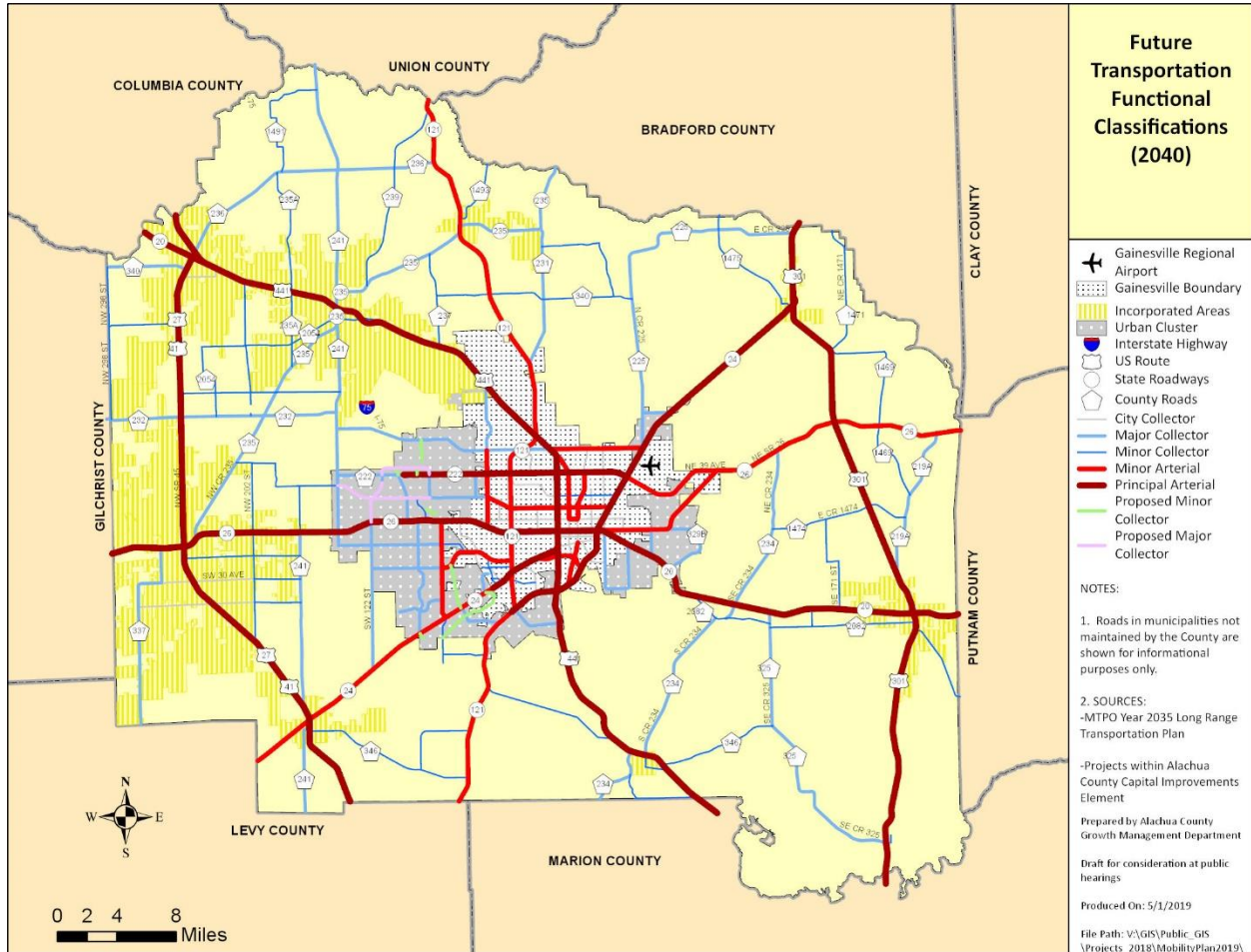


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Map 2. Future Transportation Functional Classifications (~~2030~~) (2040)

The adopted Future Transportation Functional Classifications (2030) map is replaced with the updated map below.

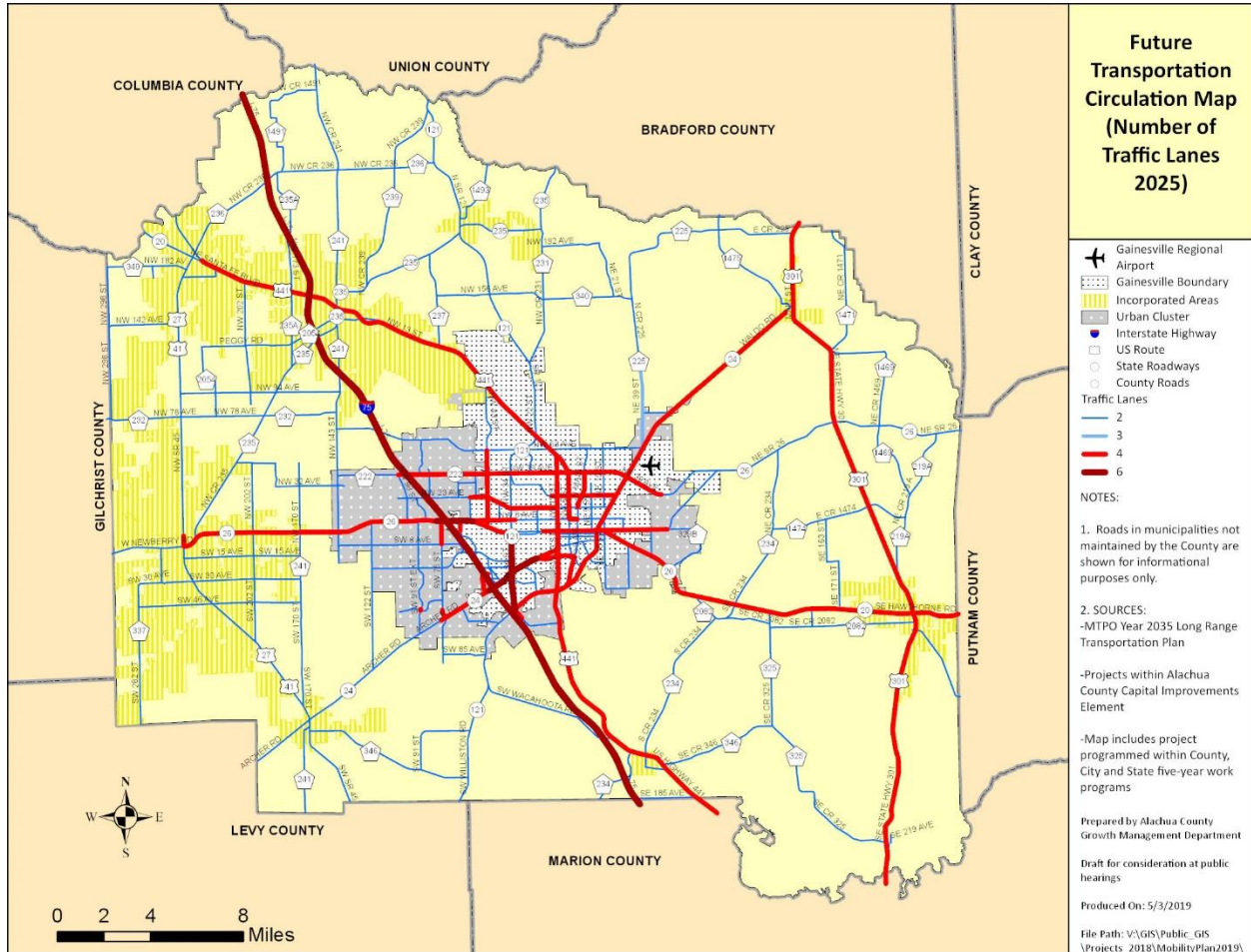


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Map 3. Future Transportation Circulation (Number of Traffic Lanes, 2015 2025)

The adopted Future Transportation Circulation Number of Traffic Lanes (2015) map is replaced with the updated map below.

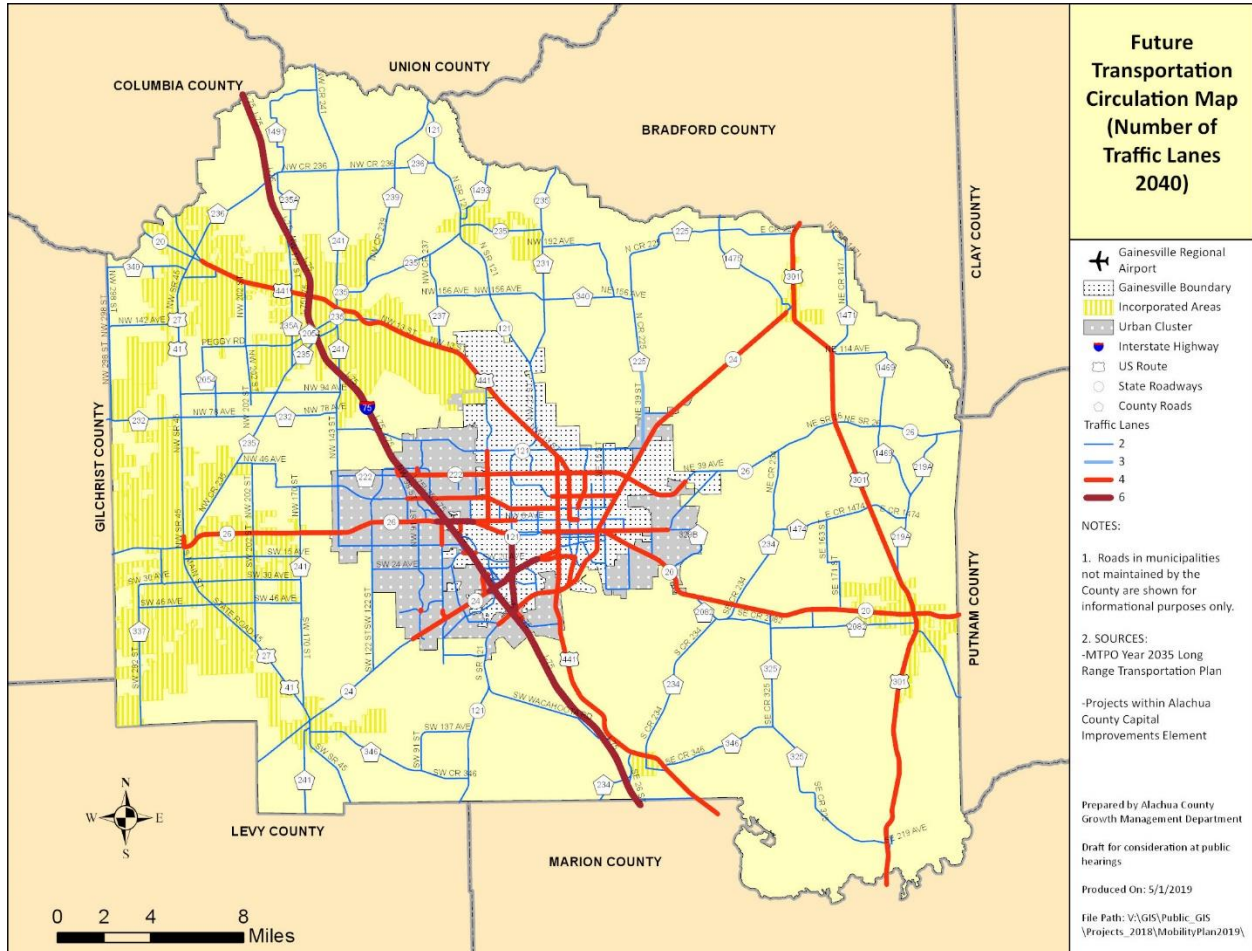


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Map 4. Future Transportation Circulation (Number of Traffic Lanes, ~~2030~~ 2040)

The adopted Future Transportation Circulation Number of Traffic Lanes (2030) map is replaced with the updated map below.

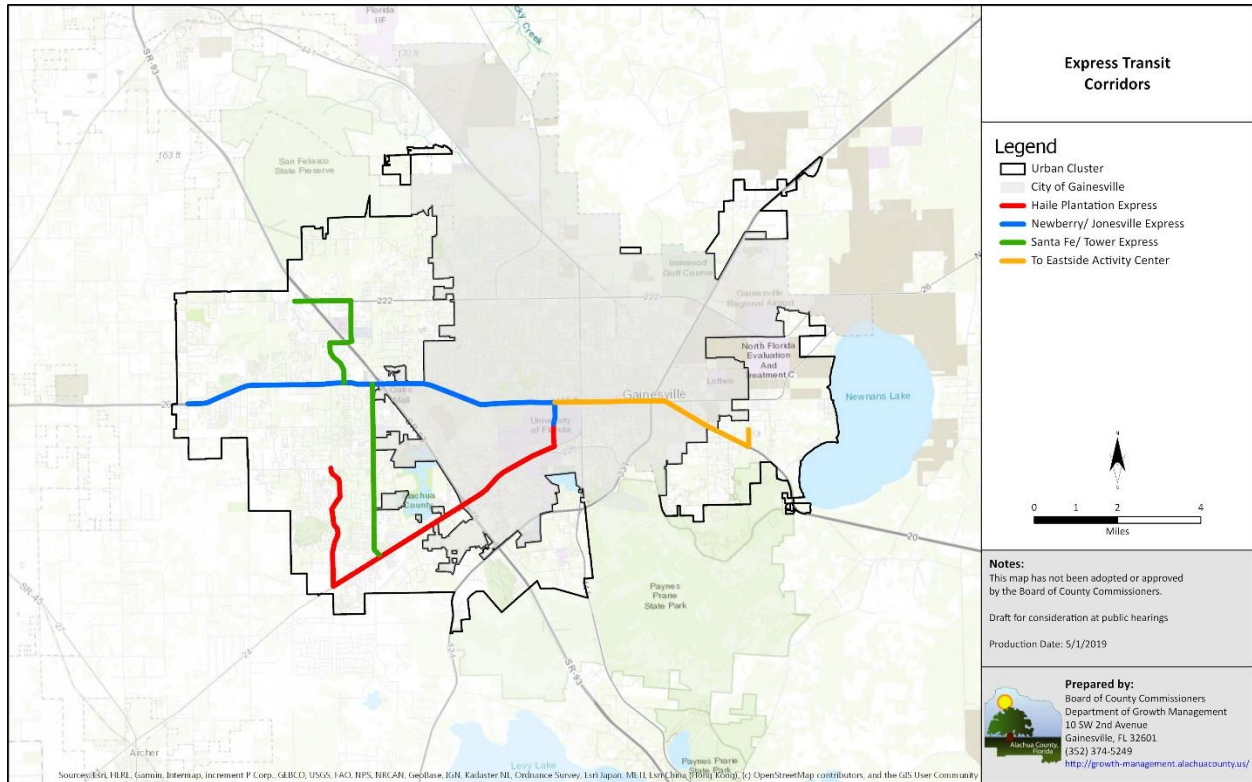


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Map 5. Express Transit Corridors

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

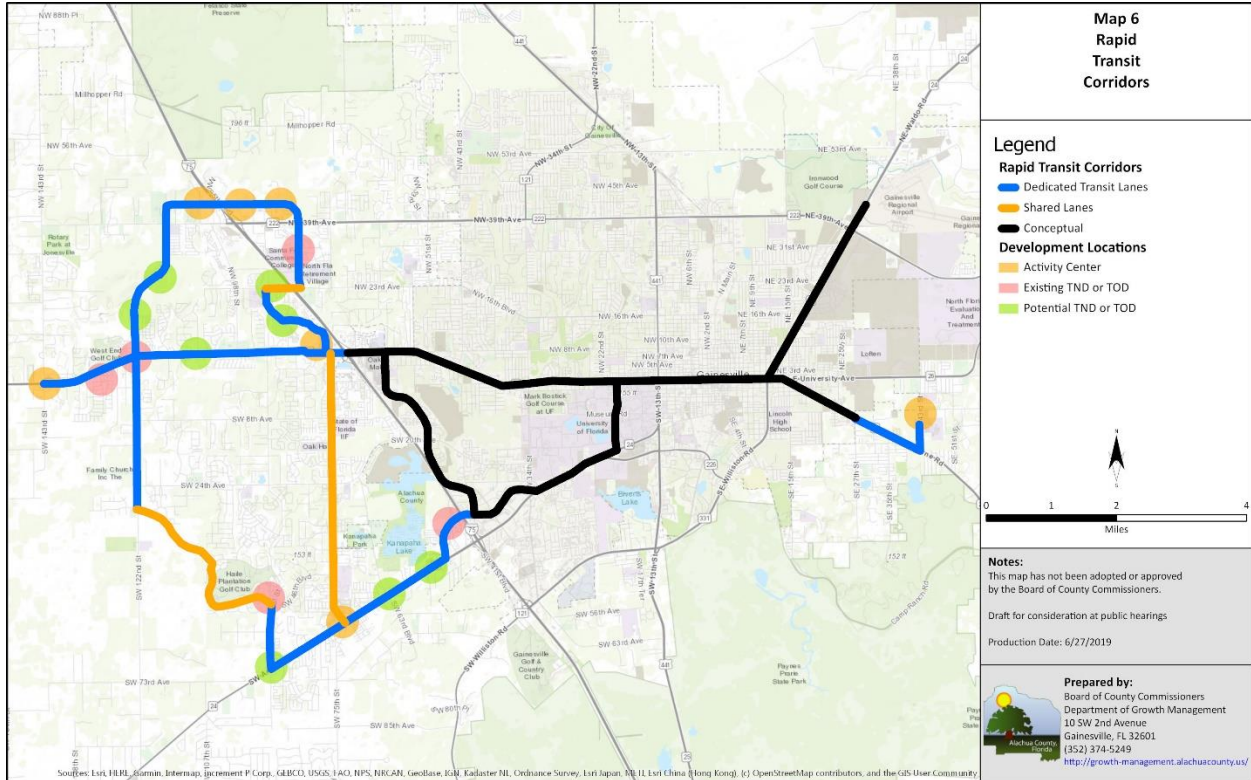


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Map 6. Rapid Transit Corridors

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

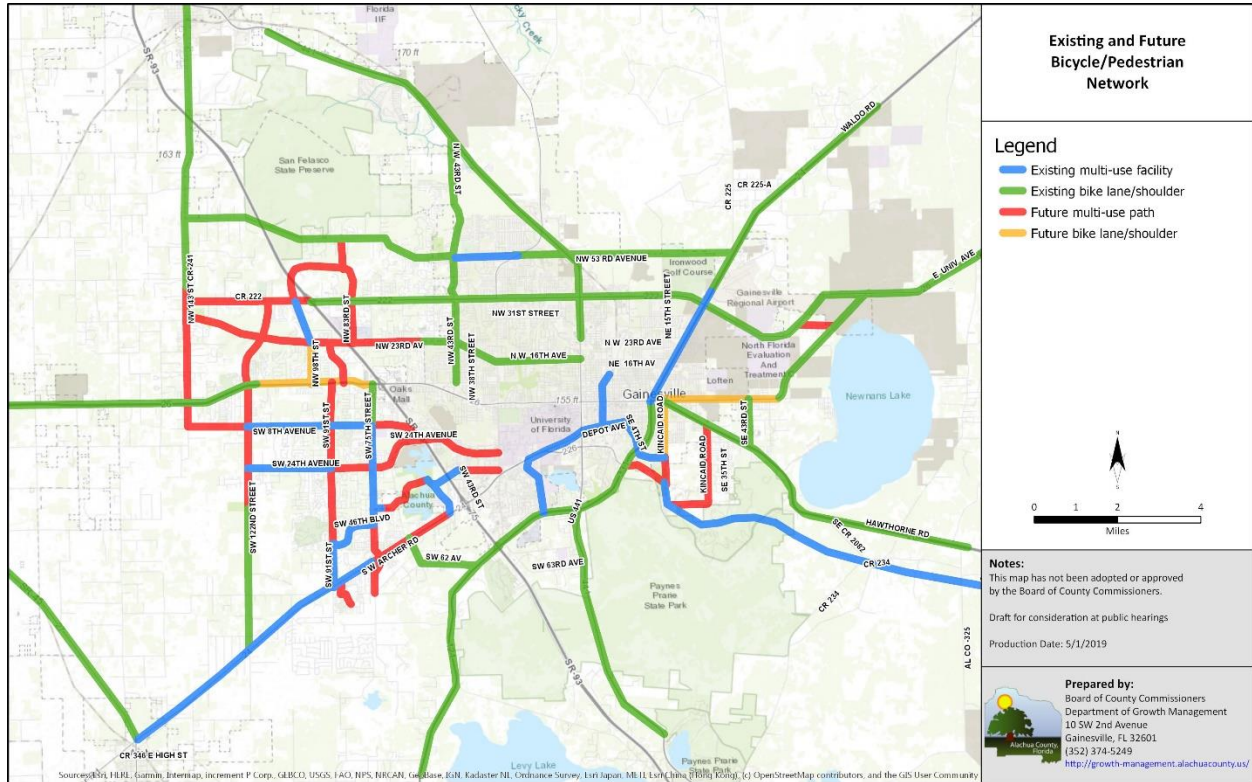


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Map 8. Existing and Future Bicycle and Pedestrian Network

The adopted Existing and Future Bicycle and Pedestrian Network map is replaced with the updated map below.

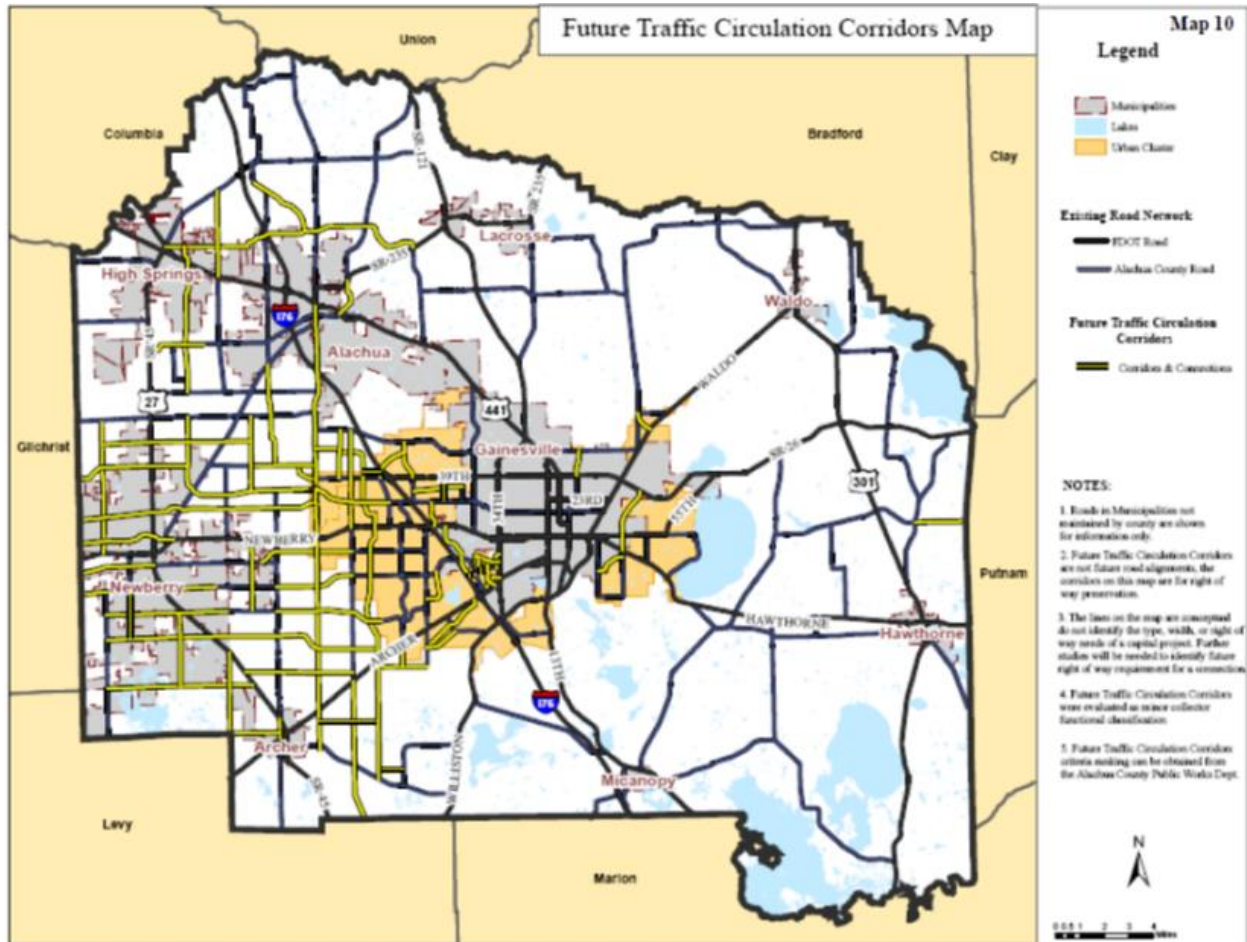


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Map 10. Future Traffic Circulation Corridors Map

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

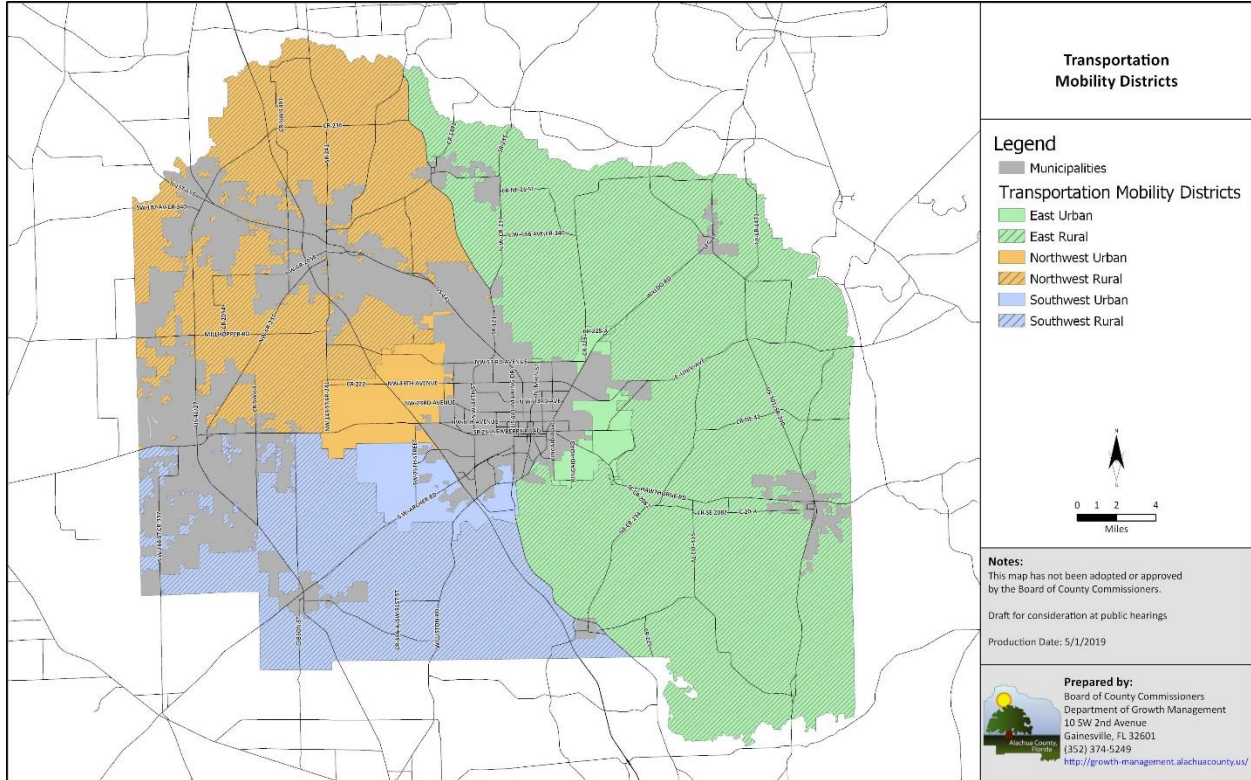


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Map 11. ~~Urban Cluster~~ Transportation Mobility Districts

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



ATTACHMENT 'C'
AMENDMENTS TO HOUSING ELEMENT

GOAL 1

TO PROMOTE SAFE, SANITARY, AND AFFORDABLE HOUSING FOR ALL CURRENT AND FUTURE 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.

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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;~~~~

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AMENDMENTS TO HOUSING ELEMENT

- ~~(2) 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.

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AMENDMENTS TO 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;

ATTACHMENT 'C'
AMENDMENTS TO 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.

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AMENDMENTS TO 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.

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- 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.
- Policy 1.4.9** Provide funding for permanent 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.

- 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,

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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.

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

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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 systems, ductwork, fans, energy recovery ventilators, programmable thermostats, energy efficient appliances)

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- (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:

- (a) down payment assistance;
- (b) single-family housing development (emergency repair and housing rehabilitation);
- (c) 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.

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.

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- 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.

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- 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 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.

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- 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 SHIP (State Housing Initiative Partnership) program funding and assistance through the Division of Social Services to eligible households ~~funding and assistance through the SHIP (State Housing Initiative Partnership) program to homeless shelters or transitional housing providers.~~
- Policy 3.1.7** Participate in the North Central Florida Alliance for the Homeless and Hungry Continuum of Care that organizes and delivers emergency shelter, rapid rehousing, and permanent supportive housing to meet the needs of homeless persons as they move toward self-sufficiency.
- Policy 3.1.8** Coordinate with the City of Gainesville and the North Central Florida Alliance for the Homeless and Hungry to provide permanent supportive housing services for people experiencing chronic homelessness.
- Policy 3.1.9** Utilize the best practice of Housing First which rapidly 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 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

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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.

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.

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AMENDMENTS TO HOUSING ELEMENT

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.

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.

ATTACHMENT 'D'
AMENDMENTS TO 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.

...

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 conservation engineering techniques and behaviors through newsletters, public service announcements, social media, workshops and forums, and displays at public ~~awareness~~-events.

...

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.

...

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.

ATTACHMENT 'E'
AMENDMENTS TO 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.

...

Policy 1.2.5 ~~Due to the toxic nature of incinerator and mass burn facilities, no such facility will not be 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 and safety standards shall be included in the Unified Land Development Code for such research and development activities.

ATTACHMENT 'E'
AMENDMENTS TO 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.

...

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.

...

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.

...

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

...

County Solid Waste System 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.

...

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.

ATTACHMENT 'F'
AMENDMENTS TO 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.

...

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.

Policy 2.1.3 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:

ATTACHMENT 'F'
AMENDMENTS TO 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.)

Facility

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 served, the stormwater treatment provided must provide a level of treatment which meets or exceeds

ATTACHMENT 'F'
AMENDMENTS TO STORMWATER MANAGEMENT ELEMENT

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.

...

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.~~

...

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.

...

~~**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.

Policy 5.1.6 All new development, redevelopment, and, when expansion occurs, existing developed areas located within the Sensitive Karst Areas 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 pre-development runoff rate and/or volume and water quality.~~

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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

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Low Impact Development ~~Design~~ Design (LID) techniques and the protection of natural areas and features.

Policy 5.1.12 The hydrologic function of the site shall be maintained ~~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.

...

Policy 6.1.3 All applicable ~~appropriate~~ state, water management district, and/or federal permits required ~~for by~~ a development shall be obtained and submitted to the County prior to the ~~issuance of construction permits~~ commencement of development, consistent with section 125.022(5), 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.~~

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AMENDMENTS TO STORMWATER MANAGEMENT ELEMENT

STORMWATER MANAGEMENT ELEMENT DEFINITIONS

...

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 non-conservation portions of the property, to adjoining property under common ownership or management and within a unified development, or to other development receivership areas, at a rate consistent with that of the underlying zoning district, but not to exceed the maximum density allowed by the land use designation.
- (c) When there are no non-conservation areas to which density or intensity may be transferred, the development shall be clustered in the portion of the site that will result in least environmental impact.
- (d) When connection to central sewer is not required, 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.

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

* 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:

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

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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.~~

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- (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~~

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~~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 Hhigh Aaquifer Rrecharge Areas. 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 Hhigh Aaquifer Rrecharge Areas and Outstanding Florida Springs Priority Focus Areas, 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 and Outstanding Florida Springs Priority Focus Areas, 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:

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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.

...

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

- (a) The County shall continue to update its landscape code land development regulations to require a reduction in permanently irrigated areas for all new ~~residential and commercial~~ development.
- (b) Indoor and outdoor use of water should, at a minimum, meet or exceed Florida Water StarSM 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 StarSM.

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- (c) The County shall develop measures that promote water conservation to preserve groundwater levels that retain adequate spring discharge from the Floridan Aaquifer springs along the Santa Fe River with the objective of no net loss in biological, ecological, and hydrological function.
- (d) The County shall lead by example in the area of water conservation by reducing indoor and outdoor water use at all County facilities with a goal of meeting Florida Water StarSM commercial criteria by ~~2015~~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, Outstanding Florida Springs, and Floridan Aaquifer High Recharge Areas.
- (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 Aaquifer High Recharge 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.

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- (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.

...

~~**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

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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.~~

...

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.

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- (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 or alteration permitted within an onsite, or affecting an offsite, surface waters or wetlands or associated buffers that are expected to result in significant adverse impacts, and any unavoidable significant adverse impacts to wetland and wetland buffers shall be mitigated at the expense of the landowner and such mitigation must be subject to review and approval by the Board of County Commissioners (BoCC). Mitigation proposals shall be submitted for consideration by ~~to~~ the BoCC only after all practicable alternatives to direct impacts have been implemented and after all practicable measures to reduce unavoidable impacts have been incorporated into the project design. The BoCC 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.

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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) Wetland buffer Mitigation shall include any one or a combination of: monetary compensation, or acquisition, restoration, enhancement, or preservation of wetlands, other surface waters or uplands.
- (b) Preservation shall not be considered when protection of the resource proposed for preservation is already ensured by federal, state, water management district, or local regulations.
- (c) Wetland mitigation 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.~~
- ~~(e~~f) 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.
- ~~(f~~g) The landowner shall post a performance bond or similar financial guarantee to assure implementation of the mitigation and monitoring plan.
- ~~(g~~h) 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

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407.06, F.S.), however depending on conditions, may also include other dedication options such as deed restrictions.

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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** Previous Open Space 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 Element. 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 followed by any significant habitat, if such exist on the site. All Conservation Areas or significant habitat 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~~

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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 recorded 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) Provide accessible open space in the form of community gardens, community fields, greens, and pocket parks~~
- ~~(c) 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.~~

~~**Policy 5.2.54** Open space in clustered rural residential subdivisions and Planned Developments with Transfers of Development Rights (PD-TDR) 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.~~

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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

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

...

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, water requirements, and growth habits as the surrounding native vegetation.

...

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.

...

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

ATTACHMENT 'G'

AMENDMENTS TO CONSERVATION AND OPEN SPACE ELEMENT AND MAP SERIES

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 6.1 - 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.

...

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.

...

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~~

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AMENDMENTS TO CONSERVATION AND OPEN SPACE ELEMENT AND MAP SERIES

- ~~(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~~
- ~~(l) 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) Intergovernmental coordination efforts with municipalities, adjacent counties, 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.~~

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AMENDMENTS TO CONSERVATION AND OPEN SPACE ELEMENT AND MAP SERIES

- Policy 6.3.5** To protect sensitive ecosystems and habitat corridors, the County shall locate and design public access ~~greenway facilities~~ in an environmentally sensitive manner, including limiting or prohibiting public access where necessary to protect such resources.
- ~~**Policy 6.3.6** 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

Develop a linked greenway system that provides unique opportunities for recreation, multi-modal 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 complementary to maintaining the system. The management plans shall identify anticipated costs and departments responsible for implementation of the plans.

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AMENDMENTS TO CONSERVATION AND OPEN SPACE ELEMENT AND MAP SERIES

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

...

~~**Low Impact Design Development (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)~~

...

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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AMENDMENTS TO CONSERVATION AND OPEN SPACE ELEMENT AND MAP SERIES

CONSERVATION AND OPEN SPACE ELEMENT MAP SERIES

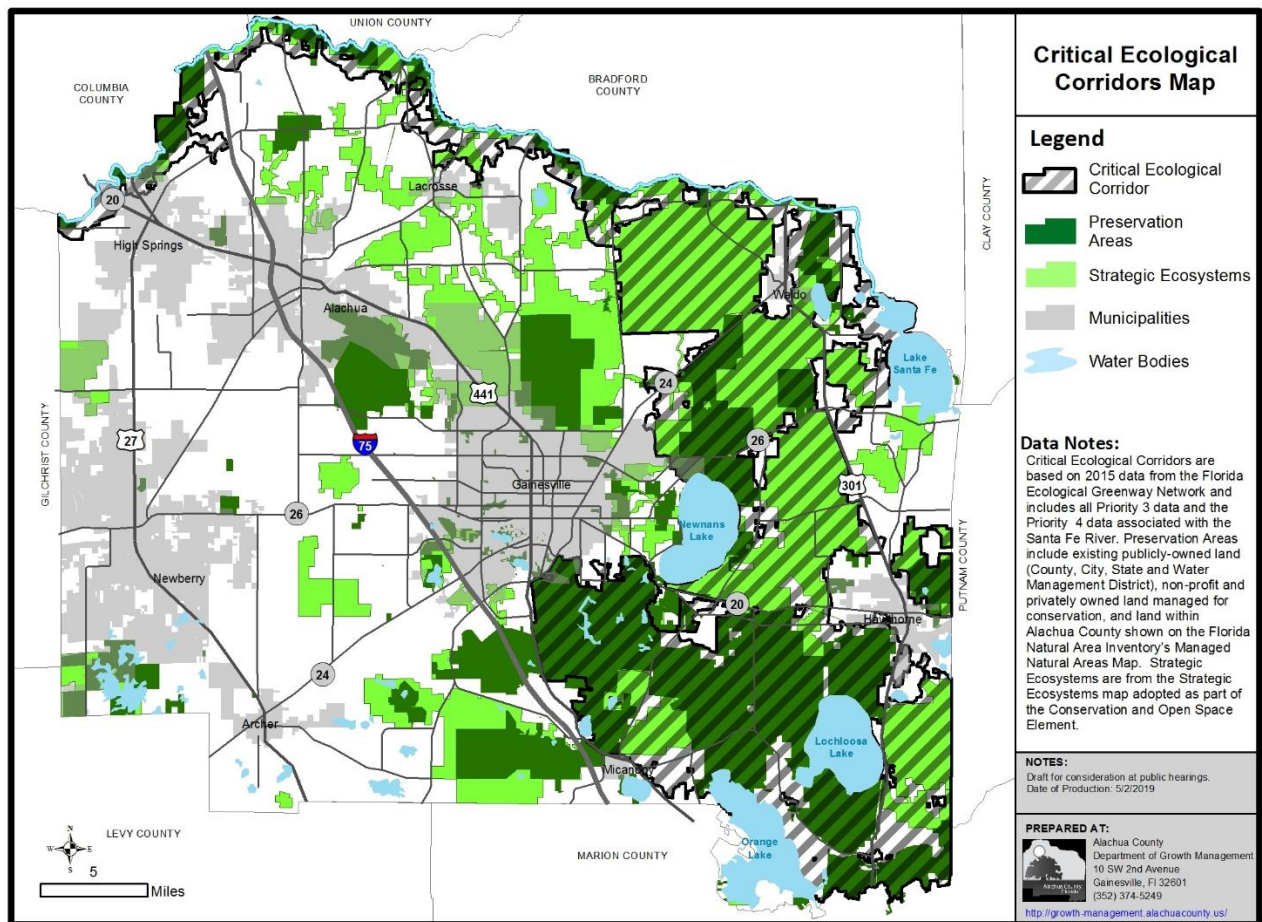
Map 3. USDA Soils Map (adopted by reference)

Available online at: <http://soildatamart.nrcs.usda.gov/manuscripts/FL001/0/alachua.pdf>

<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>

Map 5. Critical Ecological Corridors

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

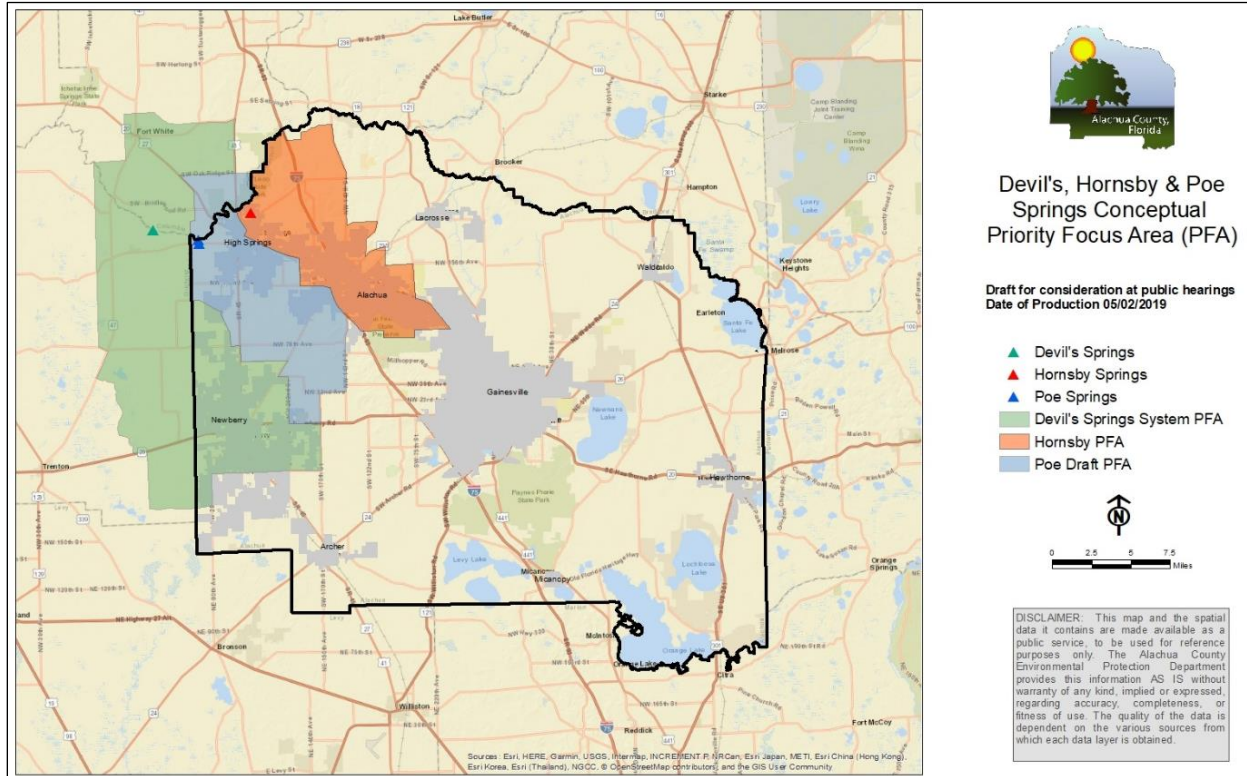


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AMENDMENTS TO CONSERVATION AND OPEN SPACE ELEMENT AND MAP SERIES

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

This is a new map adopted in the Comprehensive Plan.

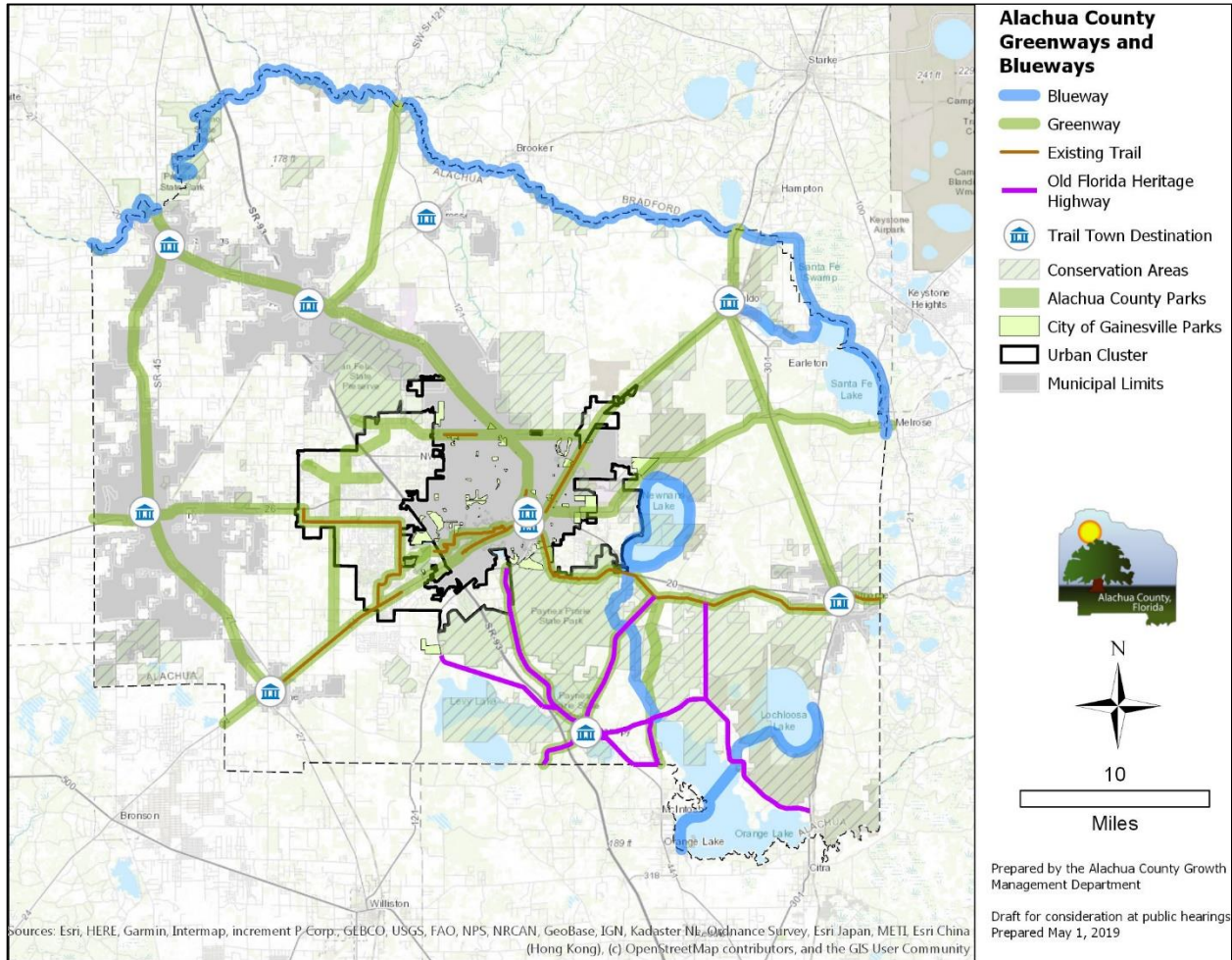


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AMENDMENTS TO CONSERVATION AND OPEN SPACE ELEMENT AND MAP SERIES

Map 7. Alachua County Greenways and Blueways

This is a new map adopted in the Comprehensive Plan.



ATTACHMENT 'H'
AMENDMENTS TO 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.

...

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) update the County's inventory of public parks, trails and greenways, and 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) determine residents' needs and priorities;
- (d) develop a new long-range parks and recreation vision in response to the community's needs, trends and best practices;
- (e) develop a phasing, funding and implementation strategy.

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.

...

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.

...

ATTACHMENT 'H'
AMENDMENTS TO RECREATION ELEMENT

Policy 1.3.2 The County shall coordinate efforts with the State and the municipalities to establish a Greenways Master Plan 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.

...

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 and resilient landscaping.

RECREATION ELEMENT DEFINITIONS

...

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.

...

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

ATTACHMENT 'I'

AMENDMENTS TO INTERGOVERNMENTAL COORDINATION ELEMENT AND MAP SERIES

...

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 consider 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.~~

...

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:~~

ATTACHMENT 'I'

AMENDMENTS TO INTERGOVERNMENTAL COORDINATION ELEMENT AND MAP SERIES

- (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 annexed.~~
- (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.

...

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-
- (g) multi-modal approaches to transportation planning consistent with the Transportation Mobility Element-

ATTACHMENT 'I'

AMENDMENTS TO INTERGOVERNMENTAL COORDINATION ELEMENT AND MAP SERIES

- (h) solid waste collection services
- (i) planning, zoning, and code enforcement services
- (j) 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]

...

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.

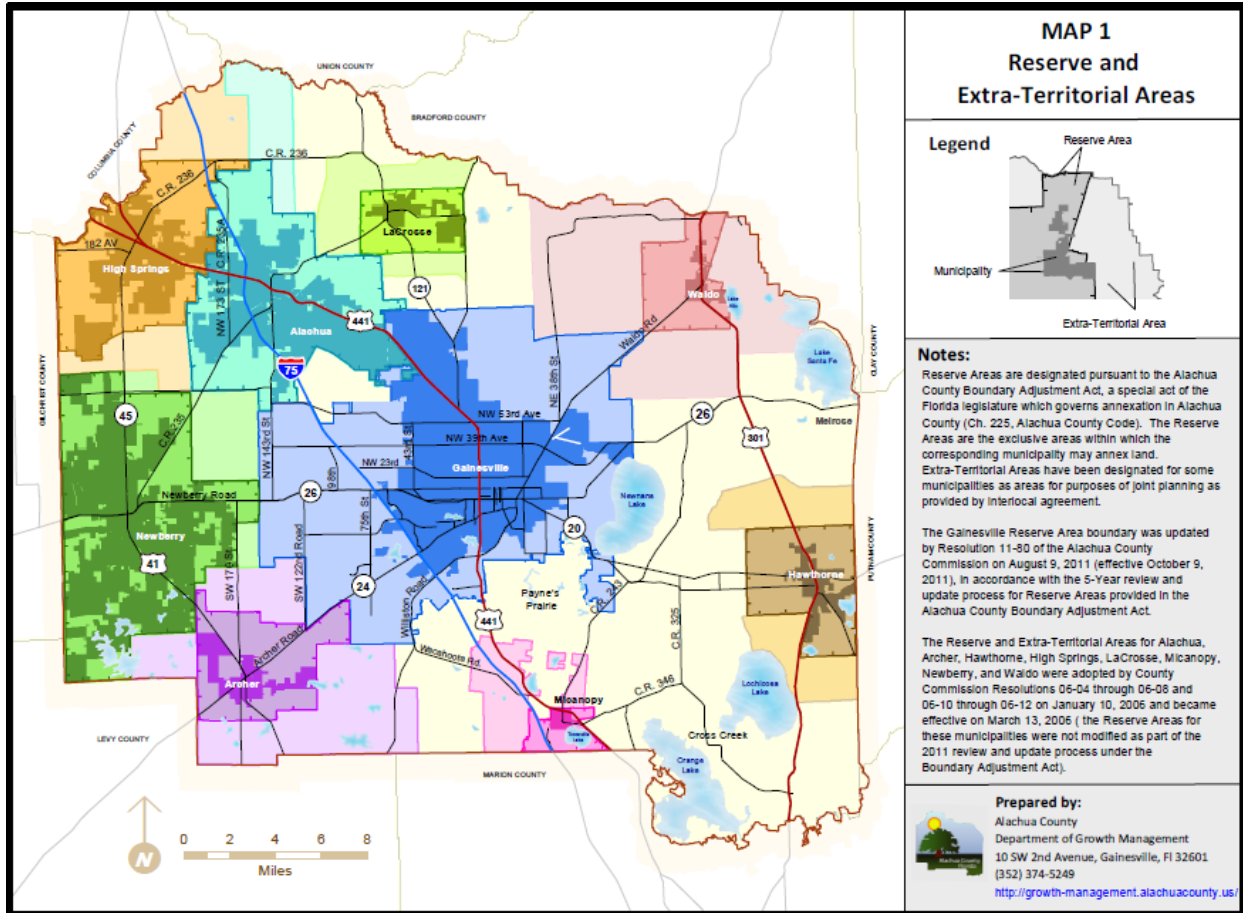
- (a) The County shall coordinate with ~~the Countywide Visioning and Planning Committee or similar entity,~~ Non-governmental organizations, State, and federal government agencies, municipalities and adjacent counties to extend ecologically functional linkages between ecological core areas on the Critical 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.~~

...

ATTACHMENT 'I'

AMENDMENTS TO INTERGOVERNMENTAL COORDINATION ELEMENT AND MAP SERIES

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



ATTACHMENT 'J'
AMENDMENTS TO CAPITAL IMPROVEMENTS ELEMENT

GOAL

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

...

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 ~~2030~~2040 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.

...

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;

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AMENDMENTS TO CAPITAL IMPROVEMENTS ELEMENT

- (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.
- (c) Category "C" public facilities are arterial and collector roads, bicycle facilities, 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:~~
 - (1) ~~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
Pedestrian	B	Based on Presence of a pedestrian facility
Bicycle	B	Based on Presence of a bike lanes / paved shoulders
Express Transit	B	Based on Peak Hour Frequency of 15 minutes or less
Motor Vehicle*	D	Professionally Accepted Traffic Analysis
Motor Vehicle* - SIS**	C	Professionally Accepted Traffic Analysis in consultation with FDOT

* Standard applies to Collector and Arterial Roads.

** Strategic Intermodal System

- (2) ~~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:~~

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AMENDMENTS TO CAPITAL IMPROVEMENTS ELEMENT

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

* Strategic Intermodal System, Florida Department of Transportation

** Four or more through lanes

***LOS D for:

- 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.

...

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.~~
 - (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~~

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AMENDMENTS TO CAPITAL IMPROVEMENTS ELEMENT

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

* Standard applies to Collector and Arterial Roads

(1) 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

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AMENDMENTS TO CAPITAL IMPROVEMENTS ELEMENT

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.

(ef) ...

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 standards 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~~

ATTACHMENT 'J'
AMENDMENTS TO CAPITAL IMPROVEMENTS ELEMENT

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 (Σ) of total traffic by the sum (Σ) of the~~~~

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~~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 26th, 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.

...

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.

...

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,

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storm water utility fees, ad valorem tax revenues, special assessments, ~~backlog authorities~~, Community Development Districts and other sources allowed by law.

...

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.~~

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~~**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 (~~TSD~~TID) for Urban ~~Cluster~~ Transportation Mobility Districts, consistent with the County's home rule authority. Any Transportation ~~Special~~ Improvement District Plan (~~TSDP~~TIDP) 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 (~~TSDP~~TIDP) 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 (~~TSD~~TID) 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 (~~TSD~~TID)
- (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 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

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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.

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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		
NW 23rd Avenue from NW 59th Terrace to NW 83 rd	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	
NW 46th Avenue from NW 98th Ext to NW 115th Ext	New Construction, 2 lanes + Dedicated Transit Lane	0.6	NW	(1)		\$3,245,584	

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Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY2030-2039
NW 91st St Extension 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	
NW 115th St from NW 39th Ave to NW 46th Ave	New Construction, 2 lanes + Dedicated Transit Lane	0.25	NW	(1)		\$1,500,000	
NW 122nd St / 115th St from Newberry Road to NW 39th Ave	New Construction, 2 lanes + Dedicated Transit Lane	2.3	NW	(1)			\$12,000,000
SW 122nd St from Newberry Road to SW 8th Ave	Dedicated Transit Lane	1	NW	(1)		\$2,000,000	
Total Projected Cost - NW District					\$9,517,041	\$60,391,631	\$19,090,733
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
SW 63rd/ SW 67th Ave from SW 24th Ave to Archer Road	New Construction, 2 lanes	1.9	SW	(1), (2)			\$10,885,230

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Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY2030-2039
SW 91st St from SW 46th to Archer Road	Dedicated Transit Lane	1	SW	(1)			\$2,087,690
SW 122nd St from SW 8th Ave to SW 37th Ave	Dedicated Transit Lane	1.75	SW	(1)		\$3,250,000	
Total Projected Cost - SW District					\$14,000,000	\$18,761,270	\$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		
NW 76th Dr from Tower Road to Tower Road	6 ft. Sidewalk	0.4	NW	(2)	\$225,000		
NW 75th Dr from NW 76 th Dr to W University Ave	6 ft. Sidewalk	0.2	NW	(2)	\$110,000		
NW 76th Blvd 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	

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Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY 2030-2039
SW 122nd St from Newberry Rd to SW 8th Ave	Multiuse off-road facility	1	NW	(1), (2)		\$750,000	
NW 39th Ave from NW 143rd St to I-75	Multiuse off-road facility	3	NW	(1), (2), (3)			\$1,725,000
Total Projected Cost - NW District					\$1,445,000	\$2,050,000	\$1,725,000
SW 24th Ave from SW 87th to SW 77 th St	Multiuse off-road facility	0.5	SW	(1)	\$275,000		
Archer Road from SW 76 th Ter to SW 45 th St	Multiuse off-road facility	2.25	SW	(3)	\$1,700,000		
Archer Braid from Tower Road to Lake Kanapaha	Multiuse off-road facility	1	SW	(1), (2), (3)	\$300,000		
SW 122nd St from SW 40th Ave to SW 24th Ave	Multiuse off-road facility	2	SW	(2)	Developer funded		
SW 75th St from SW 73rd Way to 6200 Block of SW Archer Road	Multiuse off-road facility	1.6	SW	(1)		\$850,000	
SW 20th/24th Ave from Tower Road to I-75	Multiuse off-road facility	1.5	SW	(1)		\$180,000	
SW 122nd St from SW 24th Ave to SW 8th Ave	Multiuse off-road facility	1	SW	(1), (2)		\$750,000	
SW 91st St from SW 46 th Blvd to SW 8th Ave	Multiuse off-road facility	3	SW	(1)			\$2,250,000
SW 136th St from W Newberry Rd to SW 6 th Rd	6 ft. Sidewalk	0.5	SW	(1)			\$220,000
Total Projected Cost - SW District					\$2,275,000	\$1,780,000	\$2,470,000
SE 27th St from SE 28 th Dr to SE 29 th Pl	6 ft. sidewalk	1.2	E	(1)	\$540,000		
NE 27th Ave from SR 222 to SR 26	Multiuse off-road facility	2.7	E	(1)		\$2,025,000	

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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	
NE 39th Ave from Airport Entrance to NE 52 nd 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
Veterans Park, Park & Ride	Park & Ride	SW	(1), (2), (3)	\$180,000		

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Project Name-Location	Project Description	Mobility District	Funding Source	FY 2020-2024	FY 2025-2029	FY2030-2039
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 rd 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 th Avenue to NW 23 rd Avenue	\$2,532,500			Developer/CDD
SantaFe Village Dedicated Transit Lanes north From NW 39 th Avenue through to NW 91 st Street	\$3,426,330	\$3,426,330		Developer/CDD
SantaFe Village Greenway to Millhopper Road		\$1,125,000		Developer/CDD
SantaFe Village 83 rd Street local road extension		\$1,899,300		Developer/CDD

Dollar figures are estimates of project costs.

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Table 1f-c: 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 91 st Street to I-75	\$3,000,000			Developer/CDD
NW 91 st 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 for Fiscal Years 2018-2019 to 2022-2023

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:	0	0	773	0	0	773	
		Total Classrooms:	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.

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Table 3. Recreation Facilities Schedule of Capital Improvements, for Fiscal Years 2020 to 2024 ~~FY 2011 – FY 2015~~

Note: The existing schedules of recreation capital improvements are replaced with the following schedules.

Activity-Based Recreation

Project Name and Description	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Total FY 20-24
Squirrel Ridge Park Restroom	\$194,043 (GF)					\$194,043
Jonesville Park Restroom	\$197,646 (PIF)					\$197,646
Veterans Park Hockey Rink Pavillion				\$75,000 (PIF)	\$75,000 (PIF)	\$150,000
Veterans Park Splash Pad	\$175,000 (PIF)	\$75,000 (PIF)	\$75,000 (PIF)			\$325,000

Dollar figures are estimates of project costs.

PIF = Park Impact Fees
 GF = General Fund

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Table 3 (continued). Recreation Facilities Schedule of Capital Improvements, Fiscal Years 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 <i>Educational signs</i>	\$3000 (GF/ACF/T)					\$3000
Sweetwater Preserve <i>Trailhead/parking area & stormwater pond</i>	\$129,000 (ACF/GF/G)					\$129,000
Barr Hammock Preserve <i>Trails, amenities, landing overlook, interpretive signs, boardwalk over Levy canal, Levy overlook.</i>		\$20,000 (ACF/GF/G)	\$70,000 (G/ACF)	\$51,000 (G/ACF)		\$141,000
Lake Alto Preserve <i>Tree Frog Trail boardwalk</i>					\$40,000 (GF)	\$40,000
Phifer Flatwoods Preserve <i>Turpentine Trail boardwalk, Phifer Additions trailhead</i>		\$40,000 (T/G)			\$5200 (T/G/GF)	\$45,200
Watermelon Pond <i>Trail head and viewing areas</i>	\$5,000 (ACF/GF)					\$5000
Turkey Creek Hammock <i>Develop parking area/trailhead, entrance, marsh overlook, fitness trail, Wildlife observation platform, boardwalk</i>	\$110,800 (ACF/GF/T)	\$5,000 (ACF/G/T)			\$200,000 (ACF/G/DON)	\$315,800
Four Creeks <i>Trailhead, parking, kiosk, signage</i>	\$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 Fund
DON = Private Donation

ACF = Alachua County Forever
WSPP = Wild Spaces Public Places Sales Tax

G = Grant
T = Timber Revenue

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.

ATTACHMENT 'K'
AMENDMENTS TO ECONOMIC ELEMENT

GOAL 1

PROMOTE ENHANCE THE ECONOMIC PROSPERITY OF ALL CITIZENS OF ALACHUA COUNTY, ADDRESS ECONOMIC EQUITY, 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 CareerSource North Central Florida FloridaWorks, the University of Florida, Santa Fe College, the School Board of Alachua County, YouthBuild/Institute for Workforce Innovation, and related organizations that provide education and training to the community.

...

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).

...

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

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

...

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, broadband communications and essential infrastructure, and any programs or incentives 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 identify 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

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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.

...

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 minority-owned 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 such as those measures established to address economic opportunity and elimination of disparities identified in the "Understanding Racial Inequity In Alachua County" Report (2018).

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ATTACHMENT 'K'
AMENDMENTS TO ECONOMIC ELEMENT

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).

...

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.
- 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

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AMENDMENTS TO ECONOMIC ELEMENT

CareerSource NCF should be engaged as a partner in coordinating job expansion initiatives.

...

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

...

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.

...

OBJECTIVE 1.6 - LIVABLE COMMUNITIES

Create livable communities that are attractive to diverse populations and new economic development opportunities, and promote greater economic prosperity, innovation, quality of life, and public safety.

Policy 1.6.1 It is a goal of Alachua County for high-speed internet access to be available throughout the County as a means to encourage economic development, enhance education and

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healthcare access, facilitate inclusion and engagement of citizens, promote planning and resilience, and enhance public safety and emergency response.

Policy 1.6.12 The County shall encourage expanded and new businesses to locate in well-designed, compact mixed-use communities as encouraged in the Future Land Use Element.

Policy 1.6.23 The County shall promote reduced work to home commuting distances through encouragement of Traditional Neighborhood and Transit Oriented Developments and compact, mixed-use Activity Centers.

Policy 1.6.34 The Land Development Regulations shall include standards to ensure that new and expanded businesses provide for the health of the community by providing access to bicycle and pedestrian transportation facilities as well as roadways.

[Note: All of the objectives and policies from Energy Element Section 6.0 "Local Food Production and Processing", including Objectives, 6.1, 6.2, 6.3, 6.4 and Policy 9.1.3 are moved to the Economic Element and renumbered below as Objectives 1.7 - 1.10 (which incorporates Policy 9.1.3). Adopted objectives and policies moved from the Energy Element to the Economic Element are shown in plain font and proposed amendments are shown as underlined. New objective and policy numbers are also underlined.]

OBJECTIVE 1.7 *[Previously Objective 6.1 in adopted Energy Element]*

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

Policy 1.7.1 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.

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(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 1.7.2 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 1.7.3 The land development regulations shall permit and encourage dispersed, small scale agricultural production and sale direct to the public.

Policy 1.7.4 Increase support for farmers' markets through partnerships with local governments, institutions and community groups.

OBJECTIVE 1.8 *[Previously Objective 6.2 in adopted Energy Element]*

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 1.8.1 Work with the Alachua County Jail to develop a plan for an agricultural program to grow food onsite and teach sustainable farming methods.

Policy 1.8.2 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.

OBJECTIVE 1.9 *[Previously Objective 6.3 in adopted Energy Element]*

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

Policy 1.9.1 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 1.9.2 In cooperation with the Alachua County Library District, explore the feasibility of a county-sponsored community garden program at District library sites.

Policy 1.9.3 Explore opportunities to incorporate community gardens, low maintenance 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 1.9.4 The land development regulations shall encourage the use of perennial edible plants in landscaped areas.

Policy 1.9.5 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

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AMENDMENTS TO ECONOMIC ELEMENT

required for new developments in accordance with Objective 5.2 of the Conservation and Open Space Element, and Policy 5.2.3 specifically.

OBJECTIVE 1.10 *[Previously Objective 6.4 in adopted Energy Element]*

Support and encourage local agricultural operations in the use of sustainable agricultural practices including organic farming.

Policy 1.10.1 In accordance with the policies of Objective 6.1 of the Future Land Use Element, the County shall work with landowners to facilitate participation in programs that meet or exceed best management practices, cost share programs, and to assist in the pursuit of funding sources to aid in the development of a sustainable local food system.

Policy 1.10.2 Reduce use of and dependence on fossil-fuel based synthetic fertilizers in Alachua County consistent with adopted Best Management Practices and Florida Statutes, incorporating research based information.

Policy 1.10.3 Work with IFAS and local agricultural groups to encourage use of sustainable agricultural practices that maximize carbon sequestration, conserve energy and water, minimize soil erosion and protect ecosystems and water quality.

Policy 1.10.4 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) County Extension, 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) Creating and fostering partnerships that assist in the advancement of pollinator health at the local, regional, and federal levels.

ATTACHMENT 'K'
AMENDMENTS TO ECONOMIC ELEMENT

ECONOMIC ELEMENT DEFINITIONS

[Note: The following are adopted definitions that have been moved from the Energy Element to the Economic Element.]

Edible landscaping: The use of food-producing plants yielding vegetables, herbs, fruits, nuts as part of landscaped areas.

Foodshed: The area of agricultural land needed to meet all or a significant portion of a population center's food needs. Commonly used measures for personal foodsheds are a 100 mile radius from a person's home for necessary foodstuffs. Scope and scale of a foodshed area requires input from consumers, producers and the community at large in establishing a vision for the necessary food systems to support the targeted population.

ATTACHMENT 'L'
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.

...

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 and equitable process for identification and selection of school sites and for the review of significant expansions and closures.

...

ATTACHMENT ‘L’
AMENDMENTS TO PUBLIC SCHOOL FACILITIES ELEMENT

PUBLIC SCHOOL FACILITIES ELEMENT DEFINITIONS

...

~~**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]~~

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ATTACHMENT 'M'
AMENDMENTS TO COMMUNITY HEALTH ELEMENT

GOAL

PRESERVE THE HEALTH OF ALACHUA COUNTY RESIDENTS AND PROMOTE HEALTH IN ALL POLICIES AND SERVICE INITIATIVES AFFECTING ALL ASPECTS OF THE BUILT ENVIRONMENT, BY FACILITATING HEALTH CARE DELIVERY, IMPROVING THE EQUITY AND 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.

Policy 1.1.2 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 community federally qualified health centers to provide outpatient medical, dental, 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 and transportation assistance with health care service providers to address special health needs of the homeless and the transportation disadvantaged upon release from hospital.

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AMENDMENTS TO 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 senior housing, 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 para-medicine, and chronic disease self-management programs are carried out at the community level through schools, public library branches, senior centers, nutrition programs, senior housing projects, private residences, 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 civic engagement and volunteer opportunities in community projects that promote community health. Examples of such programs include health care provider volunteerism, creek and lake clean-ups, walk-to-school groups, Habitat for Humanity, 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 employers, health care facilities and schools, to encourage healthy foods and beverages. Connect with UF/IFAS Extension Office for support in nutrition, horticulture, seasonal produce information and healthy lifestyle programming.

ATTACHMENT 'M'
AMENDMENTS TO 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 Incorporate CPTED (Crime Prevention Through Environmental Design) principles in designing new parks or renovating existing ones, and in County facilities exterior spaces.

OBJECTIVE 1.3

Promote a healthy community by providing for healthy weight management ~~obesity prevention~~ and prevention of obesity and other chronic conditions ~~illnesses~~ by addressing nutrition and the built 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.

ATTACHMENT 'M'
AMENDMENTS TO 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 Economic Element Policy 1.7.1.]

Policy 1.3.2.5. Alachua County should encourage edible landscaping (i.e., fruit trees and ~~shrubs~~ ~~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.

Policy 1.3.3.2 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 schools and parks that complement and strengthen other formal programs, such as Safe Routes to Schools and Safe Routes to Parks.

ATTACHMENT 'M'
AMENDMENTS TO COMMUNITY HEALTH ELEMENT

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's progress toward sustainable community health, including patient centered primary and hospital care, dental, mental, substance abuse 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 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.

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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 Health Department and other health agencies and non-profit health organizations to assess impacts on public health as part of analysis of planning policies that affect things such as community design, mobility, aging in place, and health equity.

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.

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 housing.

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.

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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.

Policy 1.6.7.1 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.

Policy 1.6.9 Support and increase the number of programs, clinics, and social service agencies that implement evidenced-based tobacco cessation treatment services.

OBJECTIVE 1.7

Increase equitable access to affordable mental health services.

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 at-risk to target mental health services.

OBJECTIVE 1.8

Increase equitable access to affordable dental health services.

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.

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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.

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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.

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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.

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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 StarSM, ~~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

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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 and water conservation and efficiency projects for County facilities.

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Policy 2.2.3 Construct all new County facilities to conform to a nationally recognized, high performance energy efficiency standard and to Florida Water StarSM 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 and water efficient schools, retrofit and upgrade existing schools to be more energy and water 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 consider developing and implementing a plan to significantly 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% of total County government (cumulative) consumption by 2015, and 20% by 2020.~~

The County's goal by 2030 is that 100% of energy purchased or produced for County facilities be from solar photovoltaic sources, with an interim target of 50% by 2025.

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[Note: All objectives and policies under Section 6.0 Local Food Production and Processing have been moved to the Economic Element, where they are now renumbered as Objective 1.7 - Objective 1.10.]

~~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.~~

~~**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.~~

~~**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 provide healthy, fresh foods in local schools and other institutions.~~

~~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, perennial edible landscaping and green roofs at county-owned facilities and rights-of-way. Evaluation shall include an~~

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~~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.~~

~~**OBJECTIVE 6.4**~~

~~Support and encourage local agricultural operations in the use of sustainable agricultural practices including organic farming.~~

~~**Policy 6.4.1**—In accordance with the policies of Objective 6.1 of the Future Land Use Element, the County shall work with landowners to facilitate participation in programs that meet or exceed best management practices, cost share programs, and to assist in the pursuit of funding sources to aid in the development of a sustainable local food system.~~

~~**Policy 6.4.2**—Reduce use of and dependence on fossil-fuel based synthetic fertilizers in Alachua County consistent with adopted Best Management Practices and Florida Statutes, incorporating research based information.~~

~~**Policy 6.4.3**—Work with IFAS and local agricultural groups to encourage use of sustainable agricultural practices that maximize carbon sequestration, conserve energy and water, minimize soil erosion and protect ecosystems and water quality.~~

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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

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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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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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[Note: Energy Element Policy 9.1.3 has been moved to the Economic Element under Objective 1.10, where it is now renumbered as Policy 1.10.4.]

~~**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.~~

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ENERGY ELEMENT DEFINITIONS

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[Note: The following two Energy Element definitions have been moved to the Economic Element.]

~~**Edible landscaping:** The use of food-producing plants yielding vegetables, herbs, fruits, nuts as part of landscaped areas.~~

~~**Foodshed:** The area of agricultural land needed to meet all or a significant portion of a population center's food needs. Commonly used measures for personal foodsheds are a 100-mile radius from a person's home for necessary foodstuffs. Scope and scale of a foodshed area requires input from consumers, producers and the community at large in establishing a vision for the necessary food systems to support the targeted population.~~

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~~**Low Impact Design Development (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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