

## **PROPOSED AMENDMENTS TO THE COMPREHENSIVE PLAN**

### **PART 1: PROPOSED AMENDMENTS TO THE FUTURE LAND USE ELEMENT**

#### **A. Amend Existing Principles/Strategies/Policies**

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##### **GENERAL STRATEGY 4**

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##### **10.0 ENVISION ALACHUA SECTOR PLAN (EASP)**

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## **MAPS**

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### **B. Addition of a new Capital Improvements Project Listing / Transportation, Table 4**

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## PART 1: PROPOSED AMENDMENTS TO THE FUTURE LAND USE ELEMENT

### A. Amend Existing Principles/Strategies/Policies

#### PRINCIPLE 2

BASE NEW DEVELOPMENT UPON THE PROVISION OF NECESSARY SERVICES AND INFRASTRUCTURE. FOCUS URBAN DEVELOPMENT IN A CLEARLY DEFINED AREAS AND STRENGTHEN THE SEPARATION OF RURAL AND URBAN USES.

#### GENERAL STRATEGY 1

Minimize the unplanned conversion of land from rural to urban uses by maximizing the efficient use of available urban infrastructure, while preserving environmentally sensitive areas, according to the following:

- Designate and maintain on the Future Land Use Map ~~an~~ one or more urban clusters that sets a boundary for urban growth.
- Engage in the long-term planning for conservation, development, and agriculture for substantial geographic areas that include at least 15,000 acres on a regional scale through the Sector Planning process.
- Provide incentives for higher average densities for residential development and mixed uses in ~~the~~ an urban cluster, including density bonuses and transfer of development rights.
- Provide a range of urban residential densities with the highest densities located in or near urban activity centers, and lower densities located in outlying rural areas or areas of the County which have physical limitations to development.
- Utilize mechanisms such as land acquisition, conservation easements, variable lot sizes, and conservation subdivisions.
- Preserve ecosystems of a given area and incorporate hazard-resilient land planning.
- Time development approval in conjunction with the economic and efficient provision of supporting community facilities, urban services, and infrastructure, such as streets, utilities, police and fire protection service, emergency medical service, mass transit, public schools, recreation and open space, in coordination with policies in the Capital Improvements Element.

Policy 1.1.1 Adequate locations shall be available in ~~the~~ an urban cluster for all types of housing including the placement of manufactured homes, and manufactured home parks and subdivisions.

## **FUTURE LAND USE ELEMENT DEFINITIONS**

**Urban Cluster.** An area designated on the Future Land Use Map for urban development, which includes residential densities ranging from one unit per acre to 24 units per acre or greater, non-residential development, and is generally served by urban services. References to 'the urban cluster' within the Goals, Policies and Objectives of this Plan refer to 'any' urban cluster.

## **PART 1: PROPOSED AMENDMENTS TO THE FUTURE LAND USE ELEMENT**

### **B. Addition of a New General Strategy, General Strategy 4.**

#### **GENERAL STRATEGY 4**

Promote land development that creates economic development opportunities to support and enhance the innovation economy of Alachua County. Implementation shall be through policies and processes that include the following components of the planning framework:

- Create economic progress opportunities that support and enhance the innovation economy, provide job opportunities and services at all economic levels, and ensure a robust and sustainable community.
- Protect and retain regionally significant lands for conservation, habitat protection and wildlife connectivity.
- Support the development of communities that have a balanced and compatible mix of land uses and employ environmentally sustainable development practices while conserving lands to protect ecosystems and wildlife corridors.
- Address long-term needs for water supply, water quality, and water conservation.
- Attract development that supports a sustainable economic future for residents at all wage and skill levels while being compatible with community goals for land conservation and natural resource protection.
- Maintain agriculture and silviculture as viable and sustainable economic activities.
- Develop partnerships with utility providers for planning and delivering required infrastructure.
- Are within a Sector Plan.



## **PART 1: PROPOSED AMENDMENTS TO THE FUTURE LAND USE ELEMENT**

### **C. Addition of a New 10.0 including an Introduction, Objective and Policy Series**

#### **10.0 SECTOR PLANS**

A sector plan shall consist of a minimum of 15,000 acres, with a minimum of 80% set aside in perpetuity of open space, conservation or non-development uses. Land area that has been previously protected through a conservation easement shall not be allowed to count toward meeting this minimum requirement. A sector plan must promote the efficient use of land and other resources by requiring a compact, mixed use urban form as an urban cluster to discourage urban sprawl, create quality communities and regional employment opportunities, protect regionally significant resources and facilities, mitigate impacts to those resources and facilities, protect wildlife and natural systems, ensure adequate public facilities and infrastructure and demonstrate efficient use of water and other resources.

The County shall adopt specific comprehensive plan goals, objectives and policies applicable to an approved sector plan. In recognition of the benefits of regional scale and long-term planning, the policies for a sector plan may differ from those policies generally applicable to other development within the County, but only to the extent necessary to achieve the benefits of the sector plan.

#### **10.0.1 ENVISION ALACHUA SECTOR PLAN (EASP)**

The Envision Alachua Sector Plan (EASP) meets the definition of a Sector Plan as prescribed by Section 10.0 and the urban lands uses of the EASP which are provided within the Employment Oriented Mixed Use (EA-EOMU) future land use category function as an urban cluster under the Alachua County Comprehensive Plan. The EASP establishes the Objectives and Policies for 52,000+ acres of lands located in the eastern portion of Alachua County, and is referred to in these policies as the “Planning Area.” During an extensive 2-year visioning process, community representatives articulated a future vision to leverage the opportunities associated with planning for such a large-scale land area while it remained under a single ownership.

#### **Overall Planning Framework**

The planning framework for the Envision Alachua Sector Plan is defined through the Long Term Master Plan by establishing policies that address four important strategy components:

1. Economic Progress. Generate and attract economic progress opportunities that will support and enhance the innovation economy of Alachua County;

2. Conservation and Natural Resource Protection. Conserve lands to protect ecosystems and wildlife corridors;
3. Support Uses. Provide a full spectrum of accessory uses to insure a balanced and compete community; and
4. Community Engagement. Provide opportunities for community engagement in planning for a future that provides a high quality of life for all current and future residents on and around the Envision Alachua Planning Area.

The Framework Map for the Planning Area reflects the collaborative work of the citizen-based Envision Alachua planning process and illustrates land use relationships that will support a future economic development area in East Alachua County and:

- Creates economic progress opportunities that support and enhance the innovation economy, provide job opportunities and services at all economic levels and ensure a robust and sustainable economy;
- Supports the development of communities that have a balanced and compatible mix of land uses and employ environmentally sustainable development practices while conserving lands to protect ecosystems, and wildlife corridors; and
- Promotes and encourages long-term planning for conservation, development, and agriculture on a landscape scale as identified within Chapter 163.3245, F.S. The Envision Alachua Framework Map illustrates this planning strategy through four primary land use components:

1. Preservation Lands

Preservation areas shall consist of specifically designated lands which are intended for use as natural reserves and shall be managed through a Conservation Management Plan to insure the preservation of the natural resources in perpetuity. Preservation lands within the EASP were identified to function as an enhancement of Lochloosa Creek's connected wetland system to promote linkages for wildlife habitat and to build upon East Alachua County's conservation framework. By protecting the creek and key uplands and wetlands that border this important resource, the EASP Preservation lands supplement existing conservation lands in East County and help to protect the long-term health and integrity of this corridor. The 3,538 acre EASP Preservation lands corridor conserves connectivity between public lands in the eastern portion of Alachua County, as part of the Critical Ecological Corridor.

## 2. Conservation Lands

Conservation Lands are identified in locations that would protect valuable natural resources, particularly those that support the long-term economic and environmental objectives of Alachua County. The locations of Conservation Lands were based upon the following criteria:

- Contribution to regional landscape linkages within Northern Florida;
- Protection of large wetland strands and major tributary systems and large, forested wetland strands that provide core habitat that supports numerous native game and non-game species.
- Contiguity with existing conservation lands and Plum Creek conservation easements in Alachua County;
- Opportunity to build upon Alachua County's "Emerald Necklace";
- Contribution to the conservation and enhancement of natural resources, local and regional watersheds and natural preserves (Paynes Prairie, Lochloosa Lake, Newnan's Lake Conservation Area, Orange Lake, Phifer Flatwoods, Balu Forest); and
- Integration of green infrastructure, including its roles in stormwater management to minimize flooding and maintain connections between natural areas to support wildlife movement, as well as its role as a community amenity and regional recreation destination.

## 3. Urban Lands (Employment Oriented Mixed Uses)

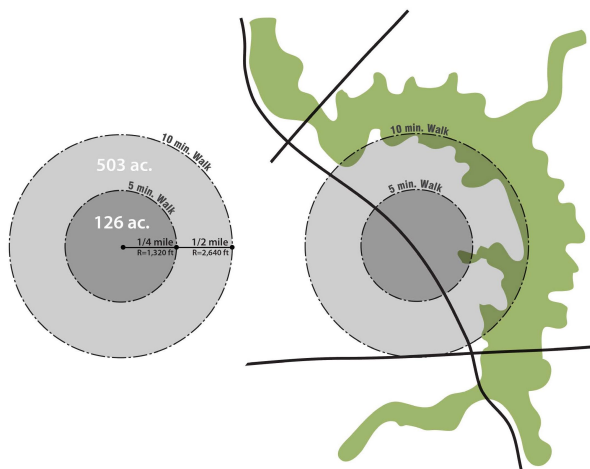
Urban Lands, designated as Employment Oriented Mixed Uses (EA-EOMU) in the EASP, were identified in locations that would focus future growth in a few key developable areas to maximize economic potential while minimizing development pressure on surrounding rural, agricultural and conservation areas.

The location of EOMU Lands was based upon the following criteria:

- Leveraging existing resources – building upon existing infrastructure, nearby population centers and institutional and commercial anchors;
- Access to significant existing infrastructure, including major roadways, airports and rail;
- Proximity to existing population centers, including Gainesville, east Gainesville and Hawthorne;
- Land suitability for concentrated, mixed use economic development;
- Opportunity to protect/preserve adjacent communities, including Windsor; and
- Proximity to a network of open spaces that would support outdoor recreation.

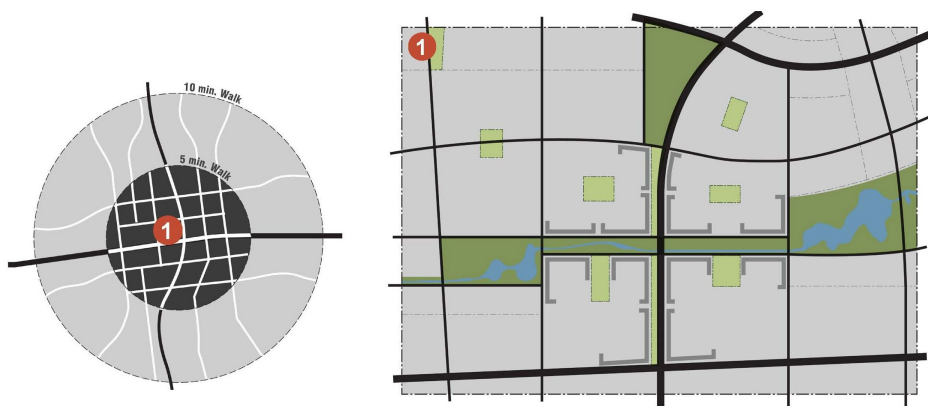
The EOMU Land Use development pattern standards identify the relationship between the mix of uses, including residential uses and employment, supporting commercial uses, recreation and open spaces. Some employment driven locations within the EOMU will include a highly integrated mix of employment and residential uses concentrated to promote walkability and facilitate synergies among uses. Other locations within the EOMU will be less intense while maintaining the principles of walkability. As required by Chapter 163.3245, F.S, the following descriptions and exhibits describe the general framework for the development pattern in developed areas with graphic illustrations based on a hierarchy of places and functional place-making components. The specific development standards for urban development within the EA-EOMU are provided in the Policies of Objective 10.3. Exhibit 10.1 serves as the graphic 'key' for the exhibits that follow and illustrate the size and distance of the walkability patterns that are illustrated below and the relationship of these walkable/developed areas to conservation and/or open space lands (which are denoted in green).

#### EXHIBIT 10.1: Walkability Pattern Guide



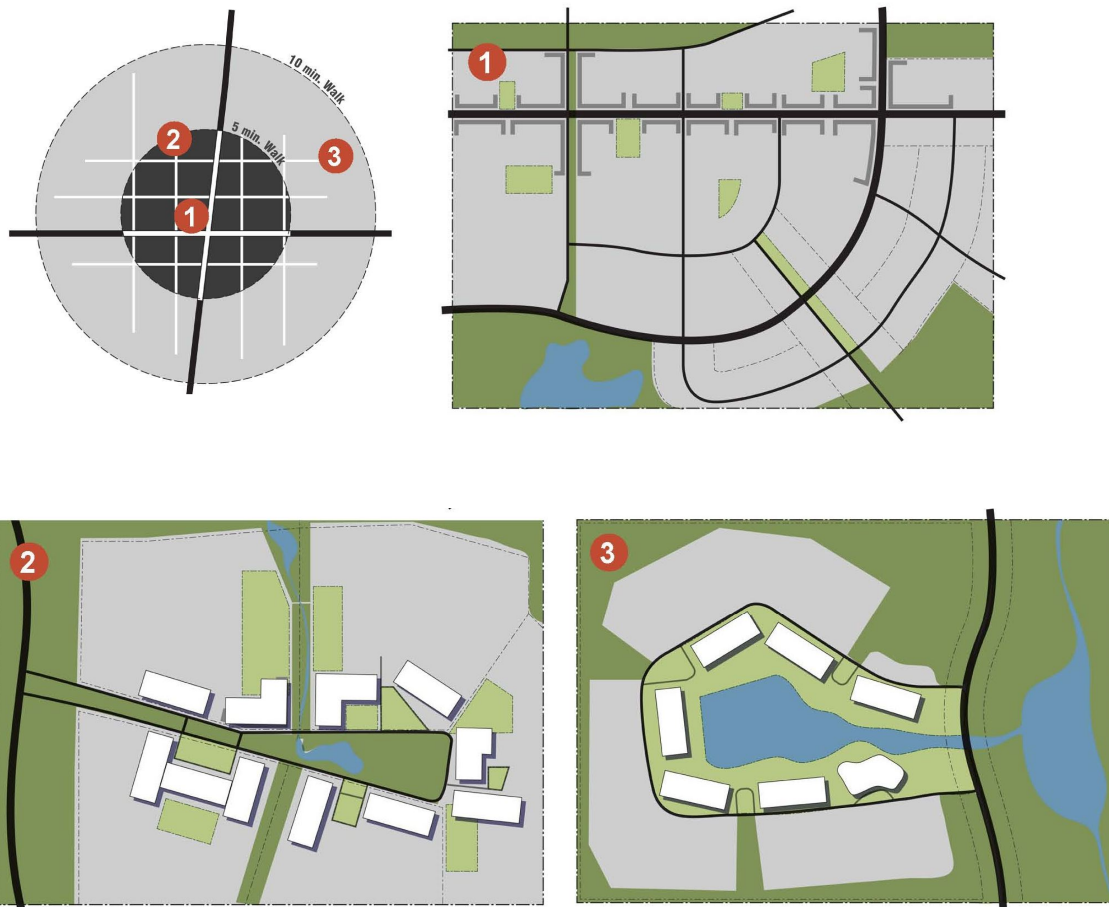
INTENSE MIXED USE: The most intense mixed-use locations will include a highly integrated and interconnected mix of land uses to include employment, residential, cultural and institutional uses as well as smaller scale or agriculture research fields. The horizontally and vertically integrated mix of uses will provide a blend of uses in an urban setting that will become the focal point for activity within the larger community. See Exhibit 10.2 for an example street network layout that illustrates these principles. In this exhibit, the block graphic illustration on the right denoted ❶ reflects an enlargement of the area denoted with the ❶ on the circular ‘walkability pattern guide’ graphic.

**EXHIBIT 10.2: Block layout example for most intense mixed-use locations**



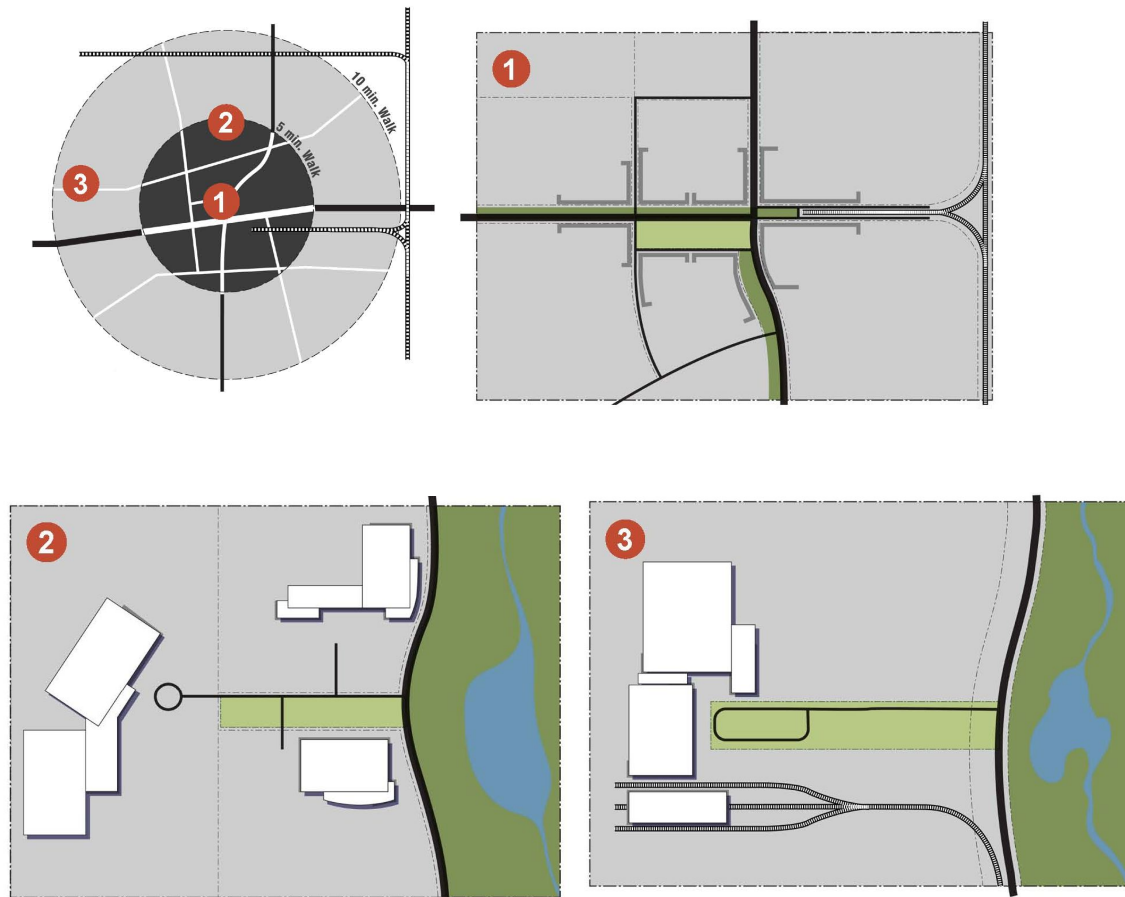
R&D / OFFICE / INSTITUTIONAL. In addition to high intensity mixed use areas, there will be some locations that are focused on R&D/Office/Institutional. These areas will also conform to all of the Development Program and Standards for the EA-EOMU as established in the policies of Objective 10.3 and will integrate/interconnect with adjacent neighborhoods through the inclusion of transitional intensity uses, buffering, landscaping, and natural open space. This interconnected, flexible land use framework will accommodate a range of development parcel sizes and types to appeal to a broad spectrum of users, including institutional/research/office anchors. See Exhibit 10.3 for a set of three example alternative street network configurations that illustrate how the network could be altered to accommodate the needs of a variety of different employment users. . In this exhibit, the block graphic illustrations denoted by a number reflect an enlargement of the area denoted with that number on the circular ‘walkability pattern guide’ graphic.

**EXHIBIT 10.3: Block layout examples for R&D/Office/Institutional**



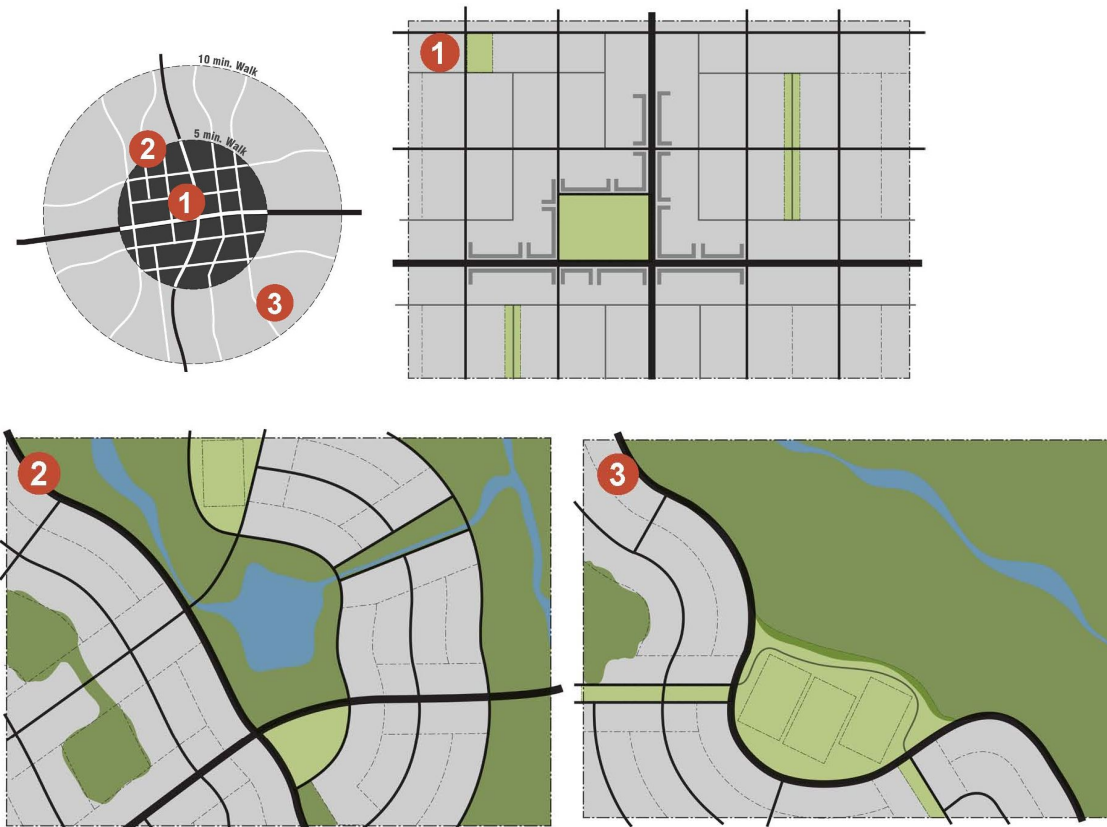
MANUFACTURING. Advanced manufacturing is a special primary use that will support a mix of uses within the EA-EOMU. These uses will be located to capitalize on regional highway and railroad access and will include a variety of parcel sizes that will accommodate a range of advanced manufacturing uses. This land use will accommodate the evolution from idea incubation through production and distribution. See Exhibit 10.4 for a set of three example alternative street network configurations that illustrate how the network could be altered to accommodate the needs of a variety of different employment users. . In this exhibit, the block graphic illustrations denoted by a number reflect an enlargement of the area denoted with that number on the circular ‘walkability pattern guide’ graphic.

#### EXHIBIT 10.4: Block layout examples for Manufacturing



NEIGHBORHOODS. Mixed-density neighborhoods will be located within walking distance of an open space amenity and connected via a system of trails/paths to the overall open space network. Neighborhood identity will be enhanced by the siting of major community amenities (schools, civic uses, neighborhood retail, community parks, trail head, etc). See Exhibit 10.5 for a set of three example alternative street network configurations that illustrate how different network patterns meet the standard of walkability while accommodating the needs of a variety of different types of residential products. In this exhibit, the block graphic illustrations denoted by a number reflect an enlargement of the area denoted with that number on the circular 'walkability pattern guide' graphic.

#### EXHIBIT 10.5: Block layout examples for Neighborhoods



#### 4. Rural / Agricultural Lands

Rural/Agricultural Lands are retained in locations that maintain and enhance the rural development form and landscape that define the edges of the urbanizing areas, and to preserve the natural and cultural assets, which embody the area's heritage and traditions and that maintain functioning, productive agricultural and silvicultural operations and lands, accommodate agricultural support activities, and protect valuable farmland for use by existing and future generations.



## **OBJECTIVE 10.1 – ENVISION ALACHUA SECTOR PLAN FRAMEWORK**

Provide a land use and development framework for the Envision Alachua Sector Plan through the creation of a Long Term Master Plan (LTMP) with a 50-year planning horizon that serves the public interest of the citizens of Alachua County by guiding conservation and development practices in a manner that ensures adequate protection of resources while strengthening the economic viability of the eastern portion of Alachua County.

### **Policy 10.1.1 Consistency with Future Land Use Element Principles**

The Envision Alachua Sector Plan is consistent with the Future Land Use Element planning principles adopted by Alachua County which function to guide the County’s future land use policy.

#### **Policy 10.1.1.1 Strategies Supporting FLUE Principle 1**

The EASP shall provide an opportunity for sustainable land development that balances economic opportunity, social equity including environmental justice, and protection of the natural environment through:

- a. The provision of large-scale sites for research, education and employment uses consistent with the local and regional needs to support the growing innovation economy;
- b. The provision of significant areas for conservation in a manner that protects high value ecological resources based upon their contribution to regional landscape linkages, contiguity with existing conservation lands, and the opportunity to contribute to the conservation and enhancement of natural resources, regional watersheds, and natural preserves; and
- c. The concentration of future development in specific areas and the location of conservation lands in a manner that will contribute to regional conservation linkages.

#### **Policy 10.1.1.2 Strategies Supporting FLUE Principle 2**

All development within the EASP shall ensure the provision of necessary services and infrastructure, focus urban development in clearly defined areas, and strengthen the separation of rural and urban uses through:

- a. The use of existing local and regional assets to create economic progress opportunities in support of nearby population centers

that are in need of additional jobs. These assets include but are not limited to:

- University of Florida, Sante Fe College, and other educational institutions;
  - Existing rail infrastructure;
  - Existing highway infrastructure, particularly the access provided by SR 20, SR 24 and US 301;
  - Shands and other healthcare facilities;
  - Existing Silviculture and Agriculture; and
- b. The placement of conservation lands and the use of compatible land use or buffer transitions to protect and separate urban uses along the development edge from adjacent rural uses.

**Policy 10.1.1.3 Strategies Supporting FLUE Principle 3**

The EASP recognizes residential neighborhoods as a collective asset for all residents of the county through:

- a. The protection and enhancement of Rural Clusters by providing specific rural edge protection standards that buffer existing uses within the rural clusters and new development within the EASP.
- b. The enhancement of Hawthorne and East Gainesville by providing job opportunities in close proximity to the residents of Hawthorne and East Gainesville.

**Policy 10.1.1.4 Strategies Supporting FLUE Principle 4**

The EASP creates and promotes cohesive communities that provide for a full range and mix of land uses through:

- a. A Detailed Specific Area Plan (DSAP) approval process that prohibits a DSAP with single use residential within the EA-EOMU and establishes the appropriate mix of uses at the time of DSAP approval; and
- b. The use of an integrated development pattern that minimizes walking distances between residential uses and employment opportunities within the Planning Area. This development pattern shall be connected and organized in a manner that supports compact urban form, and connected, pedestrian-friendly communities.

**Policy 10.1.2**      **Envision Alachua Sector Plan – Conflicting policy procedure**

The Envision Alachua Sector Plan – Planning Area (Map F.17) shall be governed by policies of the Alachua County Comprehensive Plan including:

- a. The Envision Alachua Sector Plan Objectives and Policies as contained in Objectives 10.1 through 10.6, of the Future Land Use Element and Objective 1.10, of the Transportation Mobility Element;
- b. All policies contained in the Housing Element, Solid Waste Element, Recreation Element, Intergovernmental Coordination Element, Economic Element, Historic Preservation Element, Public School Facilities Element, Community Health Element, and Energy Element; and
- c. All other goals, objectives and policies in the Alachua County Comprehensive plan that do not directly or indirectly conflict with the EASP shall apply to the Planning Area.

In the event that there is determined to be a direct or indirect conflict between the Envision Alachua Sector Plan Objectives and Policies and the Goals, Objectives and Policies of the Alachua County Comprehensive Plan, the Envision Alachua Sector Plan Objectives and Policies shall control. Existing policies in the ACCP shall be considered to be in conflict with the policies in the EASP if the application of one or more of the policies in the ACCP will result in a different outcome that diminishes the ability of the EASP to achieve or accommodate the development program than the application of the policies addressing the same issue in the EASP.

**Policy 10.1.3**      **Envision Alachua Long Term Master Plan (General)**

The Long Term Master Plan (LTMP) for the Envision Alachua Sector Plan Planning Area (Map F.17) includes the Future Land Use Maps F.17, F.17A; the Transportation Element Map 11.A; the policies contained in Objectives 10.1 through 10.6, of the Future Land Use Element and the policies contained in Objective 1.10, of the Transportation Mobility Element. These policies address the following requirements of state law:

- a. Future Land Use designations contained on a Framework Map;
- b. Water supply;

- c. Transportation;
- d. Regionally significant facilities;
- e. Regionally significant natural resources;
- f. General development principles and guidelines; and
- g. General procedures and policies to facilitate intergovernmental coordination.

## **OBJECTIVE 10.2– LAND USE GENERAL**

Achieve significant economic progress and conservation goals through land planning and development that consumes as a whole fewer resources than conventional suburban development patterns, including reduced consumption of energy (through a reduction of vehicle miles travelled), land and water supply.

### **Policy 10.2.1      Establish Future Land Use Map**

The Envision Alachua Sector Plan Framework Map and the East Area Inset Map are hereby adopted as a part of the Alachua County Future Land Use Map Series, Map F.17, and Map F.17-A. The adopted future land use map categories include Preservation (EA-PRES), Conservation (EA-CON), Rural/Agriculture (EA-RUR), and Employment Oriented Mixed Use (EA-EOMU). The EA-EOMU functions as an Urban Cluster under the Alachua County Comprehensive Plan policies for managing and directing urban development. The future land use map series for the EASP includes:

- a. The future land use designations as depicted on Map F.17 and Map F.17-A and
- b. The multimodal transportation district boundaries as depicted on Map 11.A (Transportation Element).

All maps for natural resources and resource conditions that are included in the Alachua County Comprehensive Plan shall continue to be used to describe these resources within the EASP. The policies and provisions related to wetland protection, floodplain protection, and Strategic Ecosystem protection applicable to the EASP are specifically contained within the policies of Objective 10. No additional land use overlays, text defined overlays or other similar mechanism that limits or restricts the use of land other than the policies relating to these issues in Objective 10 shall apply.

**Policy 10.2.2      Planning Horizon**

The LTMP provides a cohesive and coordinated program for the future of East Alachua County with an expected planning horizon of 50 years.

**Policy 10.2.3      Preservation (EA-PRES)**

Lands assigned the EA-PRES land use category are intended for use as natural reserves or managed conservation lands for the preservation of natural resources in perpetuity and shall be subject to a conservation management plan enforced through conservation easements.

Within the EA-PRES land use category road crossing(s) planned and designed using guidelines as provided in 2013 Florida Department of Transportation Wildlife Crossing Guidelines shall be permitted, including up to four new crossings of EA-PRES, to serve motorized vehicles, pedestrians, bicyclists, and utilities.

- i. The provisions of the Alachua County Comprehensive Plan relating to wetlands and floodplain protection, and associated implementing regulations, shall be applicable within EA-PRES with an exception as required to accommodate the permitted road crossings.
- ii. To accommodate permitted road crossings, wetland acreage and function shall be protected through compliance with state and federal environmental permitting requirements.
- iii. To minimize encroachment into EA-PRES areas at the crossing locations, existing forestry roadways shall be given priority in design, street layout and siting considerations.
- iv. Development within the 100-year floodplain shall be permitted to accommodate the road crossings to the extent that it does not result in adverse impacts as measured by an increase in peak stage or discharge outside of the EASP boundary. Compensating storage areas may be utilized on an EASP-wide basis to mitigate the potential for adverse impacts that could occur as a result of an increase in peak stage or discharge outside of the EASP boundary.

- v. The highest priority for the mitigation for any wetland impacts shall be accomplished by enhancing wetland conditions within the EA-CON / EA-PRES areas by re-hydrating and re-establishing wetlands.

**Policy 10.2.3.1 EA-PRES Natural Resource Protection**

Areas designated as Preservation land use (EA-PRES) shall be subject to a conservation management plan as provided in Policy 10.4.1.2 and enforced through conservation easements. To the extent authorized by federal, state or regional agencies, EA-PRES lands may be utilized for achieving any mitigation requirements without considering the fact that a conservation easement encumbering the same real property was previously recorded pursuant to the provisions of the EASP.

**Policy 10.2.3.2 EA-PRES Deed Restrictions**

Within 90 days of effective date of the EASP, a deed restriction shall be filed for lands within EA-PRES that sets forth the land use limitations as provided in the EA-PRES future land use category. This deed restriction shall remain in effect until such time as 1) the County reduces the development program of the EASP without the consent of the landowner or 2) the land owner provides formal notice to the County of abandonment of the EASP or 3) is replaced by a conservation easement applicable to the same property. The deed restriction shall include enforcement provisions providing standing to enforce to a non-governmental non-profit conservation organization.

**Policy 10.2.3.3 EA-PRES DSAP Inclusion**

A conservation easement shall be provided for EA-PRES land areas at the time of approval of the first DSAP consistent with Policy 10.4.1.1

**Policy 10.2.4 Conservation (EA-CON)**

Lands assigned the EA-CON land use category shall not be permitted residential uses, and no transfer of density shall be allowed from lands designated as EA-CON.

Within the EA-CON land use category, silviculture uses employing at a minimum the latest applicable best management practices of the

Florida Department of Agriculture and Consumer Services shall be permitted, and the following uses generally shall be permitted to the extent that they do not significantly alter the natural functions of the lands designated EA-CON:

- a. Public and private conservation, recreation and open space uses.
- b. Public and private wildlife preserves, hunting areas, game management and refuge areas.
- c. Mitigation Areas.
- d. Water conservation and retention/detention areas that are determined to be appropriate for stormwater management. This use does not include borrow pits excavated below grade from which fill material is removed.
- e. Low intensity agricultural uses, employing latest applicable best management practices. Row crops and other high intensity agriculture uses are not permitted.

**Policy 10.2.4.1 EA-CON Natural Resource Protection**

Areas designated as Conservation Land Use (EA-CON) shall be enforced through conservation easements. It is the intent that through these policies these areas be protected, which protection shall be enforced over time through conservation easements, and that ultimately, at build out, all lands designated as EA-CON shall be protected by conservation easement. To the extent authorized by federal, state or regional agencies, EA-CON lands may be utilized for achieving any mitigation requirements without considering the fact that a conservation easement encumbering the same real property was previously recorded pursuant to the provisions of the EASP.

**Policy 10.2.4.2 EA-CON Deed Restrictions**

Within 90 days of effective date of the EASP, a deed restriction shall be filed for lands within EA-CON that do not have a conservation easement in place on the date of the adoption of the EASP that sets forth the land use limitations as provided in the EA-CON future land use category. This deed restriction shall remain in effect until such time as 1) the County reduces the development program of the EASP without the consent of the landowner or 2) the land owner provides formal notice to the County of abandonment of the EASP or 3) is replaced by a conservation easement applicable to the same

property. The deed restriction shall include enforcement provisions providing standing to enforce to a non-governmental non-profit conservation organization.

**Policy 10.2.4.3 EA-CON DSAP Inclusion**

As a part of any specific DSAP application, the DSAP shall include, at a minimum, the percentage of acres of EA-CON Lands that do not have a conservation easement in place on the date of the adoption of the EASP in direct proportion to the percentage of the nonresidential development proposed in the DSAP relative to the total amount of nonresidential development authorized in Policy 10.3.1 or the percentage of residential units proposed in the DSAP relative to the total number of residential units authorized in Policy 10.3.1, whichever percentage is greater. For subsequent DSAP applications, the minimum requirement shall be evaluated as a cumulative proportional relationship.

**Policy 10.2.5 Rural/Agriculture (EA-RUR)**

Permitted uses with the EA-RUR land use category on the Future Land Use Map include agricultural activities including silviculture; and other agricultural uses, such as cattle grazing, cultivation of field crops, vegetable crops, dairies and those commercial or other uses on a limited scale serving or ancillary to agricultural activities, such as associated research facilities, farm equipment and supplies, sales or service, farmers' markets, agritourism activities, composting, limited agricultural processing as provided in Policy 6.1.8 of the Future Land Use Element, and agricultural products distribution, public or private utilities including wellfields, water and wastewater treatment facilities and other infrastructure facilities including police/fire substations. Rural residential uses, home-based businesses, heritage tourism and ecotourism activities, resource-based recreation and outdoor activity-based recreation, water conservation and retention/detention areas that are determined to be appropriate for stormwater management are also allowed. Other uses involving animals not normally associated with agricultural activities, which would be suitable in the EA-RUR areas, such as animal sanctuaries, kennels, and commercial animal raising may be approved by the County Commission. New residential uses at a maximum density of



one dwelling unit per 5 acres shall be permitted except that the total allowable dwelling units may be increased pursuant to the Planned Development-Transfer of Development Rights program in accordance with 6.2.5.1 or the incentive bonuses for clustering of rural residential subdivisions in accordance with Policies 6.2.9 - 6.2.14.

**Policy 10.2.6      Employment Oriented Mixed Use (EA-EOMU)**

The EA-EOMU is an urban land use designation that functions as an urban cluster and permits the full range of employment based uses including wholesaling, warehousing, storage and distribution, research and development uses and industrial/manufacturing uses; the full range of residential uses; supporting commercial uses (office, retail, hotel and service uses); neighborhood-scale commercial uses; university campuses, public and private educational facilities, civic and public uses; recreation uses; agricultural and silvicultural uses; excavation and fill operations; and conservation uses. The range of allowable uses shall be broadly interpreted so as to allow those types of uses compatible with uses listed herein and consistent with the overall intent of the applicable policies.

**Policy 10.2.6.1      EA-EOMU Statement of Land Use Efficiencies**

The state and regional goals achieved through the Envision Alachua Sector Plan are made possible by the efficiencies of energy, land and water achieved by the functional placemaking components of the EA-EOMU. The County recognizes that concentration of development in key areas in order to accommodate large-scale employment centers and conservation of significant natural lands as EA-PRES, EA-CON and as Open Space (as defined in Policies 10.3.3.3.b and 10.3.4.3.b), prevents urban sprawl, supports the creation of compact, mixed-use development and is determined to be of overriding public interest. Therefore, in order to achieve these purposes, limited impacts to natural systems and wetlands within the EA-EOMU may occur to the extent they are authorized by the policies of Objective 10.3 and state and federal environmental permits.

**Policy 10.2.6.2 EA-EOMU Development Program and Land Use Standards**

The development program and land use standards for lands within EA-EOMU are provided for each of the two specified geographic areas as depicted in Map F.17.A. within the policies of Objective 10.3.

**Policy 10.2.6.3 EA-EOMU Jobs to Housing Balance**

The EA-EOMU shall create regional scale economic development opportunities that support and enhance the innovation economy of Alachua County and cohesive communities that support these economic opportunities through a mix of land uses. The DSAP approval process shall prohibit the establishment of a DSAP in which the EOMU contains only residential uses. The EA-EOMU shall:

- a. Achieve a jobs-to-housing balance of 2.5 jobs per residential unit that is measured over the entire land use category (that is, jobs divided by residential units meets or exceeds 2.5 at total project build out).
- b. Measurement for achieving the jobs-to-housing balance shall be based upon the following:
  - i. The jobs-to-housing balance shall be measured for development within each DSAP based upon the assumptions that the average amount of floor area per employee by land use is:

<u>R&amp;D/Office</u>	<u>3.6 Employees / KSF or 1 Employee per 275 SF</u>
<u>Commercial</u>	<u>2.2 Employees/KSF or 1 Employee per 450 SF</u>
<u>Advanced Manufacturing</u>	<u>1.0 Employees / KSF or 1 Employee per 1,000 SF</u>

KSF = 1000 square feet of gross floor area, SF = square feet of gross floor area.

- ii. To promote an appropriate jobs to housing mix and the timing of residential and nonresidential uses during the development of the EA-EOMU areas of the EASP, the following requirements shall be met:

- (a) Each DSAP shall be required to provide a phasing plan to assure compliance with the jobs to housing balance, which shall link increments of non-residential development to a maximum number of dwelling units allowed within each phase of development.
- (b) Until a minimum of 1,000,000 square feet of non-residential development has been constructed or is under construction, residential development shall be limited to a maximum of 1,500 dwelling units that may be authorized to commence construction.

The County shall not accept a DSAP for filing if these minimum requirements are not met. For subsequent DSAP applications, these minimum requirements shall be evaluated as a cumulative proportional relationship.

**Policy 10.2.6.4 EA-EOMU – Mixture of Housing Options**

Residential development within the EA-EOMU shall provide a range of residential options that expands the housing choices for existing and future residents of Alachua County, taking into account varying preferences for home size, ownership (own or rent), and unit type (attached or detached). Assisted and independent living facilities are allowable residential uses.

To provide for a greater range of choices of housing types in single-family residential areas, affordable housing, and the promotion of infill to new and existing neighborhoods while maintaining single family character, one accessory dwelling unit shall be allowed on single family residential lots in the residential areas of the EASP without being included in gross residential density calculations. Performance criteria shall be detailed in the DSAP and include elements such as size, site design, landscaping, access, and parking requirements and shall meet the following requirements:

- a. Homestead Exemption Status. Prior to the issuance of a building permit for the construction of an accessory dwelling unit in an existing residential area, the applicant shall provide proof of homestead exemption status establishing ownership and principal residence of the lot. Prior to the issuance of a building permit for the construction of an accessory dwelling unit(s) in a new residential development, the applicant shall provide proof of deed

restrictions or covenants requiring that an accessory unit may not be inhabited unless homestead status is maintained on the lot. Permanent occupancy by the owner of either the primary or accessory dwelling unit shall be required for all accessory dwelling units.

- b. Water and Sewer Service. All accessory dwelling units shall be required to connect to the potable water and sewer system of the primary residence and shall not have separate services.

### **OBJECTIVE 10.3 – DEVELOPMENT PROGRAM AND STANDARDS for EA-EOMU**

Provide specific land use standards within the urban land use designation of EA-EOMU that establishes a concentration of development in key areas in order to accommodate large-scale employment centers and the creation of compact, mixed-use development.

#### **Policy 10.3.1 EA-EOMU Development Program**

The standards for measuring the maximum development program permitted within the EA-EOMU shall be based upon the following:

- a. Maximum Development Program.

Residential: 8,700 homes\*

Non-residential: 11.2 million square feet\*\*

(R&D/Office/Advanced Manufacturing/Commercial)

\* Accessory dwelling units may be provided; however, such units shall be in addition to the maximum residential units noted above.

\*\* Facilities to serve the community including, but not limited to, schools, places of worship, government services, recreation, utilities, and civic facilities, shall be provided as needed. Floor area for such facilities shall be in addition to the maximum nonresidential square footage noted above.

- b. Measurement. Non-residential Square footage shall be measured based upon areas under roof (heated and cooled).
- c. Allocation of development rights within the EA-EOMU. The development program maximums set forth herein shall be allocated to two Areas of the EA-EOMU as provided in the Policies 10.3.3.1 and 10.3.4.1.
- d. The square footage of any development that is included within

the EA-EOMU that is subsequently included within a Campus Master Plan and separately mitigated shall be in addition to the maximum development program in Policy 10.3.1.

**Policy 10.3.2**      **EA-EOMU Design Standards - General**

Site and building design, including scale, shall create a pedestrian-, bicycle- and transit-friendly environment. Architectural and site design techniques shall be used to promote walkable and bikeable communities.

- a. The site design shall conform to a compact development pattern, with opportunities for shopping and workplaces near residential neighborhoods;
- b. The site layout and orientation of buildings shall create a development that is designed around the pedestrian and bicyclist, creates an environment that promotes walking and bicycling as an alternative means of mobility, accommodates transit and connects activities within the EA-EOMU;
- c. Development shall be served by a connected internal street network such that use of existing rural roads is not required or convenient for internal travel.
- d. The location of residential uses within each Job Center of the EA-EOMU will ensure that a majority of housing is within a 1/2 mile radius of non-retail employment uses.
- e. The location of employment uses with the EA-EOMU will ensure that a majority of jobs created shall be located within a 1/2 mile radius of future transit access for a transit connection to east Gainesville or Hawthorne.

**Policy 10.3.2.1**      **EA-EOMU Limiting Impacts on Resources**

Within EA-EOMU, utilities and transportation facilities shall be located, designed, constructed, and maintained to avoid, minimize and/or mitigate adverse impacts to natural resource areas that are protected consistent with these policies. In the case of utilities or transportation infrastructure for which there is no prudent and feasible alternative that avoids adverse impacts to conservation and preservation areas, the project shall incorporate appropriate design features that enhance habitat connectivity, provide for the safe

passage of wildlife, and provide other significant environmental benefits.

**Policy 10.3.2.2 EA-EOMU Circulation and Connectivity**

Development with the EA-EOMU shall 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 10.3.2.3 EA-EOMU Access to Civic Uses**

The EA-EOMU shall include provisions to insure accessibility to civic uses as follows:

- a. The location of residential uses within the EA-EOMU will ensure that all residential uses are within a ¼ mile radius of recreation, open space or conservation lands;
- b. Food production shall be encouraged at the parcel level and some open spaces shall be adequately sized to accommodate community gardens;
- c. The County shall support the development of markets and programs within the EA-EOMU that promote the sale of locally produced agricultural goods, including but not limited to farmers markets, community gardens, farm to institution programs, and agritourism opportunities. The County shall partner with local community groups and organizations and other local governments to pursue funding sources for the development of a sustainable local food system.

**Policy 10.3.2.4 EA-EOMU Retail Uses Design Standards**

Single occupant retail uses 50,000 square feet or greater shall provide:

- a. Separate liner buildings oriented towards a street on at least three (3) sides of the use with the rear of the building either fronting parking or lined by buildings, or
- b. Contain a vertical mixture of uses with at least one (1) story above the ground floor, or
- c. Multiple floors with a maximum of 50,000 square feet per floor,

- or
- d. Provide parking on top of the building, or
- e. Meet the alternative parking standards as provided in the DSAP.

**Policy 10.3.2.5 EA-EOMU Clean, Healthy Environment**

Development shall support a cleaner, healthy environment that benefits the health and well-being of existing and future populations in and near the Planning Area. Development design shall adhere to the following healthy community principles:

a. Physical Health

- i. Support physical activity by locating parks and other recreational facilities in close proximity to concentrations of households and workplaces.
- ii. Construct walkways and bikeways where appropriate to encourage “active transportation.”
- iii. Accommodate urban agriculture and community gardens as well as outlets for fresh foods (i.e., farmers markets, produce stands, and food cooperatives) to encourage local food production and distribution, support better nutrition and healthier dietary choices, and address issues of food security and food deserts.
- iv. Maintain or improve air quality by reducing GHG emissions by reducing dependence on automobiles with non-motorized alternative transportation options and a compact form of development in the appropriate areas to make such alternatives feasible; and preserving natural vegetation to the extent practicable and incorporating landscaping in development to improve air quality.

b. Mental / Emotional / Social Health

- i. Locate public spaces (parks, greens, plazas, etc) in a manner that increases exposure to the natural environment (reduce/manage stress, education).
- ii. Preserve and integrate into the built environment natural vegetation and other features to connect people with nature (reduce/manage stress, education, connection to place).

- iii. Incorporate a variety of public spaces within new development, especially within medium- to high-density development that is designed to support active and passive recreation, and formal and informal gatherings, so residents feel a stronger connection to place and sense of belonging.
- iv. Support lifelong learning by accommodating non-traditional educational facilities and programs (such as outdoor classrooms and research facilities) in built environment.
- v. Create multi-generational neighborhoods –
  - Co-locate senior housing within neighborhoods to facilitate social interaction among different age groups (mentally stimulating for seniors to interact with younger generations), and to minimize social isolation and the negative impacts of it.
  - Include a mix of housing types in new neighborhoods to support residents' desire to age in place.
- c. Access to Healthcare and Health Services/Programs
  - i. Within the EASP Area and in cooperation with Shands, the Veteran Administration, and other providers, accommodate some or all of the healthcare services and facilities required to meet future demand in the eastern part of the county.
  - ii. Locate nursing homes, assisted living facilities and group homes for special needs populations in proximity to health services to facilitate better access.
- d. Design for safety of motorists, pedestrians and bicyclists by incorporating facilities that serve all users including complete streets, off-street paths (bikeways and walkways), and clearly marked crosswalks.
  - i. Adhere to general principles of Crime Prevention through Environmental Design (CPTED) in the design of public spaces.



**Policy 10.3.3 EA-EOMU - SR 20 Job Center**

Intent/Vision. The EA-EOMU SR 20 Job Center (SR 20 Job Center) as depicted in Map F.17.A. is envisioned as a collaborative mixed-use Research & Development (R&D) employment cluster. The SR 20 Job Center is characterized by a diverse mix of compact, integrated land uses that include supporting residential, retail, commercial, and civic/community uses in which people can live, work, learn and play as part of a healthy and eco-friendly "innovation community."

**Policy 10.3.3.1 SR 20 Job Center Development Program**

The standards for measuring the maximum development program permitted within the SR 20 Job Center shall be based upon the following:

Maximum Development Program Permitted in the SR 20 Job Center \*

Residential: 7,000 dwelling units\*\*

Non-residential\*\*\*:

Research & Development / Office 6.0 million square feet

Advanced Manufacturing 2.0 million square feet

Commercial 1.0 million square feet

\* The maximum development program for the entire land area assigned EA-EOMU is established in Policy 10.3.1. and serves to limit the maximum development program that can be achieved within the SR 20 Job Center and the US 301 Job Center. In no event shall the total overall development program within the EA-EOMU be greater than the maximum established in Policy 10.3.1.

\*\* Accessory dwelling units may be provided; however, such units shall be in addition to the maximum residential units noted above.

\*\*\* Facilities to serve the community including, but not limited to, schools, places of worship, government services, recreation, utilities, and civic facilities, shall be provided as needed. Floor area for such facilities shall be in addition to the maximum nonresidential square footage noted above.

**Policy 10.3.3.2 SR 20 Job Center Permitted Uses/Density/Intensity**

Lands designated within the SR 20 Job Center shall be permitted the full range of uses as described in Policy 10.2.6.

a. SR 20 Job Center densities and intensities

Use	Density (Dwelling Units / Gross Residential Acre) <sup>2</sup>		Intensity FAR <sup>2</sup>	
	Min	Max	Min	Max
Mixed Use Research Park				
R&D / Office	n/a	(1)	0.35	2.00
Commercial	n/a	(1)	n/a	2.00
Residential	20 DU/AC	45 DU/AC		
Outside Mixed Jobs Use Center				
R&D / Office	n/a	(1)	0.20	0.50
Advanced Manufacturing	n/a	n/a	0.15	0.50
Commercial	n/a	n/a	0.20	0.35
Residential	3.0 DU/AC	7.0 DU/AC		

(1) There is no maximum density within vertically mixed use structures. The maximum residential development is limited by the overall development program.

(2) Density/Intensity as calculated over the total acreage developed for each specified use within the SR 20 Job Center.

b. SR 20 Job Center Mixed Use Research Park

The SR 20 Job Center shall include a Mixed Use Research Park. The Mixed Use Research Park shall be a minimum of 300 contiguous developable acres and shall provide for a focused hub of urban development that includes a mix of both residential and non-residential uses. The Mixed Use Research Park shall require mixed-use development with active ground-floor uses focused along primary streets and available access to public transit, providing a compatible mix of employment, housing, shopping, and community civic uses, which will serve as a focal point for the SR 20 Job Center. The Mixed Use Research Park shall be located

within 1.25 miles of SR 20.

**Policy 10.3.3.3 SR 20 Job Center Mix of Uses**

a. Composite Land use Mix.

The SR 20 Job Center shall be developed to accommodate a composite land use mix as described below.

	Minimum	Maximum
Open Space (1) (Percentage of SR 20 Job Center Total Acres)		
	50%	(1)
Area Net of Open Space (Percentage of SR 20 Job Center Total Acres net of open space)		
R&D / Office	15%	30%
Manufacturing	0%	20%
Commercial	1%	20%
Residential	40%	75%
Recreation (2)	5%	---
Civic	5%	---

- (1) An applicant may provide additional open space above and beyond the minimum open space requirement as a part of the DSAP process, however, the minimum open space standard reflects the requirement of the Comprehensive Plan with regard the amount of open space that shall be provided within the SR 20 Job Center.
- (2) Active Recreation uses are permitted to occur within the 100 year Floodplain. These recreational lands are supplemental to the passive recreation uses provided within the EASP Conservation Land Use.

b. Open Space Defined.

- i. EA-EOMU Open Space shall be defined as any natural, recreational, or common open areas, either publicly or privately owned, set aside, dedicated, designated, or reserved for the private use or enjoyment of owners or occupants of

land adjoining such open space, or for the public at large. Open space may consist of the following:

- (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.
  - (g) Portions of public plazas or squares which combine natural areas with permeable paved surfaces
- ii. When land development involves a parcel that contains wetland and wetland buffer areas protected pursuant to Policy 10.3.3.4, the open space requirements shall be fulfilled first with wetlands and wetland buffers, then with other allowable types of open space.

#### **Policy 10.3.3.4 SR 20 Job Center Natural Resources Protection**

##### **a. Wetlands Protection**

- i. Wetlands are defined as those areas regulated as jurisdictional wetlands by the State of Florida as of the date of adoption of this amendment.
- ii. Each DSAP that includes development within the SR 20 Job Center shall be designed such that there will be no net loss of wetland function.
- iii. The County recognizes and determines that the concentration of development within the SR 20 Job Center to accommodate a large-scale employment center is of overriding public interest. Therefore limited impacts to natural systems and

wetlands within the SR 20 Job Center are permitted to the extent authorized by state and federal permits, and shall be limited by Policy 10.4.2.1.

- iv. Wetland acreage and function within the SR 20 Job Center shall be protected through compliance with state and federal environmental permitting requirements. Obtaining the appropriate state and federal environmental permits and compliance with the policies of Objective 10 of the Future Land Use Element shall constitute compliance with the Comprehensive Plan and the land development regulations of Alachua County for the purposes of wetland protection. To minimize encroachment into wetland areas, existing forestry roadways shall be given priority in design, street layout and siting considerations.

**b. Wetlands Buffers**

Wetland ecosystems protected as provided in Policy 10.3.3.4.a. shall be further protected from potential development impacts by buffers with minimum widths established in Policy 10.4.1.3.

**c. Mitigation**

Any development activity permitted within an onsite, or affecting an offsite, wetland or buffer shall be mitigated in accordance with state and federal environmental permit requirements.

**d. Floodplain**

Floodplain and Flood prone areas within the SR 20 Job Center are currently defined by the Federal Emergency Management Agency (FEMA), and specifically the Zone "A" special flood hazard areas (SFHAs) shown on the effective Flood Insurance Rate Maps (FIRMs). The SFHAs within the SR 20 Job Center shall be refined by their physical and hydrologic characteristics as determined by best available data, including but not limited to, LiDAR topography (contours), drainage studies, and other professionally acceptable determinants.

Development within the 100-year floodplain shall be permitted to the extent that it does not result in adverse impacts as measured by an

increase in peak stage or discharge outside of the EASP boundary  
Compensating storage areas may be in EASP areas within or adjacent  
to EA-EOMU, except such uses are prohibited within EA-PRES, to  
mitigate the potential for adverse impacts that could occur as a result  
of an increase in peak stage or discharge outside of the EASP  
boundary. There shall be no development located within the  
established post-development 100-year floodplain areas.

**Policy 10.3.3.5    SR 20 Job Center Protection of Rural Edges**

Development within the SR 20 Job Center shall be designed to protect  
and separate the urban uses of the SR 20 Job Center from areas  
outside the EASP as well as adjacent preservation or conservation  
lands. The developed lands within the SR 20 Job Center shall be  
located and managed in a manner that helps to create and maintain  
such edges. The edge conditions shall be managed based upon the  
following standards:

- a. There shall be no extension of water and sewer utility services  
from within the SR 20 Job Center to areas outside of the EASP.
- b. Development shall be served by a connected internal street  
network that is designed to reduce the travel time for internal  
EASP travel between the SR 20 Job Center and the US 301 Job  
Center in order to limit EASP internal trips through Windsor.
- c. Future development within the SR 20 Job Center that is  
immediately adjacent to lands assigned the Rural/Agriculture  
Future Land Use Category shall be comparable to the built  
adjacent residential development, or be consistent with those  
uses allowed by the adopted Comprehensive Plan, or shall be  
separated from the property boundary by a natural buffer of  
at least 100' in width. Compatibility with adjacent uses may  
also be satisfied by affirmative acknowledgement of the  
adjacent property owner(s) that they have no objection to the  
more intense adjacent development of the EASP through an  
instrument recorded in public land records
- d. Future development within the SR 20 Job Center adjacent to  
lands in public ownership and protected by a conservation  
easement as of the adoption date of this amendment shall be  
separated by a natural buffer of at least 50'.

**Policy 10.3.4 EA-EOMU - US 301 Job Center**

Intent/Vision. The EA-EOMU US 301 Job Center (US 301 Job Center) as depicted in Map F.17.A. is envisioned as a multi-use campus featuring advanced manufacturing and industrial uses which utilize the area's connections to US 301 and the railroad.

**Policy 10.3.4.1 US 301 Job Center Development Program**

The standards for measuring the maximum development program permitted within the US 301 Job Center shall be based upon the following:

a. Maximum Development Program permitted in the US 301 Job Center \*

Residential: 5,000 dwelling units\*\*

Non-residential\*\*\*:

Research & Development / Office 3.0 million square feet

Advanced Manufacturing 5.0 million square feet

Commercial 500,000 square feet

\* The maximum development program for the entire land area assigned EA-EOMU is established in Policy 10.3.1. and serves to limit the maximum development program that can be achieved within the SR 20 Job Center and the US 301 Job Center. In no event shall the total overall development program within the EA-EOMU be greater than the maximum established in Policy 10.3.1.

\*\* Accessory dwelling units may be provided; however, such units shall be in addition to the maximum residential units noted above.

\*\*\* Facilities to serve the community including, but not limited to, schools, places of worship, government services, recreation, utilities, and civic facilities, shall be provided as needed. Floor area for such facilities shall be in addition to the maximum nonresidential square footage noted above.

**b. Timing of Development**

No development activity can occur within the US 301 Job Center before 2030.

**Policy 10.3.4.2 US 301 Job Center Permitted Uses/Density/Intensity**

Lands designated within the US 301 Job Center shall be permitted the full range of uses as described in Policy 10.2.6 with the densities and intensities as described below.

Use	Density (Dwelling Units / Gross Residential Acre) <sup>2</sup>		Intensity FAR <sup>2</sup>	
	Min	Max	Min	Max
R&D / Office	n/a	(1)	0.20	1.00
Advanced Manufacturing	n/a	n/a	0.15	2.00
Commercial	7.0 DU/AC	15 DU/AC	0.20	1.00
Residential	2.0 DU/AC	7.0 DU/AC		

(1) There is no maximum density within vertically mixed use structures. The maximum residential development is limited by the overall development program.

2) Density/Intensity as calculated over the total acreage developed for each specified use within the US 301 Job Center.

**Policy 10.3.4.3 US 301 Job Center Mix of Uses**

**a. Composite Land Use Mix**

The US 301 Job Center shall be developed to accommodate a composite land use mix as described below.

	Minimum	Maximum
<u>Open Space (1)</u> (Percentage of US 301 Job Center Total Acres)		
	<u>30%</u>	<u>(1)</u>
<u>Buildable Area</u> (Percentage of US 301 Job Center Total Buildable Acres)		
<u>Commercial</u>	<u>0%</u>	<u>10%</u>



<u>R&amp;D / Office</u>	<u>0%</u>	<u>10%</u>
<u>Manufacturing</u>	<u>25%</u>	<u>50%</u>
<u>Residential</u>	<u>25%</u>	<u>60%</u>
<u>Recreation (2)</u>	<u>5%</u>	<u>---</u>
<u>Civic</u>	<u>7%</u>	<u>---</u>

- (1) An applicant may provide additional open space above and beyond the minimum open space requirement as a part of the DSAP process, however, the minimum open space standard reflects the requirement of the Comprehensive Plan with regard the amount of open space that shall be provided within the US 301 Job Center.
- (2) Active Recreation uses are permitted to occur within the 100 year Floodplain. These recreational lands are supplemental to the passive recreation uses provided within the EASP Conservation Land Use.

**b. Open Space Defined.**

- i. EA-EOMU Open Space shall be defined as any natural, recreational, or common open areas, either publicly or privately owned, set aside, dedicated, designated, or reserved for the private use or enjoyment of owners or occupants of land adjoining such open space, or for the public at large. Open space may consist of the following:
  - (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.

- (g) Portions of public plazas or squares which combine natural areas with permeable paved surfaces
- ii. When land development involves a parcel that contains wetland and wetland buffer areas protected pursuant to Policy 10.3.4.4, the open space requirements shall be fulfilled first with wetlands and wetland buffers, then with other allowable types of open space.

**Policy 10.3.4.4 US 301 Job Center Natural Resources Protection**

**a. Wetlands Protection**

- i. Wetlands are defined as those areas regulated as jurisdictional wetlands by the State of Florida as of the date of adoption of this amendment.
- ii. Each DSAP that includes development within the US 301 Job Center shall be designed such that there will be no net loss of wetland function.
- v. The County recognizes and determines that the creation of development within the US 301 Job Center to accommodate rail-based advanced manufacturing is of overriding public interest. Therefore, limited impacts to natural systems and wetlands for the purpose of advanced manufacturing facilities, creating rail spurs, and for the construction of internal roads and road connections are permitted to the extent authorized by state and federal permits and shall be limited by Policy 10.4.2.1.
- iii. Wetland acreage and function within the US 301 Job Center shall be protected through compliance with state and federal environmental permitting requirements. Obtaining the appropriate state and federal environmental permits and compliance with the policies of Objective 10 of the Future Land Use Element shall constitute compliance with the Comprehensive Plan and the land development regulations of Alachua County for the purposes of wetland protection. To minimize encroachment into wetland areas, existing forestry roadways shall be given priority in design, street layout and siting considerations.

**b. Wetlands Buffers**

Wetland ecosystems protected as provided in Policy 10.3.4.4.a. shall be further protected from potential development impacts by buffers with minimum widths established in Policy 10.4.1.3.

**c. Mitigation**

Any development activity permitted within an onsite, or affecting an offsite, wetland or buffer shall be mitigated consistent with state and federal environmental permit requirements.

**d. Floodplain**

Floodplain and Flood prone areas within the US 301 Job Center are currently defined by the Federal Emergency Management Agency (FEMA), and specifically the Zone "A" special flood hazard areas (SFHAs) shown on the effective Flood Insurance Rate Maps (FIRMs). The SFHAs within the US 301 Job Center shall be refined by their physical and hydrologic characteristics as determined by best available data, including but not limited to, LiDAR topography (contours), drainage studies, and other professionally acceptable determinants.

Development within the 100-year floodplain shall be permitted to the extent that it does not result in adverse impacts as measured by an increase in peak stage or discharge outside of the EASP boundary. Compensating storage areas may be in EASP areas within or adjacent to EA-EOMU, except such uses are prohibited within EA-PRES, to mitigate the potential for adverse impacts that could occur as a result of an increase in peak stage or discharge outside of the EASP boundary. There shall be no development located within the established post-development 100-year floodplain areas.

**Policy 10.3.4.5 US 301 Job Center Protection of Rural Edges**

Development within the US 301 Job Center shall be designed to protect and separate the urban uses of the US 301 Job Center from areas outside the EASP as well as adjacent preservation or conservation lands. The developed lands within the US 301 Job Center shall be located and managed in a manner that helps to create

and maintain such edges. The edge conditions shall be managed based upon the following standards:

- a. There shall be no extension of water and sewer utility services from within the US 301 Job Center to areas outside of the EASP.
- b. Development shall be served by a connected internal street network such that the use of existing rural roads outside the boundaries of the EASP are not required or convenient for internal travel.
- c. Future development within the US 301 Job Center that is immediately adjacent to lands assigned the Rural/Agriculture Future Land Use Category shall be comparable to the built adjacent residential development, or be consistent with those uses allowed by the adopted Comprehensive Plan, or shall be separated from the property boundary by a natural buffer of at least 100' in width. Compatibility with adjacent uses may also be satisfied by affirmative acknowledgement of the adjacent property owner(s) that they have no objection to the more intense adjacent development of the EASP through an instrument recorded in public land records. Property located on the opposite side of US 301 shall not be considered to be adjacent.
- d. Future development within the US 301 Job Center adjacent to lands in public ownership and protected by a conservation easement as of the adoption date of this amendment shall be separated by a natural buffer of at least 50'.

#### **OBJECTIVE 10.4.1 – NATURAL RESOURCE PROTECTION (GENERAL)**

Protect and manage significant, interconnected, large-scale conservation areas and natural resource protection corridors that serve to support and reinforce regional and state-wide wildlife corridor and habitat linkages, thus forming a vital natural resource link in the “emerald necklace” around Gainesville and Alachua County.

##### **Policy 10.4.1.1    Timing of Conservation Easements**

Conservation easements within the EASP will be required as a part of each specific DSAP approval process as follows:

- a. Permanent Preservation Areas. A conservation easement shall be

provided for EA-PRES land areas at the time of approval of the first DSAP. Said conservation easement shall be provided and will be transferred to the St. Johns River Water Management District and to a qualified conservation organization acceptable to the County and experienced in holding and maintaining conservation easements, subject to their acceptance after review and approval of the easement as to form and content.

- b. Permanent Conservation Areas. A conservation easement shall be provided at the time of individual development plan approval for EA-CON lands in the DSAP that are not covered by a conservation easement in direct proportion to the percentage of the nonresidential development proposed in the DSAP relative to the total amount of nonresidential development authorized in Policy 10.3.1 or the percentage of residential units proposed in the DSAP relative to the total number of residential units authorized in Policy 10.3.1, whichever percentage is greater. Said conservation easement shall be provided and will be transferred to the St. Johns River Water Management District and to a qualified conservation organization acceptable to the County and experienced in holding and maintaining conservation easements, subject to their acceptance after review and approval of the easement as to form and content. For subsequent DSAP applications, the minimum requirement shall be evaluated as a cumulative proportional relationship.
- c. Minor Boundary Adjustments. The County, the St. Johns River Water Management District and the qualified conservation organization designated to receive the conservation easement shall agree prior to accepting the easement that minor adjustments to boundaries of the easement may be required over time. Such adjustments may be proposed by the fee owner to respond to regulatory requirements imposed by other agencies outside the control of the fee owner, or in order to attain greater conservation value at the request of the St. Johns River Water Management District and the fee owner. It is anticipated that such boundary adjustments will not exceed more than 10% of the total easement area cumulatively. The St. Johns River Water Management District and the qualified conservation organization shall agree to consider and not unreasonably deny approval of

such boundary adjustments provided on an acre for acre or greater replacement of lands protected under easement occurs.

**Policy 10.4.1.2 Conservation Management Plans**

- a. Purpose. A Conservation Management Plan(s) (Management Plan) shall be created for lands within the EASP that are protected under EA-PRES to establish management objectives, outline procedures, and define the roles and responsibilities for managing these areas. Each Management Plan shall also provide for the protection of species listed by FFWCC and USFWS. The Management Plan shall establish conservation goals and objectives for diversified habitats within the subject conservation area which are consistent with respective habitat requirements, ecological communities, and other natural resources and resource requirements, will identify roadway crossings and permitted utility structures, as well as conditions associated with any public access and passive recreational use.
- b. Content. A Management Plan shall address at a minimum, the following matters:
  - i. Documents and maps that identify the location of areas and natural resources within EA-PRES to be preserved, including any protective buffers.
  - ii. An assessment of the existing quality and characteristics of the natural resources to be preserved and/or restored.
  - iii. A description of the goals and objectives for each site.
  - iv. A description of all proposed uses, including existing and any proposed physical and access improvements.
  - v. A description of activities that will be performed to protect, restore, or enhance the natural resources to be preserved.
  - vi. A set of schedules and assignments of responsibility for specific implementation activities to be performed as part of the management plan.
  - vii. The management plan shall take into account the ownership interests of public and private entities and provide for protection of private ownership interests.
  - viii. The land shall be subject to the conservation policies of the Comprehensive Plan that are applicable to the resources within those areas.

- ix. Hunting activities shall be permitted within EA-PRES.
- c. Timing. A Management Plan for EA-PRES lands shall be submitted to the holders of the conservation easement within twelve months of the transfer of the conservation easement.

**Policy 10.4.1.2.1 Management Plans – Advisors**

The Management Plans shall be prepared by a group of knowledgeable persons appointed by the county and which shall include representatives of the landowner and grantees under the conservation easement and others with ecological, forestry and environmental land management expertise.

**Policy 10.4.1.2.2 Management Plans – Implementation**

Implementation of the Management Plan shall be adequately funded by the property owner, or its successors in interest.

**Policy 10.4.1.3 Protection of Important Natural Resource Area Edges**

Development occurring along the edges of wetlands protected pursuant to Policies 10.3.3.4 and 10.3.4.4 and other important natural resource areas identified during the DSAP process as entitled to protection shall be designed to protect and minimize the impact of development on these areas through the use of natural vegetative buffers.

- a. Buffer width shall be determined on a case-by-case basis depending on what is demonstrated to be scientifically necessary to protect the identified resource from significant adverse impact. This determination shall be made in consideration of at least the following factors:
  - i. Type of development and associated potential for adverse site-specific and off-site impacts;
  - ii. Identified resource type and associated hydrologic or management requirements;
  - iii. Buffer area characteristics and function;
  - iv. 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)
<u>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</u>	<u>50 average,</u> <u>35 minimum</u>
<u>Surface waters and wetlands greater than 0.5 acre that do not include OFWs or listed animal species as described elsewhere in this table</u>	<u>75 average,</u> <u>50 minimum</u>
<u>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</u>	<u>100 average,</u> <u>75 minimum</u>
<u>Outstanding Florida Waters (OFWs)</u>	<u>150 average,</u> <u>100 minimum</u>

- c. Buffers shall be measured from the outer edge of the regulated wetland or water body.

**Policy 10.4.1.4 Protection of Strategic Ecosystems**

For the purposes of Objective 4.10 of the Conservation and Open Space Element, the EASP lands not currently protected by a conservation easement and not proposed as EA-Rural use, that are located within a Strategic Ecosystem on Map 4, shall be considered as a total parcel area of 25,088 acres. Within this parcel there are approximately 16,658 acres of upland within seven (7) Strategic Ecosystems, of which a minimum of 13,401 acres (80%) will remain undeveloped. Within six (6) Strategic Ecosystems, 100% of the uplands will remain undeveloped, and within one Strategic Ecosystem (Lochloosa Creek Flatwoods) at least 47% will remain undeveloped. The process of identifying the lands suitable for conservation and the designation of 3,538 acres of land within the EASP as EA-PRES Land Use and 18,826 acres of land as EA-CON Land Use fulfills the requirements of Objective 4.10.

**OBJECTIVE 10.4.2 – NATURAL RESOURCE PROTECTION (DEVELOPMENT STANDARDS)**

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



**Policy 10.4.2.1 Wetlands Protection**

The provisions of the Alachua County Comprehensive Plan relating to wetlands protection, and associated implementing regulations, shall be applicable to EA-RUR and EA-CON. Standards relating to wetland protection for EA-EOMU shall be as provided in Policies 10.3.3.4, and 10.3.4.4. and standards for EA-PRES shall be as provided in Policy 10.2.3. In no event shall the filling of wetlands exceed a total of 400 acres within the entire EASP without approval of the County.

**Policy 10.4.2.2 Cultural Resource Assessment**

A Phase I cultural resource assessment survey shall occur prior to initiating any project related land clearing or ground disturbing activities that are not agriculturally related within the project area. The purpose of this survey will be to locate and assess the significance of any historic properties present. The resultant survey report must conform to the specifications set forth in Chapter 1A-46, Florida Administrative Code, and be forwarded to the Division of Historical Resources for comment and recommendation in order to complete the process of reviewing the impact of the proposed project on historic resources. Should significant resources be present, additional archaeological testing may be necessary, and/or protection and preservation of significant sites may be required.

**Policy 10.4.2.3 Intergovernmental Coordination for Resource Protection**

The County shall coordinate with Putnam County, Marion County, the Suwannee River Water Management District and St Johns River Water Management District (WMD), to conserve, appropriately use, or protect unique natural resources.

**OBJECTIVE 10.4.3 – WATER RESOURCE PROTECTION**

Address long-term needs for water supply, water quality and water conservation within the Envision Alachua Planning Area based upon overall system stewardship and conservation of water.

**Policy 10.4.3.1 Water Supply Strategy**

The lands within the EASP shall be managed and developed to incorporate state of the art water conservation, treatment and

delivery technology as defined by the following water supply strategy components:

- a. Use conservation-first strategies within the EA-EOMU for water supply that recognizes supply limitations and reflects the value of the resource;
- b. The use of large water storage facilities for water harvesting and capture shall be encouraged;
- c. State-of-the-art system components (e.g., water recycling) shall be incorporated where appropriate and feasible;
- d. The priority for the use of reclaimed water shall be given to environmental restoration projects, industrial users and agricultural users;
- e. All wells within the EA-EOMU and the EA-RUR shall be monitored as part of a utility system;
- f. The use of “Florida Friendly” plant species shall be required for landscaping within the EA-EOMU, with a preference for native species.

**Policy 10.4.3.2 Stormwater as a Water Source**

Stormwater shall be treated as a resource that will be an integral element of the total water source system. The capture of treated stormwater for reuse and groundwater recharge purposes will be evaluated to determine how it can be used as efficiently as possible considering timing of the various resource options and partnerships within the region.

**Policy 10.4.3.3 Wastewater as a Water Source**

Wastewater shall be treated as a resource that will be an integral element of the total water source system. The capture of treated wastewater for reuse and groundwater recharge purposes will be evaluated to determine how it can be used as efficiently as possible considering timing of the various resource options and partnerships within the region.

**OBJECTIVE 10.5 – PHYSICAL INFRASTRUCTURE**

Address long-term needs for physical infrastructure within the Envision Alachua Planning Area. All new residential development shall meet the requirements for adequate facilities as established or referenced in Objective 1.5, Future Land Use

Element.

**Policy 10.5.1      Transportation**

The EASP shall provide an alternative to conventional transportation concurrency through a Mobility District that relies upon 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 10.5.1.1      Transportation Facilities Intergovernmental Coordination**

The timing and location of capital improvement projects shall be coordinated through the DSAP process for each phase of development with any affected municipalities in Alachua County, the School Board of Alachua County, the Regional Transit System (RTS), the Florida Department of Transportation (FDOT), other applicable state and federal permitting agencies and surrounding counties. A copy of each DSAP application shall be provided to reviewing agencies, adjacent cities and adjacent counties. The DSAP shall include an analysis describing the timing, location, and design of proposed capital improvements required to meet the adopted levels of service for infrastructure as adopted in the Comprehensive Plan.

**Policy 10.5.1.2      Transportation Capital Improvements**

a. 2030 Capital Improvements Program

To accommodate the projected EASP development through 2030 the following preliminary list of capital improvements has been identified to meet the adopted levels of service for Transportation as adopted in the Comprehensive Plan.

<b>2030 PRELIMINARY LIST OF CAPITAL IMPROVEMENTS</b>		
<b><u>Project Name/Description</u></b>	<b><u>Estimated Project Cost</u></b>	<b><u>Possible Funding Source(s)</u></b>
<u>SR 20 Transit Service; 4 paratransit-type vehicles (15-18 passenger)</u>	<u>\$392,000</u>	<u>Developer Funded, Employer Funded</u>

b. 5 Year Capital Improvements Program

All projects, timing/phasing and financing mechanisms for capital projects required to meet the adopted levels of service for Transportation as adopted in the Comprehensive Plan shall be included as part of the annual update of the Capital Improvements Program (CIP), and Capital Budget as they are identified for funding/construction within the current 5 Year Capital Program.

**Policy 10.5.2 Potable Water and Sanitary Sewer Centralized Services**

Land within the EA-EOMU shall be required to connect to a centralized potable water and sanitary sewer system for service by FDEP permitted potable water and wastewater treatment plants. The designation of funding for capital improvements to other public facilities needed to provide urban services to this urban land use category shall be incorporated into the five-year capital improvement program of the Alachua County Capital Improvement Element. Potable water or sanitary sewer lines shall be allowed within lands designated as EA-PRES, EA-CON, and EA-RUR that lie between Areas SR 20 Job Center and US 301 Job Center by Alachua County as necessary for the efficient delivery of services to the EA-EO MU (an Urban Cluster).

**Policy 10.5.2.1 Potable Water and Sewer Service Facilities Intergovernmental Coordination**

The timing and location of capital improvement projects shall be coordinated through the DSAP process for each phase of development with any applicable state and federal permitting agencies and the applicable utility service provider(s). A copy of each DSAP application shall be provided to reviewing agencies, adjacent cities and adjacent counties. The DSAP shall include an analysis describing the timing, location, and design of proposed capital improvements required to meet the adopted levels of service for infrastructure as adopted in the Comprehensive Plan.

**Policy 10.5.2.2 Potable Water Service Capital Improvements**

a. 2030 Capital Improvements Program

To accommodate the projected EASP development through 2030 the following preliminary list of capital improvements has been identified to meet the adopted levels of service for Potable Water as adopted in the Comprehensive Plan.

<b>2030 PRELIMINARY LIST OF CAPITAL IMPROVEMENTS</b>		
<b>Project Name/Description</b>	<b>Estimated Project Cost</b>	<b>Possible Funding Source(s)</b>
Potable Water Treatment Facility Construction (.43 MGD capacity facility expandable to 3 MGD including 2 additional wells)	\$19,400,000	CDD, Grants (when available)
Permitting, Design and Administration	\$3,260,000	CDD, Grants (when available)
Land	\$20,000	CDD, Grants (when available)

b. 5 Year Capital Improvements Program

All projects, timing/phasing and financing mechanisms for capital projects required to meet the adopted levels of service for Potable Water as adopted in the Comprehensive Plan shall be included as part of the annual update of the Capital Improvements Program (CIP), and Capital Budget as they are identified for funding/construction within the current 5 Year Capital Program.

**Policy 10.5.2.3 Sanitary Sewer Service Capital Improvements**

a. 2030 Capital Improvements Program

To accommodate the projected EASP development through 2030 the following preliminary list of capital improvements has been identified to meet the adopted levels of service for Sanitary Sewer as adopted in the Comprehensive Plan.

<b>2030 PRELIMINARY LIST OF CAPITAL IMPROVEMENTS</b>		
<b>Project Name/Description</b>	<b>Estimated Project Cost</b>	<b>Possible Funding Source(s)</b>
Wastewater Treatment	\$42,800,000	CDD, Grants (when

<u>Facility (.4 MGD expandable to 3.0 MGD including constructed wetland)</u>		<u>available)</u>
<u>Permitting, Design and Administration</u>	<u>\$9,020,000</u>	<u>CDD, Grants (when available)</u>
<u>Land</u>	<u>\$50,000</u>	<u>CDD, Grants (when available)</u>

b. 5 Year Capital Improvements Program

All projects, timing/phasing and financing mechanisms for capital projects required to meet the adopted levels of service for Sanitary Sewer as adopted in the Comprehensive Plan shall be included as part of the annual update of the Capital Improvements Program (CIP), and Capital Budget as they are identified for funding/construction within the current 5 Year Capital Program.

**Policy 10.5.3 Stormwater Level of Service Standard**

All new building lots within the EASP shall include adequate buildable area above the post development 100-year floodplain and all new habitable structures must be outside the post development floodplain.

<u>Stormwater</u>	<u>Level of Service Standard</u>
<u>Residential floor elevation</u>	<u>1 foot above the 100 year/ critical duration storm elevation</u>
<u>Non-residential floor elevation</u>	<u>1 foot above 100 year/ critical-duration storm elevation or flood resistant construction</u>
<u>Water Quantity</u>	
<u>Retention basins</u>	<u>100 year/ critical-duration storm and applicable Water Management District standards</u>

<u>Detention basins</u>	<u>25 year/critical-duration storm with 100 year/critical-duration storm routing analysis</u>
<u>Storm sewer systems</u>	<u>3 year/10 minute</u>
<u>Crossdrains</u>	<u>10/25 year/24hr. storm for closed system 100 Year/24hr. for open system</u>
<u>Sidedrains</u>	<u>10 year/20 minute</u>
<u>Water Quality</u>	
<u>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 Chapter 62-25 F.A.C. and applicable federal, state, regional, WMD and local requirements in effect on the date of adoption, April 5, 2011 of this Comprehensive Plan.</u>	

**Policy 10.5.3.1 Stormwater Facilities Intergovernmental Coordination**

The timing and location of capital improvement projects shall be coordinated through the DSAP process for each phase of development with any affected municipalities in Alachua County, the School Board of Alachua County, the Regional Transit System (RTS), the Florida Department of Transportation (FDOT), other applicable state and federal permitting agencies and surrounding counties. A copy of each DSAP application shall be provided to reviewing agencies, adjacent cities and adjacent counties. The DSAP shall include an analysis describing the timing, location, and design of proposed capital improvements required to meet the adopted levels of service for infrastructure as adopted in the Comprehensive Plan.

**Policy 10.5.3.2 Stormwater Capital Improvements**

a. 2030 Capital Improvements Program

To accommodate the projected EASP development through 2030 the following preliminary list of capital improvements has been identified to meet the adopted levels of service for Stormwater as adopted in the Comprehensive Plan.

<b>2030 PRELIMINARY LIST OF CAPITAL IMPROVEMENTS</b>		
<b>Project Name/Description</b>	<b>Estimated Project Cost</b>	<b>Possible Funding Source(s)</b>
<u>None projected.</u>		

b. 5 Year Capital Improvements Program

All projects, timing/phasing and financing mechanisms for capital projects required to meet the adopted levels of service for Stormwater as adopted in the Comprehensive Plan shall be included as part of the annual update of the Capital Improvements Program (CIP), and Capital Budget as they are identified for funding/construction within the current 5 Year Capital Program.

**Policy 10.5.4      Public School Facilities**

To provide adequate school facilities to meet the needs of the EASP, the following standards and protocol shall apply to the DSAP application process:

- a. An ongoing dialogue and coordination shall be established with the Alachua County School Board to plan for adequate school facilities based on anticipated growth within the area.
- b. The preferred option for providing public schools for residents shall be the existing facilities currently serving the area that have available capacity first and providing additional school locations and facilities second.
- c. Through the DSAP review and approval process, ensure that new residential development shall meet all of the requirements for adequate facilities based on the level of service standards adopted in this Plan for public schools.
- d. In addition to the locations provided for in Policy 5.3.7, Future Land Use Element, public and private educational facilities shall also be allowable uses in the EA-EOMU future land use category.



**Policy 10.5.4.1 Public School Facilities Intergovernmental Coordination**

The timing and location of capital improvement projects shall be coordinated through the DSAP process for each phase of development with any affected municipalities in Alachua County, the School Board of Alachua County, the Regional Transit System (RTS), the Florida Department of Transportation (FDOT), other applicable state and federal permitting agencies and surrounding counties. A copy of each DSAP application shall be provided to reviewing agencies, adjacent cities and adjacent counties. The DSAP shall include an analysis describing the timing, location, and design of proposed capital improvements required to meet the adopted levels of service for infrastructure as adopted in the Comprehensive Plan.

**Policy 10.5.4.2 Public School Facilities Capital Improvements**

a. 2030 Capital Improvements Program

To accommodate the projected EASP development through 2030 the following preliminary list of capital improvements has been identified to meet the adopted levels of service for Public Schools as adopted in the Comprehensive Plan.

<b>2030 PRELIMINARY LIST OF CAPITAL IMPROVEMENTS</b>		
<b><u>Project Name/Description</u></b>	<b><u>Estimated Project Cost</u></b>	<b><u>Possible Funding Source(s)</u></b>
<u>None projected.</u>		Education Benefit District, Proportionate Share Funding

b. 5 Year Capital Improvements Program

All projects, timing/phasing and financing mechanisms for capital projects required to meet the adopted levels of service for Public Schools as adopted in the Comprehensive Plan shall be included as part of the annual update of the Capital Improvements Program (CIP), and Capital Budget as they are identified for funding/construction within the current 5 Year Capital Program.

**Policy 10.5.5      Recreation and Open Space**

To provide adequate recreation and open space facilities to meet the needs of the EASP, the DSAP process shall ensure that new residential development shall meet all of the requirements for adequate facilities based on the level of service standards adopted in this Plan. The DSAP application shall include a Parks and Recreation Master Plan that establishes an urban standard of service for the residential portions of the EA-EOMU that is phased and coordinated with the construction of residential development within the EA-EOMU.

**Policy 10.5.5.1      Recreation Facilities Intergovernmental Coordination**

The timing and location of capital improvement projects shall be coordinated through the DSAP process for each phase of development with any affected municipalities in Alachua County, the School Board of Alachua County, the Regional Transit System (RTS), the Florida Department of Transportation (FDOT), other applicable state and federal permitting agencies and surrounding counties. A copy of each DSAP application shall be provided to reviewing agencies, adjacent cities and adjacent counties. The DSAP shall include an analysis describing the timing, location, and design of proposed capital improvements required to meet the adopted levels of service for infrastructure as adopted in the Comprehensive Plan.

**Policy 10.5.5.2      Recreation Facilities Capital Improvements**

a. 2030 Capital Improvements Program

To accommodate the projected EASP development through 2030 the following preliminary list of capital improvements has been identified to meet the adopted levels of service for Recreation as adopted in the Comprehensive Plan. ]

<b>2030 PRELIMINARY LIST OF CAPITAL IMPROVEMENTS</b>		
<b><u>Project Name/Description</u></b>	<b><u>Estimated Project Cost</u></b>	<b><u>Possible Funding Source(s)</u></b>
<u>Recreation Master Plan for SR 20 Job Center</u>	<u>\$100,000</u>	<u>Developer Funded</u>

b. 5 Year Capital Improvements Program

All projects, timing/phasing and financing mechanisms for capital projects required to meet the adopted levels of service for Recreation as adopted in the Comprehensive Plan shall be included as part of the annual update of the Capital Improvements Program (CIP), and Capital Budget as they are identified for funding/construction within the current 5 Year Capital Program.

**Policy 10.5.6 Police, Fire and Emergency Medical Services Protection**

To provide adequate police, fire and emergency medical services protection to meet the needs of the EASP, the DSAP process shall ensure that new development shall meet all of the requirements for adequate facilities based on the level of service standards adopted in this Plan.

**Policy 10.5.6.1 Public Safety Intergovernmental Coordination**

The timing and location of capital improvement projects shall be coordinated through the DSAP process for each phase of development with the appropriate public safety agencies and departments. A copy of each DSAP application shall be provided to each of these agencies. The DSAP shall include an analysis describing the timing, location, and design of proposed capital improvements required to meet the adopted levels of service for infrastructure as adopted in the Comprehensive Plan.

**Policy 10.5.6.2 Public Safety Capital Improvements**

a. 2030 Capital Improvements Program

To accommodate the projected EASP development through 2030 the following preliminary list of capital improvements has been identified to meet the adopted levels of service for general public safety services as adopted in the Comprehensive Plan.

<b><u>2030 PRELIMINARY LIST OF CAPITAL IMPROVEMENTS</u></b>		
<b><u>Project Name/Description</u></b>	<b><u>Estimated Project Cost</u></b>	<b><u>Possible Funding Source(s)</u></b>
<u>Windsor Volunteer Fire Department, St. #30</u>		<u>Impact Fees, MSTU</u>

<u>Conversion to full station with EMS</u> <ul style="list-style-type: none"> <li>• <u>New vehicle truck and EMS</u></li> <li>• <u>New Station</u></li> </ul>	<u>±\$2M building</u>  <u>±\$0.35M vehicle</u>	
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b. 5 Year Capital Improvements Program

All projects, timing/phasing and financing mechanisms for capital projects required to meet the adopted levels of service for general public safety services as adopted in the Comprehensive Plan shall be included as part of the annual update of the Capital Improvements Program (CIP), and Capital Budget as they are identified for funding/construction within the current 5 Year Capital Program.

**Policy 10.5.7 Solid Waste**

To provide solid waste facilities to meet the needs of the EASP, the DSAP process shall ensure that new development shall meet all of the requirements for adequate facilities based on the level of service standards adopted in this Plan.

**Policy 10.5.7.1 Solid Waste Intergovernmental Coordination**

The timing and location of capital improvement projects shall be coordinated through the DSAP process for each phase of development with applicable state and federal permitting agencies and surrounding counties. A copy of each DSAP application shall be provided to reviewing agencies, adjacent cities and adjacent counties. The DSAP shall include an analysis describing the timing, location, and design of proposed capital improvements required to meet the adopted levels of service for infrastructure as adopted in the Comprehensive Plan.

**Policy 10.5.7.2 Solid Waste Facilities Capital Improvements**

a. 2030 Capital Improvements Program

To accommodate the projected EASP development through 2030 there are no additional capital improvements required for Solid Waste facilities.

b. 5 Year Capital Improvements Program

All projects, timing/phasing and financing mechanisms for capital projects required to meet the adopted levels of service for Solid Waste as adopted in the Comprehensive Plan shall be included as part of the annual update of the Capital Improvements Program (CIP), and Capital Budget as they are identified for funding/construction within the current 5 Year Capital Program.

**Policy 10.5.8      Infrastructure Financing**

- a. All on-site infrastructure shall be funded by the developer, its successors and assigns. A portion of off-site infrastructure shall be funded by the developer, its successors and assigns as described in Policy 10.5.8.b.
- b. To ensure that the provision of adequate public facilities for the EASP, based on the level of service standards adopted in this Plan, avoids inequitable burdens on parties outside the EASP, the portion of the capital cost of public facilities and infrastructure incurred as a result of the impacts of developments within the EASP shall be funded by the developer, its successors and assigns, including, without limitation through establishment of one or more Community Development Districts (“CDD” formed in accordance with Chapter 190, Florida Statutes) or other appropriate non-general fund revenue source funding mechanisms as may be identified within each DSAP analysis for the provision of infrastructure.
- c. The CDDs, or other appropriate funding mechanism, shall be established in conjunction with the approval of each DSAP.
- d. A developer’s agreement shall be entered between the County and developer of the site prior to approval of a Development Plan, addressing details of the development-phasing schedule and the level of the funding commitments of the CDDs, or other appropriate funding mechanisms.
- e. For the purpose of this Policy, the term “public facilities and infrastructure” includes the following: (1) water and water supply systems, (2) stormwater management systems, (3) roads, (4) transit system, (5) sewer and wastewater systems, (6) recreation facilities (7) schools (8) fire, emergency operations, EMS and Police, and (9) restoration and management of wetlands, uplands

and ecological features.

#### **OBJECTIVE 10.6 – IMPLEMENTATION**

The DSAPs implement the LTMP by providing specific requirements regarding the development program, design standards, and public infrastructure impacts and requirements, as defined by FS 163.3245. Each DSAP shall guide conservation and development activities in the portion of the Planning Area to which it applies and shall be prepared consistent with the Objectives and Policies of provided herein, Section 402.134 of Article 20 of the ULDC, and FS 163.3245.

##### **Policy 10.6.1 Permitted Uses Without a Detailed Specific Area Plan (DSAP)**

The adoption of the EASP does not limit the right to continue existing agricultural or silvicultural uses or other natural resource-based operations or to establish similar new uses that are consistent with the plans approved pursuant to state statute.

##### **Policy 10.6.2 DSAP Buildout Date**

The DSAP shall establish a buildout date until which the approved development is not subject to downzoning, unit density reduction, or intensity reduction, unless the local government can demonstrate that implementation of the plan is not continuing in good faith based on standards established by plan policy, that substantial changes in the conditions underlying the approval of the detailed specific area plan have occurred, that the detailed specific area plan was based on substantially inaccurate information provided by the applicant, or that the change is clearly established to be essential to the public health, safety, or welfare.

##### **Policy 10.6.3 DSAP Size**

Each DSAP shall be a minimum of 1,000 acres in area and provide detail sufficient to allow evaluation of the interrelationship of its parts and determine consistency with the LTMP. The County may approve a DSAP of less than 1,000 acres for lands within the EA-RUR land use designation. The County may also approve a DSAP of less than 1,000 acres based upon consideration of the following criteria:

- Proximity to existing public infrastructure with adequate capacity to serve development;
- Compatibility with surrounding existing and future land uses; and

- Consistency with the financial capability of local government and/or private entities to fund needed infrastructure concurrent with development.

**Policy 10.6.4 DSAP Minimum Requirements**

All DSAPs required to implement the approved LTMP shall be processed as a Planned Development rezoning, as outlined in Article 14, Rezoning, Planned Development District, of the ULDC (§403.17). In addition, each DSAP shall also provide the following:

- a. Land Use Compatibility (External). Description of the relationship between the developed area within the DSAP and the protection of existing and planned communities outside of the EASP including the provisions for meeting the Protection of Rural Edges Policies 10.3.3.5 and 10.3.4.5.
- b. Land Use Compatibility (Internal). Description of the relationship between the mix of uses provided within the DSAP, including the relationship between residential uses and employment, support commercial uses, community facilities, recreation and open spaces.
- c. Land Use Mix. Identification of land use mix by phase. The EASP prohibits a DSAP with single use residential uses within EA-EOMU.
- d. Jobs to Housing Balance. Phasing plan to assure compliance with the jobs to housing balance, which shall link increments of non-residential development to a maximum number of dwelling units allowed within each phase of development consistent with the requirements of Policy 10.2.6.3.
- e. Natural Resources.
  - i. Natural Resources Review and mitigation strategy where applicable; and
  - ii. Identification of any necessary roadway crossings and utilities that would impact natural resources within EA-EOMU as permitted by Policies 10.3.3.4 and 10.3.3.5, and/or within EA-PRES.
- f. Adequate Infrastructure Review that includes:
  - i. Identification of the facilities necessary to meet the adopted levels of service for infrastructure as adopted in the Comprehensive Plan.
  - ii. An analysis describing the timing, location, and design of

proposed capital improvements required to meet the adopted levels of service for infrastructure as adopted in the Comprehensive Plan.

- iii. An amendment of the Capital Improvements Element to adopt the capital improvements required to meet the adopted levels of service for infrastructure as adopted in the Comprehensive Plan.
- g. Recreation Master Plan. For any DSAP within the EA-EOMU that includes residential uses, the DSAP shall include a Parks and Recreation Master Plan that establishes an urban standard of service for the residential portions of the EA-EOMU. The Master Plan will identify the necessary capital improvements, the source of funding for capital construction and on-going management and shall include an improvements phasing plan that is coordinated with the construction of residential development within the EA-EOMU and shall address the following:
  - i. Parks program overall at build-out.
  - ii. Establishing standards for determining the location of future parks within the EA-EOMU or adjacent EA-CON or EA-RUR which specifically address accessibility to residences, adjacencies to any proposed school locations, ability of the location to address recreation programming changes over time, parking, utilities, long-term maintenance and how the park will interact with any environmental constraints of the location.
- h. Adequate Provision of Public Schools that includes:
  - i. Identify the facilities necessary to mitigate the impacts of the future residential land uses on public schools;
  - ii. Require that each DSAP include an amendment of the Capital Improvements Element and the Alachua County School Board's 5-year district facilities work plan to adopt the capital improvements necessary to mitigate the impacts on public school facilities;
  - iii. Require that future school sites designated in the DSAP be suitable for development as a public school and be served with the necessary infrastructure, such as water, sanitary sewer, electrical power, high-speed internet service and transportation facilities and that they are consistent with the



public school siting provisions of this Plan and the Interlocal Agreement for Public School Facility Planning; and

- iv. When it is not possible to avoid soil conditions on a public school site that would require remediation in order to permit vertical construction, such remediation will be included in the applicant's capital improvements plan for mitigation of the impacts on public schools.
- i. Financing of Infrastructure. Each DSAP shall demonstrate the adequate funding of infrastructure as required by Policy 10.5.8 for each phase of each development and shall identify the financial strategy to construct and maintain all required infrastructure.

**Policy 10.6.5 DSAP Design Standards**

Each DSAP shall include the applicable Design Standards that shall guide development within its boundaries.

**Policy 10.6.6 Infrastructure Financing Minimum Requirements**

The County reserves the right to deny a DSAP if adequate funding is not available for the necessary infrastructure to support the proposed development, or require as a condition of the approval of development that adequate funding sources be identified and programmed.

**Policy 10.6.6.1 Capital Improvements Element Future Amendment to Meeting adopted levels of services**

All projects, timing/phasing and financing mechanisms for capital projects required to meet the adopted levels of service for public facilities as adopted in the Comprehensive Plan shall be included as part of the annual update of the Capital Improvements Program (CIP) and Capital Budget as they are identified for funding/construction within the current 5 Year Capital Program. Prior to development approval for any phase or portion of the EASP, the county shall amend its Capital Improvements Element to include the timing and funding of public facilities required by the DSAP for that phase or portion of development. This provision shall not be construed to require the contribution of County funds for the construction of any capital improvement project.

**Policy 10.6.7      DSAP Water and Wastewater**

Each DSAP shall be required to meet the water resource and water supply requirements as stated in Policy 10.4.3.1.

**Policy 10.6.8      DSAP Transportation**

Each DSAP shall be required to meet the transportation mitigation requirements of Objective 1.10 of the Transportation Element. The DSAP shall include an analysis of the feasibility of providing public or private transit service between new job opportunities created within the DSAP and residential uses within east Gainesville or Hawthorne.

**Policy 10.6.9      DSAP Stormwater**

Stormwater facilities within each DSAP shall be master planned. Surface stormwater facilities should be designed in a park like manner serving as an amenity to the development. The use of Low Impact Development (LID) techniques are allowed and encouraged. These LID methods shall incorporate the following techniques, where feasible and applicable:

- The use of low impact stormwater design consisting of vegetated swales, where appropriate, based on slopes greater than 2% and buffers prior to discharge of treated stormwater;
- The use of bioretention areas or rain gardens;
- The integral use of shade trees and open areas to reduce the impacts of paved areas;
- Permeable pavements;
- Narrowing street widths to the minimum width required to support traffic, on-street parking where appropriate, and emergency vehicle access;
- Elimination of curb and gutter where appropriate;
- Minimization of impervious surfaces through use of shared driveways and parking lots;
- The use of rainwater harvesting techniques such as cisterns and rain barrels;
- Redirecting rooftop runoff to functional landscape areas, rain banels or cisterns; and
- Education regarding the importance of proper maintenance of stormwater facilities.

**Policy 10.6.10      DSAP Remedies**

Development activity that occurs in violation of the Objectives and Policies contained within Section 10.0 of the Future Land Use Element of the Comprehensive Plan or an implementing DSAP shall be required to mitigate adverse impacts, in addition to paying monetary penalties provided by the land development regulations, if any. Corrective action for wetland impact violations shall include, at a minimum, onsite restoration of buffers, habitat, and hydrology of the original wetland area.

**Policy 10.6.11      Intergovernmental Coordination**

To facilitate a coordinated approach to development and the provision of services in the region, the Applicant shall:

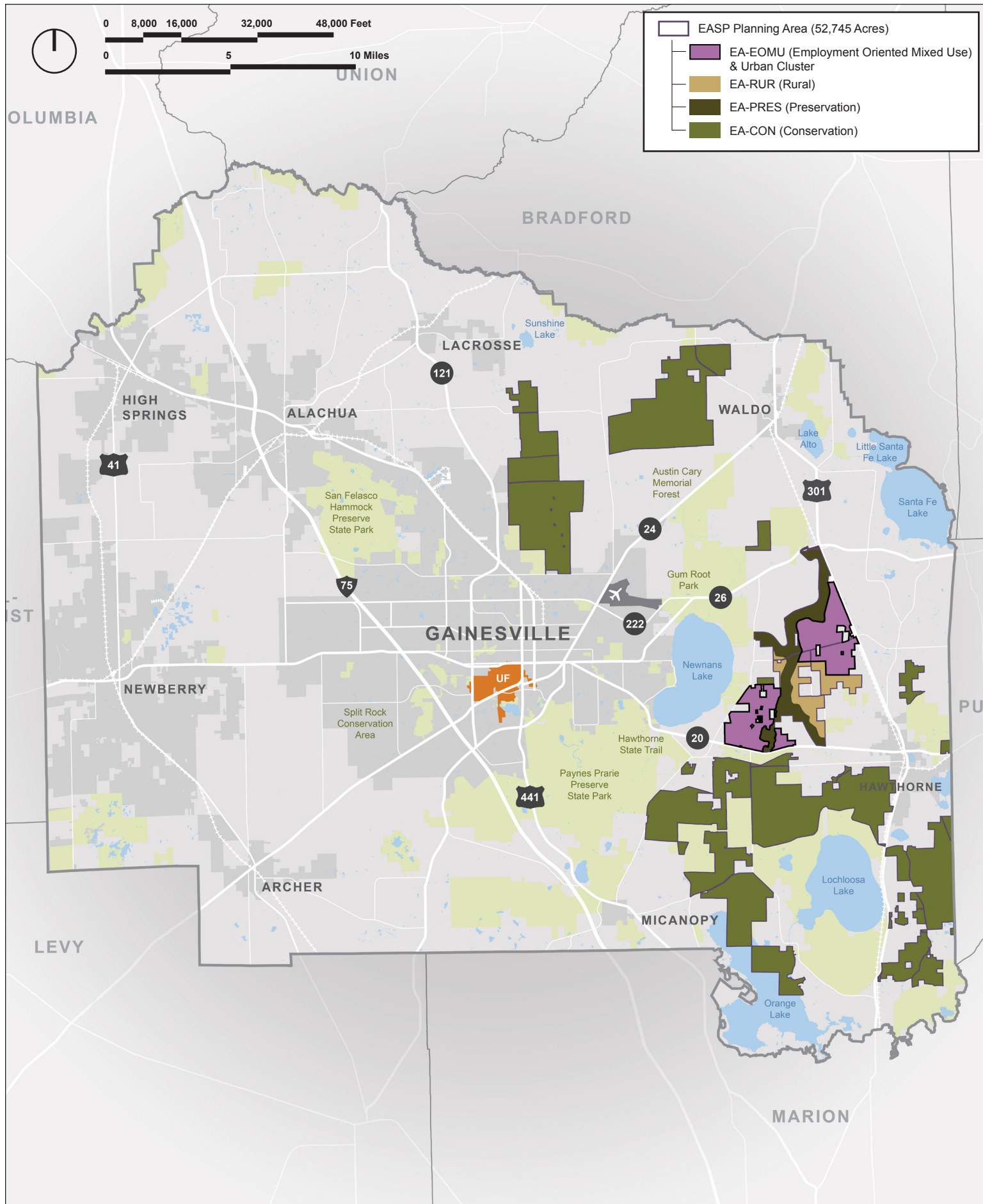
- a. Provide a copy of each DSAP application to reviewing agencies listed in Section 163.3184, F.S., adjacent cities and adjacent counties upon filing of a DSAP application for review;
- b. Report the status of conservation, the implementation of DSAPs, and job creation in the Planning Area. This information shall be regularly reported to the State through the statutorily required Evaluation and Appraisal Report (EAR) prepared and submitted by the County. Each EAR shall be made available to municipalities within the County and adjacent counties, and to any affected unit of government providing services to the Planning Area but not having regulatory authority over land use.

**Policy 10.6.11.1      Community Participation**

In addition to the cooperative efforts set forth in the Intergovernmental Coordination Element, the County shall establish the EASP Task Force to monitor the implementation of the LTMP and provide feedback to the County. Prior to filing a DSAP, an applicant shall provide a copy of the DSAP application to the EASP Task Force for comments, which shall be considered by the County during its deliberation on each DSAP.

**Policy 10.6.11.2 Resource Protection – Coordination**

The County shall coordinate with Putnam and Marion counties and with the SJRWMD and SRWMD to conserve, appropriately use, or protect unique natural resources located within more than one local jurisdiction.

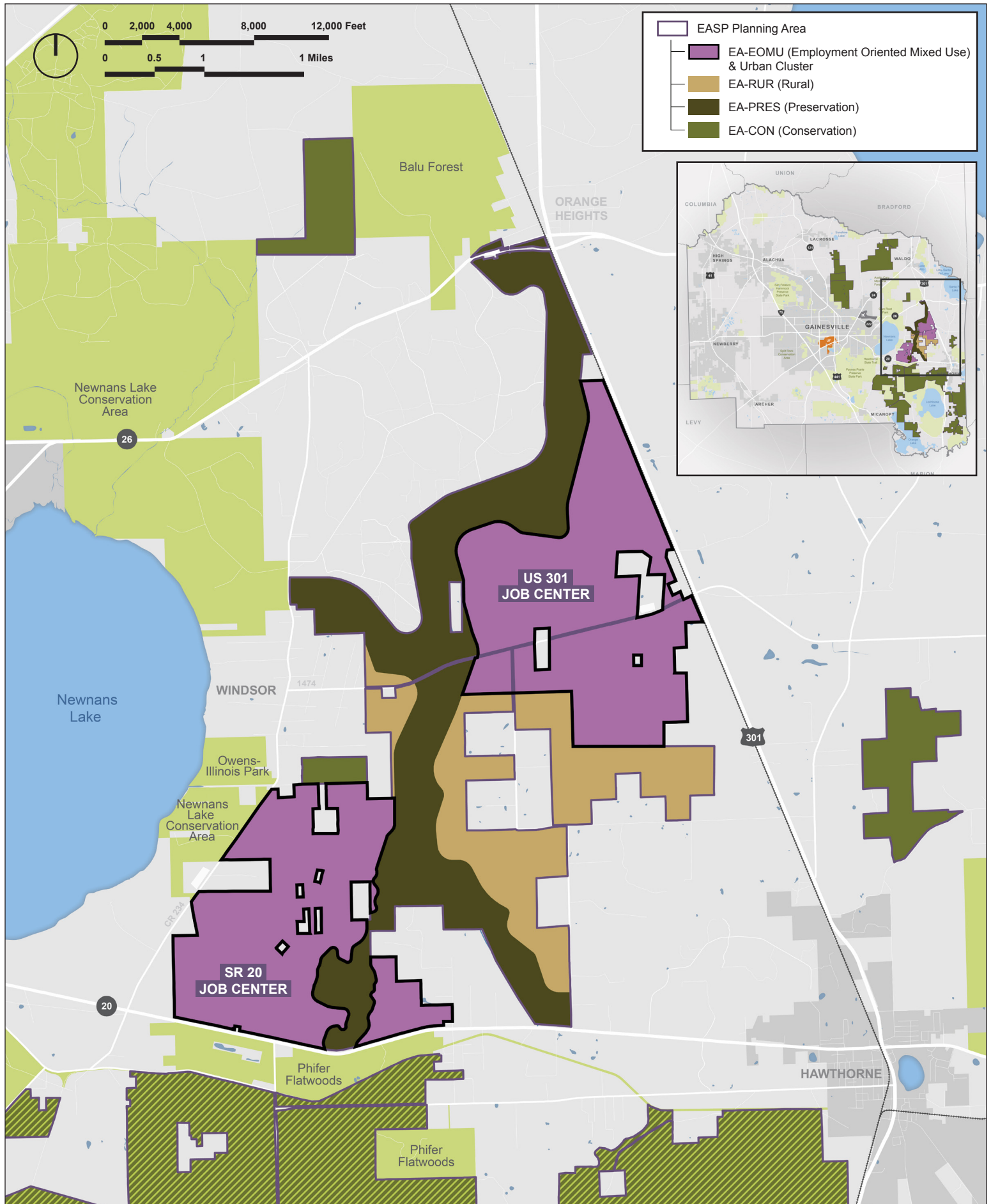


Data Sources: Alachua County GIS, Plum Creek | Updated: 06-2015



A community discussion on the future of East County  
CONVENED BY PLUM CREEK

Proposed Map F.17 of  
the Future Land Use Map Series  
June 2015



Data Sources: Alachua County GIS, Plum Creek | Updated: 06-2015



A community discussion on the future of East County  
 CONVENED BY PLUM CREEK

Proposed Map F.17A (inset) of  
 the Future Land Use Map Series  
 June 2015

## PART 2: PROPOSED AMENDMENTS TO THE TRANSPORTATION MOBILITY ELEMENT

### A. Amend Existing Policies

#### Policy 1.1.1

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

#### Policy 1.1.4

Within the Urban Cluster, the County adopts multi-modal level of service (LOS) standards 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 applies to Collector and Arterial Roads

\*\* Strategic Intermodal System

- (a) 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.

- (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 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. The express corridor extending from SW 43<sup>rd</sup> Street east to the EA Mobility District shall have 30-minute peak hour frequency by the year 2030.
- (c) Within each Transportation Mobility District, achievement of the LOS for all functionally classified County and Non SIS State Roadways shall be based on an Areawide LOS. The Areawide LOS analysis shall be divided into north-south and east-west roadways. The Areawide LOS shall be determined by dividing the sum ( $\Sigma$ ) of total traffic by the sum ( $\Sigma$ ) of the total maximum service volume at the adopted LOS standard for all functionally classified County and Non SIS State Roadways.
- (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 1.1.6.12**

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 for the affected 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 or that the amendment



includes a funding strategy that provides a mechanism to insure the adequate funding of infrastructure for each phase of development. 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

**Policy 1.1.6.13**

Requests to expand the Urban Cluster Boundary, whether by public or private entities, shall require the entity to demonstrate that the adopted LOS standards for the affected Transportation Mobility District is achieved and that additional required infrastructure is fully funded. Requests to add a new Urban Cluster area within a Sector Plan, shall require the entity to demonstrate that the LOS standards established for the Sector Plan are achieved and that the funding of required infrastructure is addressed within the policies of the Sector Plan to establish a mechanism that insures infrastructure is fully funded as required for each phase of development. The entity shall also be required to construct or fully fund bicycle and pedestrian facilities necessary to achieve the adopted LOS from the development 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.

## **PART 2: PROPOSED AMENDMENTS TO THE TRANSPORTATION MOBILITY ELEMENT**

### **B. Addition of a new Objective 1.10 and Policy Series**

#### **OBJECTIVE 1.10 – ENVISION ALACHUA TRANSPORTATION MOBILITY DISTRICT**

Transportation Mobility Districts provide an alternative to conventional transportation concurrency by encouraging 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 1.10.1 Envision Alachua Sector Plan (EASP) Mobility**

The EASP shall provide an alternative to conventional transportation concurrency through a Mobility District for the EA-EOMU that relies upon 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 1.10.2 Envision Alachua Mobility District**

The Envision Alachua (EA) Mobility District as identified Map 11.A of the Transportation Map Series of the Comprehensive Plan shall serve as the boundary for the Envision Alachua Transportation Mobility District.

##### **Policy 1.10.3 EA-Mobility Fee**

An EA 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 obligations through payment of the EA Mobility fee.
- 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 the EA Mobility fee is adopted that address the traffic impact of the development.
- c. Modes of transportation to be addressed by the EA Mobility fee shall be consistent with the modes identified in Policy 1.10.5.

- d. The EA 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.

**Policy 1.10.4 EA Mobility Fee Credit**

Developments within the EA-EOMU may receive EA Mobility fee credit for the construction of non-site related infrastructure, purchase of buses and funding of transit. Where the cost of the required improvements is greater than the EA Mobility fee, the Developer may seek reimbursement for the additional funds expended from a Community Development District (CDD) or future development projects within the EA-EOMU.

**Policy 1.10.5 EA Mobility District Levels of Service**

Within the EA Mobility District, the County adopts multi-modal level of service (LOS) standards for the following:

	<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*</u>	<u>D</u>	<u>Professionally Accepted Traffic Analysis</u>
<u>Motor Vehicle* - SIS**</u>	<u>C</u>	<u>Professionally Accepted Traffic Analysis in consultation with FDOT</u>

- Standard applies to Collector and Arterial Roads

\*\* Strategic Intermodal System

- a. 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 EA Mobility District by 2064, not a standard that is intended to be achieved on an annual basis for each roadway.

- b. Within the Envision Alachua Mobility District, achievement of the LOS for all functionally classified County and Non SIS State Roadways shall be based on an Areawide LOS. The Areawide LOS analysis shall be divided into north-south and east-west roadways. The Areawide LOS shall be determined by dividing the sum ( $\Sigma$ ) of total traffic by the sum ( $\Sigma$ ) of the total maximum service volume at the adopted LOS standard for all functionally classified County and Non SIS State Roadways.

**Policy 1.10.6**      **SIS Facilities Levels of Service**

The LOS for SIS facilities within the EA Mobility District 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 1.10.7**      **Transportation – SR 20 Transition to an Urban Facility**

The County recognizes that the EA-EOMU will develop in an urban development form along SR 20 and will work with FDOT to transition the SIS facility designation from a rural facility to an urban facility consistent with the timing of that urban development. A SR 20 Corridor & Gateway Design Concept Study shall be completed by the developer within 12 months of the effective date of the first DSAP. When appropriate, the existing SIS Mitigation Plan (Alachua County Growth Management Department January 26, 2010) may be

amended, in consultation with FDOT, to reflect the change in land use character along SR20.

**Policy 1.10.8 Internal Street Network Requirements**

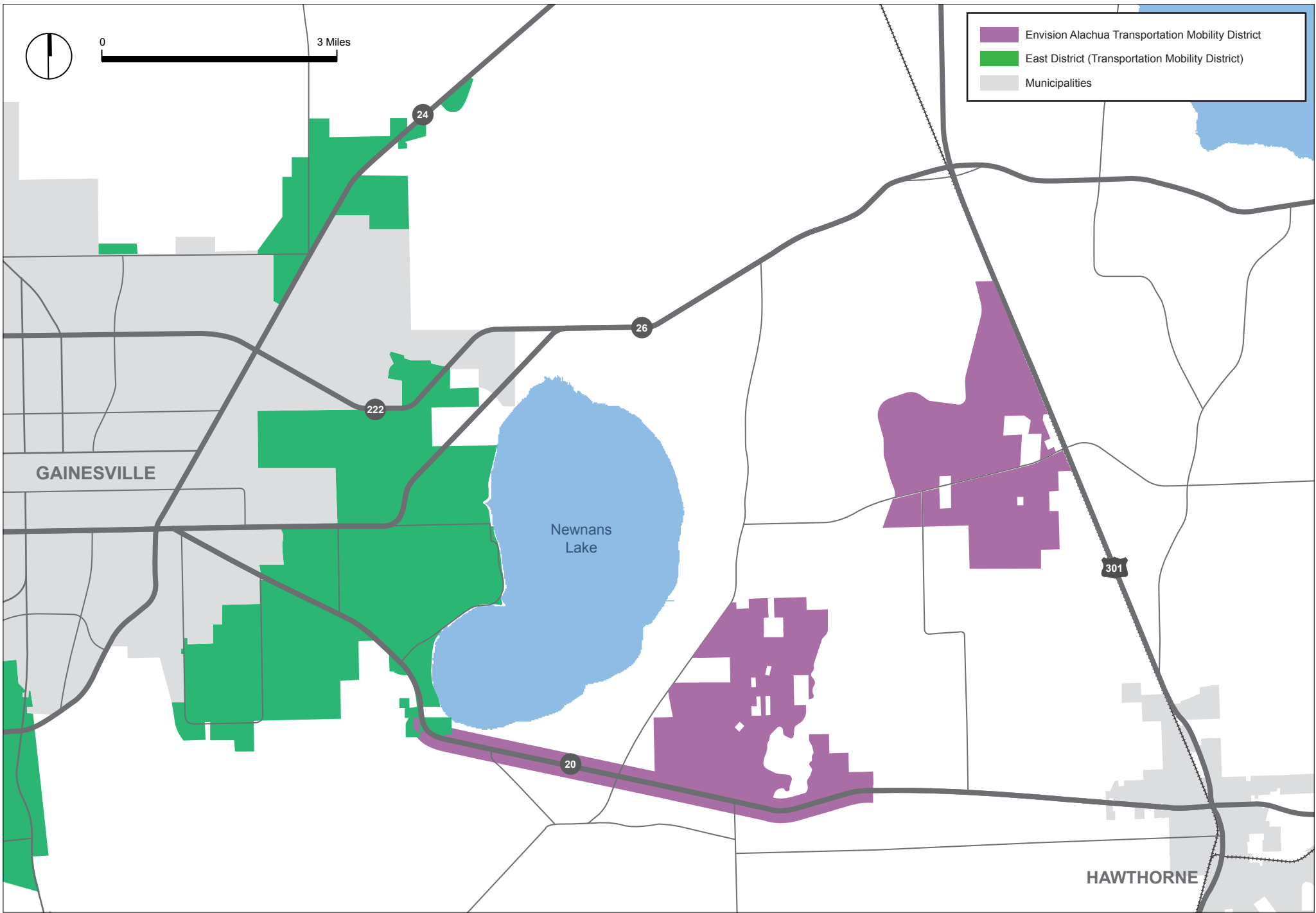
The following are internal street network requirements for all development within the EA Mobility District:

- 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 1.10.9**      **LOS Mitigation**

Should the Areawide LOS for motor vehicles within a Transportation Mobility District fall below adopted LOS standards, 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.



Data Sources: Alachua County Transportation Mobility Districts and Transportation Concurrency Exception Areas (Alachua County Department of Growth Management), Alachua County GIS, Plum Creek | Updated: 06-2015



A community discussion on the future of East County  
CONVENED BY PLUM CREEK

Proposed Map 11.A of the Transportation Map Series  
June 2015

### PART 3: PROPOSED AMENDMENTS TO THE CAPITAL IMPROVEMENTS ELEMENT

#### A. Amend Existing Policies

##### (Partial excerpt of Policy 1.2.4 relating to the amended portion only)

**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 and Policy 1.10.5 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:



**Amend Policy 1.3.2 to add a new subsection (c)(4).**

- (4) Within the EA Mobility District:
- (a) Development shall satisfy transportation concurrency obligations through payment of a multi-modal transportation fee consistent with Policy 1.10.3 of the Transportation Mobility Element.
  - (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 EA Mobility District by 2064, not a standard that is intended to be achieved on an annual basis for each roadway.
  - (c) Within the Envision Alachua Mobility District, achievement of the LOS for all functionally classified County and Non SIS State Roadways shall be based on an Areawide LOS. The Areawide LOS analysis shall be divided into north-south and east-west roadways. The Areawide LOS shall be determined by dividing the sum ( $\Sigma$ ) of total traffic by the sum ( $\Sigma$ ) of the total maximum service volume at the adopted LOS standard for all functionally classified County and Non SIS State Roadways.
  - (d) The LOS for SIS facilities within the EA Mobility District 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.

### PART 3: PROPOSED AMENDMENTS TO THE CAPITAL IMPROVEMENTS ELEMENT

#### B. Addition of a new Capital Improvements Project Listing / Transportation, Table 4

**TABLE 4: EASP Transportation Facilities Schedule of Capital Improvements,**

<u>Project Name</u>	<u>Description</u>	<u>Funding Source</u> <sup>5</sup>	<u>FY 2016-2020</u> <sup>1</sup>	<u>FY 2020-2035</u> <sup>1</sup>	<u>EASP Buildout</u>
There are no programmed capital improvements required for Transportation Facilities within the FY 2016/2020 CIP for the EASP.					
<u>SR 20 Corridor &amp; Gateway Design Concept Study</u>	<u>From the City of Hawthorne Limits to 5 Points Road</u>	<u>(3)</u>	<u>\$150,000</u> <sup>4</sup>		
<u>SR 20 Paratransit Service</u>	<u>Provide paratransit-type vehicles (15-18 passenger)<sup>2</sup>; 4 buses</u>	<u>(1)(2)(3)(5)(6)</u>		<u>\$392,000</u>	
<u>SR 20 Transit Service</u>	<u>Provide 6 buses (60 passengers per bus)<sup>3</sup></u>	<u>(1)(2)(3)(4)(5)(6)</u>			<u>\$4,050,000</u>
<u>SR 20 from SE 27<sup>th</sup> Street to CR 325</u>	<u>Dedicated Transit Lanes / Additional 2 L; 7.5 miles</u>	<u>(1)(2)(3)(5)</u>			<u>\$39,257,161</u>
<u>CR 1474 from CR 20 Job Center connector to US 301</u>	<u>4L Urban; 2.5 miles</u>	<u>(1)(2)(3)</u>			<u>\$20,326,543</u>
<u>SR 222 from SR 20 to SR 24</u>	<u>Traffic signal retiming; 5 signals</u>	<u>(1)</u>			<u>\$25,000</u>
<u>SR 331 from SR 226 to SR 26</u>	<u>Traffic signal retiming; 6 signals</u>	<u>(1)</u>			<u>\$30,000</u>

<sup>1</sup> Construction Cost/Unit based on FDOT Cost Per Mile Models and engineering judgment. Signal retiming 'construction cost' includes engineering.

<sup>2</sup> Source: 2014 LYNX Transit Development Plan for paratransit-type vehicle plus 30% contingency.

<sup>3</sup> Source: 2014 LYNX Transit Development Plan for 40-60 foot bus plus 10% contingency.

<sup>4</sup> Estimated date, study will be completed within 12 months of the effective date of the first DSAP.

<sup>5</sup> Funding Sources: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share);

(2) Gas Tax; (3) Developer - means roadway constructed only in conjunction with a development; (4) Potential Partnership with Private Developers; (5) State & Federal - Potential Funds; (6) Fare Collections;

**PART 3: PROPOSED AMENDMENTS TO THE CAPITAL IMPROVEMENTS ELEMENT**

**C. Addition of a new Capital Improvements Project Listing / General Infrastructure,  
Table 5**

**TABLE 5: EASP General Infrastructure Facilities Schedule of Capital Improvements,**

<b>Project Description</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>Funding Source(s)</b>
<b>Potable Water</b>						
Water Supply and Treatment Facilities • <u>Permitting</u> • <u>Land</u> • <u>Design</u> • <u>Administration</u> • <u>Construction</u>		<u>\$210,000</u>	<u>\$230,000</u>	<u>\$2,840,000</u>	<u>\$16,900,000</u>	<u>CDD, Grants (when available)</u>
<b>Sanitary Sewer</b>						
Wastewater Treatment Facilities • <u>Permitting</u> • <u>Land</u> • <u>Design</u> • <u>Administration</u> • <u>Construction</u> • <u>Wetland</u>		<u>\$1,025,000</u>	<u>\$1,525,000</u>	<u>\$6,970,000</u>	<u>\$24,900,000</u>	<u>CDD, Grants (when available)</u>
<b>Stormwater</b>						
There are no programmed capital improvements required for Fire/EMS Facilities within the FY 2016/2020 CIP for the EASP.						
<b>Recreation</b>						
Recreation Master Plan for SR 20 Job Center		<u>\$100,000</u>				<u>Developer Funding</u>
Windsor-Hawthorne Mixed Use Trail Concept Study				<u>\$100,000<sup>1</sup></u>		<u>Developer Funding</u>
<sup>1</sup> Estimated date, study will be completed within 12 months of the effective date of the first DSAP.						

<b><u>Fire/EMS</u></b>
There are no programmed capital improvements required for Fire/EMS Facilities within the FY 2016/2020 CIP for the EASP.
<b><u>Public School Facilities</u></b>
There are no programmed capital improvements required for Public School Facilities within the FY 2016/2020 CIP for the EASP.
<b><u>Solid Waste</u></b>
There are no programmed capital improvements required for Solid Waste within the FY 2016/2020 CIP for the EASP.