

ALACHUA COUNTY
BOARD OF COUNTY COMMISSIONERS

ORDINANCE 10-25

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF ALACHUA COUNTY, FLORIDA, AMENDING THE ALACHUA COUNTY COMPREHENSIVE PLAN: 2001-2020, AS AMENDED, BY AMENDING THE FUTURE LAND USE ELEMENT, THE FUTURE LAND USE MAP 2020, THE TRANSPORTATION MOBILITY ELEMENT, THE TRANSPORTATION MOBILITY DISTRICTS MAP, AND THE CAPITAL IMPROVEMENTS ELEMENT TO ESTABLISH AN URBAN SERVICE AREA IN ACCORDANCE WITH CHAPTER 163.3164(29), FLORIDA STATUTES, WITH RELATED DEVELOPMENT STANDARDS, REVISE POLICIES RELATED TO COMMERCIAL AND OFFICE LAND USES WITHIN TRANSIT ORIENTED AND TRADITIONAL NEIGHBORHOOD DEVELOPMENT, DESIGNATE THE URBAN SERVICE AREA AS A TRANSPORTATION CONCURRENCY EXCEPTION AREA IN ACCORDANCE WITH CHAPTER 163.3180(5)(b)3.c., FLORIDA STATUTES, PROVIDE FOR EXEMPTION FROM THE STATE DEVELOPMENT OF REGIONAL IMPACT PROCESS WITHIN THE URBAN SERVICE AREA IN ACCORDANCE WITH CHAPTER 380.06(29)(c)3., FLORIDA STATUTES, REVISE POLICIES RELATING TO MITIGATION OF TRANSPORTATION IMPACTS FOR DEVELOPMENT, AND PROVIDE A PROCESS FOR ESTABLISHMENT OF TRANSPORTATION CONCURRENCY BACKLOG AUTHORITIES AND PLANS, AND TRANSPORTATION SPECIAL DISTRICTS AND PLANS, WITHIN URBAN CLUSTER TRANSPORTATION MOBILITY DISTRICTS (CPA 06-10); PROVIDING FOR THE ORDINANCE TO BE LIBERALLY CONSTRUED; PROVIDING A REPEALING CLAUSE; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Section 163.3184(15)(a), Florida Statutes, requires that any amendment to the Comprehensive Plan or any element or portion thereof be made by ordinance; and,

WHEREAS, the Local Government Comprehensive Planning and Land Development Regulation Act (Section 163.3161, et. seq.) Florida Statutes and

Chapter 9J-5, Florida Administrative Code, require that each local government prepare and adopt a comprehensive land use plan; and

WHEREAS, the Board of County Commissioners of Alachua County, Florida, wishes to make a large-scale amendment to the policies and map series of the Future Land Use Element, the policies and map series of the Transportation Mobility Element, and the policies of the Capital Improvements Element of the Alachua County Comprehensive Plan: 2001-2020 (CPA 06-10); and,

WHEREAS, this Plan amendment is exempt from the twice-per-calendar-year limitation on the adoption of Comprehensive Plan amendments, pursuant to Section 163.3187(1)(q), Florida Statutes; and,

WHEREAS, a duly advertised public hearing was conducted on July 21, 2010 after 5:00 p.m. by the Alachua County Planning Commission acting as the Local Planning Agency (LPA), and the LPA provided its recommendation to the Board of County Commissioners; and,

WHEREAS, the Board of County Commissioners considered the recommendations of the LPA at a duly advertised public hearing held on August 10, 2010 after 5:00 p.m., and approved this Plan amendment for transmittal to the Florida Department of Community Affairs (DCA); the amendment was transmitted to DCA on August 12, 2010; and,

WHEREAS, the Florida Department of Community Affairs (DCA) completed its review of the proposed Comprehensive Plan amendment and had no objections and recommendations on CPA-06-10 in its Objections, Recommendations and Comments (ORC) Report dated October 15, 2010; and,

WHEREAS, Alachua County reviewed the Florida Department of Community Affairs ORC Report; and,

WHEREAS, the Board of County Commissioners found CPA 06-10 to be in compliance with Chapter 163, Part II of the Florida Statutes and Chapter 9J-5, of the Florida Administrative Code; and,

WHEREAS, at the October 26, 2010 public hearing, the Board of County Commissioners provided for and received public participation and adopted the amendment, as embodied in Sections 1 through 3 below; and,

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

SECTION 1. Future Land Use Element Amendments. That the Alachua County Comprehensive Plan: 2001-2020 Future Land Use Element goals, objectives, policies, and map series are hereby amended as provided in Attachment 'A', attached and incorporated herein as a part thereof.

SECTION 2. Transportation Mobility Element Amendments. That the Alachua County Comprehensive Plan: 2001-2020 Transportation Mobility Element goals, objectives, policies, and map series are hereby amended as provided in Attachment 'B', attached and incorporated herein as a part thereof.

SECTION 3. Capital Improvements Element Amendments. That the Alachua County Comprehensive Plan: 2001-2020 Capital Improvements Element goals, objectives, and policies are hereby amended as provided in Attachment 'C', attached and incorporated herein as a part thereof.

SECTION 4. Ordinance to be Liberally Construed. This ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed to be in the best interest of the public health, safety and welfare of the citizens and residents of Alachua County, Florida.

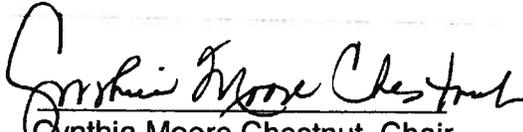
SECTION 5. Repealing Clause. All ordinances or parts of ordinances in conflict herewith are, to the extent of the conflict, hereby repealed.

SECTION 6. Severability. It is the declared intent of the Board of County Commissioners that, if any section, sentence, clause, phrase or provision of this ordinance is held invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not be so construed as to render invalid or unconstitutional the remaining provisions of this ordinance and the remainder of this ordinance after the exclusion of such part or parts shall be deemed to be valid.

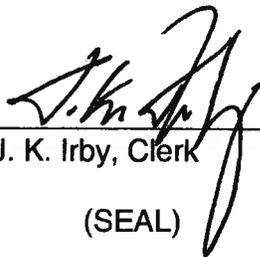
SECTION 7. Effective Date. The effective date of these plan amendments shall be the date a final order is issued by the Department of Community Affairs or Administration Commission finding the adopted amendments to be in compliance in accordance with s. 163.3184(9) or (10), Fla. Stat. No development orders, development permits, or land uses dependent on these amendments may be issued or commence before it has become effective. If a final order of non-compliance is issued by the Administration Commission, these amendments may nevertheless be made effective upon the adoption of a resolution affirming their effective status and the receipt of written notice from the Florida Department of Community Affairs, Division of Resource Planning and Management, Plan Processing Team, that it has received a copy of the resolution.

Duly adopted in regular session, this day of 26 October, A.D., 2010.

BOARD OF COUNTY COMMISSIONERS
OF ALACHUA COUNTY, FLORIDA

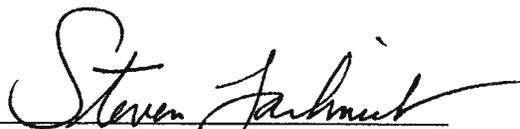
By: 
Cynthia Moore Chestnut, Chair
Board of County Commissioners

ATTEST:



J. K. Irby, Clerk
(SEAL)

DEPARTMENT APPROVAL
AS TO CORRECTNESS:



Director of Growth Management
or Designee

APPROVED AS TO FORM:



for Alachua County Attorney

ATTACHMENT 'A'

Future Land Use Element Amendments (CPA 06-10)

**CPA 06-10 – Urban Service Area, Transportation Concurrency Exception Area
& Transportation Concurrency Backlog Area**

BOCC Adopted – October 26, 2010

**FUTURE LAND USE ELEMENT
Goals, Objectives, and Policies**

Goal, Principles, Strategies

GOAL

**TO ENCOURAGE THE ORDERLY, HARMONIOUS, AND JUDICIOUS USE OF LAND,
CONSISTENT WITH THE FOLLOWING GUIDING PRINCIPLES.**

PRINCIPLE 1

**PROMOTE SUSTAINABLE LAND DEVELOPMENT THAT PROVIDES FOR A BALANCE OF
ECONOMIC OPPORTUNITY, SOCIAL EQUITY INCLUDING ENVIRONMENTAL JUSTICE, AND
PROTECTION OF THE NATURAL ENVIRONMENT.**

PRINCIPLE 2

**DISCOURAGE SPRAWL BY FOCUSING URBAN DEVELOPMENT IN A CLEARLY DEFINED
AREA WHERE INFRASTRUCTURE AND SERVICES CAN BE EFFICIENTLY PROVIDED. WITH
A CLEAR SEPARATION OF RURAL AND URBAN USES.**

PRINCIPLE 3

**RECOGNIZE RESIDENTIAL NEIGHBORHOODS AS A COLLECTIVE ASSET FOR ALL
RESIDENTS OF THE COUNTY.**

PRINCIPLE 4

**CREATE AND PROMOTE COHESIVE COMMUNITIES THAT PROVIDE FOR A FULL RANGE
AND MIX OF LAND USES AND HOUSING TYPES.**

PRINCIPLE 5

**REDUCE VEHICLE MILES OF TRAVEL AND PER CAPITA GREEN HOUSE GAS EMISSIONS
THROUGH PROVISION OF MOBILITY WITHIN COMPACT, MIXED-USE, INTERCONNECTED
DEVELOPMENTS THAT PROMOTE WALKING AND BICYCLING, ALLOW FOR THE
INTERNAL CAPTURE OF VEHICULAR TRIPS AND PROVIDE THE DENSITIES AND
INTENSITIES NEEDED TO SUPPORT TRANSIT.**

General Strategies to implement these Principles include:

GENERAL STRATEGY 1

Minimize the 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:

- a. Designate and maintain on the Future Land Use Map an urban cluster that sets a boundary for urban growth.
- b. Designate and maintain on the Future Land Use Map an Urban Service Area within the Urban Cluster, consistent with Florida Statute Section 163.3180(5)(b)3.c., Florida Statutes, to promote higher density and intensity mixed use development consistent with Future Land Use Element Objective 8.6. and its policies.
- ~~b.c.~~ Provide incentives for traditional neighborhood development (TND) and transit oriented development (TOD) in the urban cluster, including density bonuses and transfer of development rights.
- ~~e.d.~~ Provide a range of urban residential densities with the highest densities located in urban activity centers, transit oriented developments and traditional neighborhood developments and lower densities located in outlying rural areas or areas of the County which have physical limitations to development.
- ~~d.e.~~ Utilize mechanisms such as land acquisition, conservation easements, variable lot sizes, and conservation subdivisions.
- ~~e.f.~~ Preserve ecosystems of a given area and incorporate hazard-resilient land planning.
- ~~f.g.~~ 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.

GENERAL STRATEGY 2

Promote land development that maximizes the use of public investments in facilities and services, ensures a proper level of public services for all new development, and preserves existing amenities. Land use decisions shall be made consistent with public facility improvements which shall be provided in accordance with the following priorities:

- a. in areas where the lack of public facilities threatens the health and safety of the community;
- b. in urban areas that are lacking adequate public facilities to meet the needs of existing development and to encourage infill development, and mixed-use redevelopment;
- c. in new areas which are part of a planned expansion of public services to encourage growth; and

Proposed additions are shown in underline. Proposed deletions are shown in ~~strike-through~~.

- d. to extend individual services to meet the demands created by a specific development.

GENERAL STRATEGY 3

Promote the spatial organization of neighborhoods, districts, and corridors through urban design codes, incorporating graphics that serve as predictable guides for community development. Implementation shall be through a combination of standard requirements and incentives, creating a planning framework that includes provisions to:

- a. Create neighborhoods that are compact, connected to adjacent development, have mixed uses at centers, and have interconnected, mixed modal streets with pedestrian, bicycle, and transit friendly areas.
- b. Integrate civic, institutional, and commercial activity in neighborhoods and districts, not isolated in remote, single-use developments.
- c. Avoid large areas of single-use, similar densities, and similar types of units. A diverse mix of land uses, housing types and costs and densities shall be promoted.
- d. Link corridors that are regional connectors of neighborhoods and districts, ranging from parkways and transit lines to watersheds and greenways.
- e. Provide for infill where appropriate.

Proposed additions are shown in underline. Proposed deletions are shown in ~~strike-through~~.

1.0 URBAN RESIDENTIAL POLICIES

1.1. GENERAL

OBJECTIVE 1.1

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

- Policy 1.1.1 Adequate locations shall be available in the urban cluster for all types of housing including the placement of manufactured homes, and manufactured home parks and subdivisions.
- Policy 1.1.2 Urban Residential development situated adjacent to Interstate 75 shall be adequately buffered to attenuate traffic noise.
- Policy 1.1.3 Urban Residential development shall be consistent with the Conservation policies of Alachua County.
- Policy 1.1.4 Higher urban densities than designated on the Future Land Use Map may be allowed for housing as established by policies in the Housing Element of the Comprehensive Plan.
- Policy 1.1.5 Developments within Urban Residential designations per Policy 1.3.2.1 that are:
1. 150 or more units and are contiguous to a Rapid Transit or Express Transit Corridor shall be either a Traditional Neighborhood Development, Transit Oriented Development or located within an Activity Center.
 2. 300 or more units shall be either a Traditional Neighborhood Development or located within an Activity Center.
 3. Development within the Urban Service Area shall be consistent with Future Land Use Element Objective 8.6 and its policies.

Proposed additions are shown in underline. Proposed deletions are shown in ~~strike-through~~.

Policy 1.1.6 Master planning of all contiguous land under common ownership or control is strongly encouraged.

1.6 TRADITIONAL NEIGHBORHOOD DEVELOPMENTS

OBJECTIVE 1.6

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

Policy 1.6.1 Traditional Neighborhood Developments shall be:

1. Allowed in areas designated on the Future Land Use map for Urban Residential Densities (Policy 1.3.2.1) and Activity Centers within the Urban Cluster,
2. At least 15 acres in size,
3. Allowed through the development plan review process consistent with the Comprehensive Plan and Land Development Regulations. Planned Developments consistent with these Comprehensive Plan policies shall be required until amended Land Development Regulations for Traditional Neighborhood Developments are adopted.

Policy 1.6.2 Public Participation. A public involvement process shall be used for establishing Traditional Neighborhood Developments. The process shall include a neighborhood workshop or other similar forum to inform surrounding neighborhoods of the scope, scale, and character of services and impacts from the proposed village center, and to inform the developer of neighborhood concerns. The workshop will help to identify common interests as well as concerns and differences.

Policy 1.6.3 Traditional Neighborhood Developments shall provide:

- a. A village center, as provided in Policy 1.6.4 and subsequent policies,
- b. Compact, mixed-use development to allow for the internal capture of pedestrian, bicycle and vehicular trips,
- c. A pedestrian and bicycle friendly environment that encourages walking and bicycling as a primary means of mobility within the development and between adjacent developments,

Proposed additions are shown in underline. Proposed deletions are shown in ~~strike-through~~.

- d. A gridded street networks that emanates from the village center that allows for multiple route choices, reduces the distance between uses to encourage walking and biking, accommodates transit and connects with adjacent developments,
 - e. On-street parking and screening of off-street surface parking.
- Policy 1.6.4 Village Centers. Traditional Neighborhood Developments shall be required to have compact, definable mixed use, pedestrian and bicycle friendly village centers that offer multiple destinations and reasons for pedestrians and bicyclist to frequent the area.
- Policy 1.6.4.1 The village center shall offer a mixture of uses and community gathering spaces to attract pedestrians and bicyclists and serve as the focal point of the development. The highest density, intensity and mixture of uses shall be located within the village center and emanate from the village center along a gradient suitable to the site and surrounding land uses.
- Policy 1.6.4.2 Plazas, squares, and open spaces that function as community gathering places shall be located within the village center and interspersed throughout the development. Plazas, squares and open space within the village center should be appropriately sized to maintain urban character, pedestrian scale, and compatibility with the typical block lengths provided in the village center.
- Policy 1.6.4.3 A central point located in a plaza, square, open space or denoted by an architecturally significant feature, shall be established as part of the development. The central point shall be the location from which policies related to the measurements of village centers and transit supportive areas are derived.
- Policy 1.6.4.4 The maximum extent of the village center shall generally be a 1/8 mile radius in size utilizing a block or radial pattern, measured from the central point of the village center. The maximum extent of the transit supportive area, inclusive of the village center, shall generally be a 1/4 mile radius in size utilizing a block or radial pattern measured from the central point of the village center. The village center and transit supportive area boundaries may be limited in size due to environmental, topographical or physical constraints and shall not extend beyond the developments property boundary. Some flexibility may be provided within the Land Development Regulations (LDRs) for the standards regulated by these designations to allow for irregular shaped parcels, environmental, topographical or physical constraints and appropriate transition zones, provided the result is consistent with the general requirement to provide a walkable and bikeable environment that supports transit.
- Policy 1.6.4.5 The primary orientation for a village center is internal to the development. Any portion of the village center oriented to major external roadways shall provide for an enhanced pedestrian environment including additional planting area between the village center and external collector and arterial roadway, pedestrian facilities, protection from the elements for pedestrians, on-street parking and vehicular access.
- Policy 1.6.4.6 Village centers shall generally be located at least ½ mile from adjacent village centers and activity centers to optimize transit station spacing and reduce the potential for strip non-residential development patterns. Exceptions shall be established in the Land Development Regulations (LDR's) for projects that can demonstrate through site design

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layout and building design that spacing less than ½ mile will not result in strip development patterns.

Policy 1.6.4.7 A transit station shall be provided within the village center for projects contiguous to a Rapid Transit or Express Transit Corridor; projects not located along a Transit Corridor shall provide right-of-way or an easement. The transit station shall be of sufficient size to accommodate the persons expected to live, work and shop within the development. Transit stations and access shall be safe, comfortable and convenient for its intended users. The transit station shall be integrated into the village center, in close proximity to retail uses. Regional Transit System (RTS) shall be a reviewing entity along with the County and FDOT along State Roadways.

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

Policy 1.6.5.1 The density for Traditional Neighborhood Developments shall be as follows:

1. Within the transit supportive area, a minimum of four (4) units per acre, or the minimum density of the underlying land use category, whichever is greater,
2. The density for areas outside the transit supportive area shall be consistent with the underlying land use category,
3. For TNDs that are not contiguous with a planned Rapid Transit or Express Transit Corridor, an additional four (4) units per acre within the transit supportive area are allowed,
4. For TNDs contiguous with a Rapid Transit or Express Transit Corridor, an additional eight (8) units per acre within the village center and six (6) units per acre within the transit supportive area outside of the Village Center are allowed.

Policy 1.6.5.2 To ensure a mixture of uses, the following non-residential (heated and cooled) square footage is required:

1. Provide at least 10,000 square feet of non-residential uses, plus
2. A minimum of 50 square feet of non-residential uses for every 1 residential unit.
3. A maximum of 200 square feet of non-residential uses for every 1 residential unit is allowed.
4. For projects within the Urban Service Area a maximum of 250 square feet of non-residential use for every 1 residential unit is allowed.
5. For projects that provide 100% of the allowable underlying land use density, an additional 10,000 square feet square feet of non-residential development is

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allowed with an additional 10,000 square feet of non-residential development allowed for each one (1) unit per acre above 100% of the underlying land use.

6. For projects contiguous with a Rapid Transit or Express Transit Corridor an additional 25,000 square feet of non-residential development is allowed.
7. To encourage infill and redevelopment, the square footage of existing non-residential uses may either be utilized to meet the requirements above or be in addition to the above requirements.

(1.6.5.3-1.6.7.13 remain unchanged)

Policy 1.6.8 **Parking:** To promote a walkable, urban scale environment, off-street parking shall be significantly limited and designed in such a manner as to ~~not be visible~~ minimize visibility from the street. Parking areas shall be designed to minimize intrusiveness through the following techniques:

1.7 TRANSIT ORIENTED DEVELOPMENT

OBJECTIVE 1.7

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

Policy 1.7.1 Transit Oriented Developments shall be:

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

Policy 1.7.2 **Public Participation.** Public Participation shall be consistent with standards in Policy 1.6.2

Policy 1.7.3 Transit Oriented Developments shall provide:

Proposed additions are shown in underline. Proposed deletions are shown in ~~strike-through~~.

- a. A village center with a transit station contiguous with a Rapid Transit or Express Transit corridor,
- b. The necessary densities to support transit service,
- c. Compact, mixed-use development to allow for the internal capture of pedestrian, bicycle and vehicular trips,
- d. A pedestrian and bicycle friendly environment that encourages walking and bicycling as a primary means of mobility within the development,
- e. A gridded street network that emanates from the village center that allows for multiple route choices, reduces the distance between uses to encourage walking and biking, and connects with adjacent developments,
- f. Funding for express transit service consistent with the frequency and span of service specified within the Transportation Mobility Element,
- g. On-street parking and screening of off-street surface parking.

Policy 1.7.4 Village Center: Transit Oriented Developments shall be required to have a compact, definable mixed use, pedestrian and bicycle friendly village center that is served by transit and offers multiple destinations and reasons for pedestrians and bicyclist to frequent the area. The Village Center shall be consistent with the policies 1.6.4.1 through 1.6.4.7 of this element.

Policy 1.7.5 Density & Mixed Uses: A balanced mixture of uses shall be provided to create activity throughout the day and allow individuals to live, work and play in the same community without having to rely solely on a motor vehicle for mobility, thereby allowing a reduction in per capita greenhouse gas emissions.

Policy 1.7.5.1 To ensure the density needed to support transit service is provided within a walkable distance from transit, the following minimum residential densities shall be provided:

1. Ten (10) units per acre within the village center
2. Seven (7) units per acre within the transit supportive area outside of the village center
3. ~~Four~~ Three (3) ~~Four~~ (4) units per acre outside the transit supportive area
4. -Development less than 20 acres shall provide a minimum of at least 200 units

Policy 1.7.5.2 The maximum allowable density within the transit supportive area is twenty-four (24) units per acre, except as provided for in Policy 1.3.10.4 of this element. Within the Urban Service Area, the maximum allowable density within the Village Center is forty-eight (48) units per acre. The maximum allowable density outside the transit supportive area is the maximum allowable under the underlying land use.

Proposed additions are shown in underline. Proposed deletions are shown in ~~strike-through~~.

Policy 1.7.5.3 To ensure a mixture of uses, the following non-residential square footage (heated and cooled) his required:

1. Provide at least 10,000 square feet of non-residential uses, plus
2. A minimum of 100 square feet of non-residential uses for every 1 residential unit.
3. ~~3.~~ A maximum of 400 square feet of non-residential uses for every 1 residential unit shall be allowed.
4. For projects within the Urban Service Area a maximum of 500 square feet of non-residential use for every 1 residential unit is allowed.
45. To encourage infill and redevelopment, the square footage of existing non-residential may either be utilized to meet the requirements above or be in addition to the above requirements.

Policy 1.7.5.4-1.7.7. (remain unchanged)

Policy 1.7.8 Parking: To promote a walkable urban scale environment, off-street parking shall be significantly limited and designed in such a manner as to ~~not be visible~~ minimize visibility from the street. Parking design shall be consistent with policy 1.6.8 of this element and the following:

Proposed additions are shown in underline. Proposed deletions are shown in ~~strike-through~~.

**CPA 06-10 – Urban Service Area, Transportation Concurrency Exception Area
& Transportation Concurrency Backlog Area**

BOCC Adopted – October 26, 2010

**FUTURE LAND USE ELEMENT
3.0 COMMERCIAL POLICIES**

3.1. GENERAL

OBJECTIVE 3.1

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

Policy 3.1.1 *No change*

Policy 3.1.2 New commercial facilities shall be encouraged to locate ~~on vacant parcels of land~~ within designated activity centers, Transit Oriented Developments or Traditional Neighborhood Developments in order to discourage strip commercial development and the premature establishment of new activity centers.

- a. All neighborhood level shopping centers shall locate within high, medium, or low activity centers, or within Transit Oriented Developments or Traditional Neighborhood Developments, according to appropriate consistent with the standards of this Element.
- b. All community level shopping centers shall locate within high or medium activity centers, or within Transit Oriented Developments or Traditional Neighborhood Developments, according to appropriate consistent with the standards of this Element.
- c. All regional level shopping centers shall locate within high activity centers, or within Transit Oriented Developments according to appropriate consistent with the standards of this Element.

Policy 3.1.3 through 3.1.5 *No change*

Policy 3.1.6 ~~Limited neighborhood scale~~ Commercial uses shall be allowed ~~in village centers as part of a~~ mixed use Transit Oriented Development or Traditional Neighborhood Development, subject to location, site, and design standards in the Urban Residential policies of this Element.

Policy 3.1.7 Commercial locations and proposed uses shall be consistent with the Conservation and Open Space Element Policies and Standards.

~~Strikethrough~~ is language to be deleted; underlined is language to be added

3.2

LOCATION AND COMPATIBILITY

OBJECTIVE 3.2

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

Policy 3.2.1 *No change*

Policy 3.2.2 Commercial development shall provide adequate buffering or transitional development and design practices, to adequately integrate the development along the edges of different land uses, ~~in accordance with standards in Section 2.0.~~

Policy 3.2.3 *No change*

Policy 3.2.4 All Neighborhood, Community, and Regional shopping centers shall include pedestrian access, bicycle parking areas, and bus bays and bus shelters in order to encourage alternative transportation modes, ~~in accordance with standards in Section 2.0.~~

3.3

REQUIRED FACILITIES AND SERVICES

Objective 3.3 and Policies 3.3.1 and 3.2.2 – No change

3.4

ROADWAY COMMERCIAL POLICIES AND STANDARDS

Objective 3.4 and Policies 3.4.1 through 3.4.4 – No change

3.5

REGIONAL SHOPPING CENTER POLICIES AND STANDARDS

POLICY 3.5 – *No change*

Policy 3.5.1 Regional Shopping Centers shall only be located in areas designated for commercial development in High Activity Centers consistent with the following policies, or within Transit Oriented Developments.

- a. Regional Shopping Centers shall be located at the:
 - 1. intersection of arterials, or
 - 2. interchanges of arterials and interstate highways.
- b. Regional Shopping Centers and any planned expansion shall be developed with an overall plan to address access management issues.
- c. Regional Shopping Centers shall be served by mass transportation routes and shall be designed to accommodate mass transit, bicycles, and pedestrians.
- d. Regional Shopping Centers shall only locate where automobile, bicycle, and

~~Strikethrough~~ is language to be deleted; underlined is language to be added

pedestrian access is adequate to accommodate safe and convenient access to the shopping center.

3.6 COMMUNITY SHOPPING CENTER POLICIES AND STANDARDS

POLICY 3.6 – *No change*

Policy 3.6.1 Community Shopping Centers shall be only located in areas designated for commercial development in ~~Medium or High Activity Centers, or within Transit Oriented Developments.~~ at the:

- a. intersection of arterials, or
- b. intersection of collectors and arterials.
- c. Community Shopping Centers shall only locate where automobile, bicycle, and pedestrian access is adequate to accommodate safe and convenient access to the shopping center.

3.7 NEIGHBORHOOD SHOPPING CENTER POLICIES AND STANDARDS

POLICY 3.7 – *No change*

Policy 3.7.1 Neighborhood Shopping Centers shall only locate in areas designated for commercial development in Low, Medium, or High Activity Centers, or within Transit Oriented Developments, where:

- a. automobile, bicycle, and pedestrian access is adequate to accommodate safe and convenient access to the shopping center
- b. local neighborhood streets do not provide principal automobile traffic access.

3.8 NEIGHBORHOOD CONVENIENCE COMMERCIAL POLICIES AND STANDARDS

POLICY 3.8 – *No change*

Policy 3.8.1 Neighborhood Convenience Centers shall only be located in areas designated and mapped for commercial development, Low, Medium, or High, Activity Centers, rural employment centers, or rural clusters, consistent with the following policies:

- a. on major collector or arterial streets, with preference given to locations at the intersections of such streets.
- b. New Convenience Centers shall not be located internally within existing single family neighborhoods unless integrated with the surrounding neighborhood through a neighborhood planning process and approved through a comprehensive plan amendment.
- c. The County shall promote the development of commercial uses in planned

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commercial centers and discourage scattered, incremental and strip commercial development.

- d. Neighborhood Convenience land uses are allowable within Transit Oriented Developments and Traditional Neighborhood Developments consistent with the policies under Objectives 1.6 and 1.7 of this Element.

3.9

OFFICE POLICIES AND STANDARDS

POLICY 3.9

An Office land use category shall be established for individual offices or office parks to provide for professional and business services, exclusive of retail trade. Office uses are unique because of the need to have accessibility to both residential and other commercial uses. Their special trade area characteristics require office uses to have additional policies and standards.

Policy 3.9.1 Office uses shall only be located in areas designated for commercial development, Low, Medium, or High Activity Centers, village centers, planned developments, Transit Oriented Developments, or Traditional Neighborhood Developments, rural employment centers, or rural clusters.

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

3.10.

TOURIST/ENTERTAINMENT COMMERCIAL POLICIES AND STANDARDS

Policies 3.10 through 3.10.2 – No change

3.11

RURAL COMMERCIAL USES

Policy 3.11.1 *No change*

Policy 3.11.2 *No change*

Strikethrough is language to be deleted; underlined is language to be added

**CPA 06-10 – Urban Service Area, Transportation Concurrency Exception Area
and Backlog**

BOCC Adopted – October 26, 2010

**FUTURE LAND USE ELEMENT
7.0 IMPLEMENTATION**

7.1. GENERAL

Objective 7.1 and Policies 7.1.1 through 7.1.3.A – No Change

Policy 7.1.3.B Any new development proposals in areas designated for urban residential uses within the Urban Cluster but outside the Urban Services Line shall require special review and approval.

a. Applications for such approvals shall be considered based on the following factors:

1. Documented commitment by both the applicant and the provider of centralized potable water and sanitary sewer facilities to connect the new development to such facilities.
2. Adequacy of the local road network to serve the development as demonstrated through a transportation impact analysis on the arterial and collector road system, including relationship to existing road network and impacts to Level of Service standards, and an overall plan for the proposed project site and surrounding area, including an interconnected local road and bicycle pedestrian network. Impacts to level of service standards may be addressed through demonstrated compliance with the requirements for ~~Projects That Promote Public Transportation under Policies 1.2.10 1.1.9 through 1.2.12 1.1.9.5~~ in the Transportation Mobility Element, or with the policies for Transit Oriented Development under Objectives 1.7 of this Element.
3. Existing public transit within 1/4 mile of the development or a planned public transit line, or alternatives, which are funded and assured to be operational in time to serve the first phase of the development and each subsequent phase.
4. Availability of Neighborhood and Community recreation within effective service areas.
5. Adequacy of public protection facilities, such as law enforcement, fire services and emergency medical services, to serve the development, including impacts to Level of Service guidelines established in the Capital Improvements Element.
6. Adequacy of public schools to serve the development and impacts to school capacity per School Board of Alachua County school zones.
7. A management plan for Conservation areas, as identified in the Conservation and Open Space Element, within the proposed project site, including site planning techniques to preserve environmentally sensitive areas.

b. *No change*

~~Strikethrough~~ is language to be deleted; underlined is language to be added

- c. *No change*

Policy 7.1.3.C through 7.1.15 – No change

Policy 7.1.16 The following general requirements shall be provided for in the land development regulations:

- a. Zoning categories shall provide a range of densities, intensities, and uses to implement the future land use categories. Mixes of different dwelling types shall occur within planned developments, Transit Oriented Developments, and Traditional Neighborhood Developments, and shall be encouraged in all residential zoning categories.
- b. *No change*
- c. *No change*
- d. Mixed use developments shall be encouraged. Commercial development outside of areas specifically designated in accordance with Sections 3 and 6 of this Element shall only be permitted within Transit Oriented Developments or Traditional Neighborhood Developments ~~a village center developed as a planned development or traditional neighborhood development, consistent with this Plan~~, as specified in the Urban Residential policies, including location, density, and design standards.

Policies 7.1.17 through 7.1.31 – No Change

~~Strikethrough~~ is language to be deleted; underlined is language to be added

**CPA 06-10 – Urban Service Area, Transportation Concurrency Exception Area
& Transportation Concurrency Backlog Area**

BOCC Adopted – October 26, 2010

Amendments to Future Land Use Element Section 8.0

8.6 URBAN SERVICE AREA

OBJECTIVE 8.6

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

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

Policy 8.6.2 All non-residential development or redevelopment on 25 developable acres or more in size and all residential developments with 150 or more units shall be developed as either a Traditional Neighborhood Development or Transit Oriented Development in accordance with all requirements of Objective 1.6 or 1.7 and their policies.

Policy 8.6.3 Development or redevelopment contiguous with a rapid or express transit corridor that exceed 1,000 dwelling units or 350,000 sq ft of non-residential shall be developed as a Transit Oriented Development (TOD) consistent with Future Land Use Element Objective 1.7 and its policies.

Policy 8.6.4 To encourage infill development, redevelopment and integration of existing development within a proposed development plan, buildings existing as of July 1st, 2010, at the discretion of the developer, may be excluded from or included in the calculation of the thresholds provided in Policy 8.6.3 of this Element and Policy 1.1.10.3 of the Transportation Mobility Element.

Policy 8.6.5 All development and redevelopment shall be exempt from Transportation Concurrency consistent with Transportation Mobility Element Policies 1.1.10-1.1.10.9. All development and redevelopment shall meet all other concurrency and affordable housing requirements of the Alachua County Comprehensive Plan.

Policy 8.6.6 Development and redevelopment shall be exempt from the state Development of Regional Impact (DRI) process in accordance with Florida Statute 380.06 (29) (c) 3.

Proposed additions are shown in underline.

Proposed deletions are shown in ~~strike-through~~.

FUTURE LAND USE MAP 2020 - ALACHUA COUNTY, FLORIDA

LEGEND

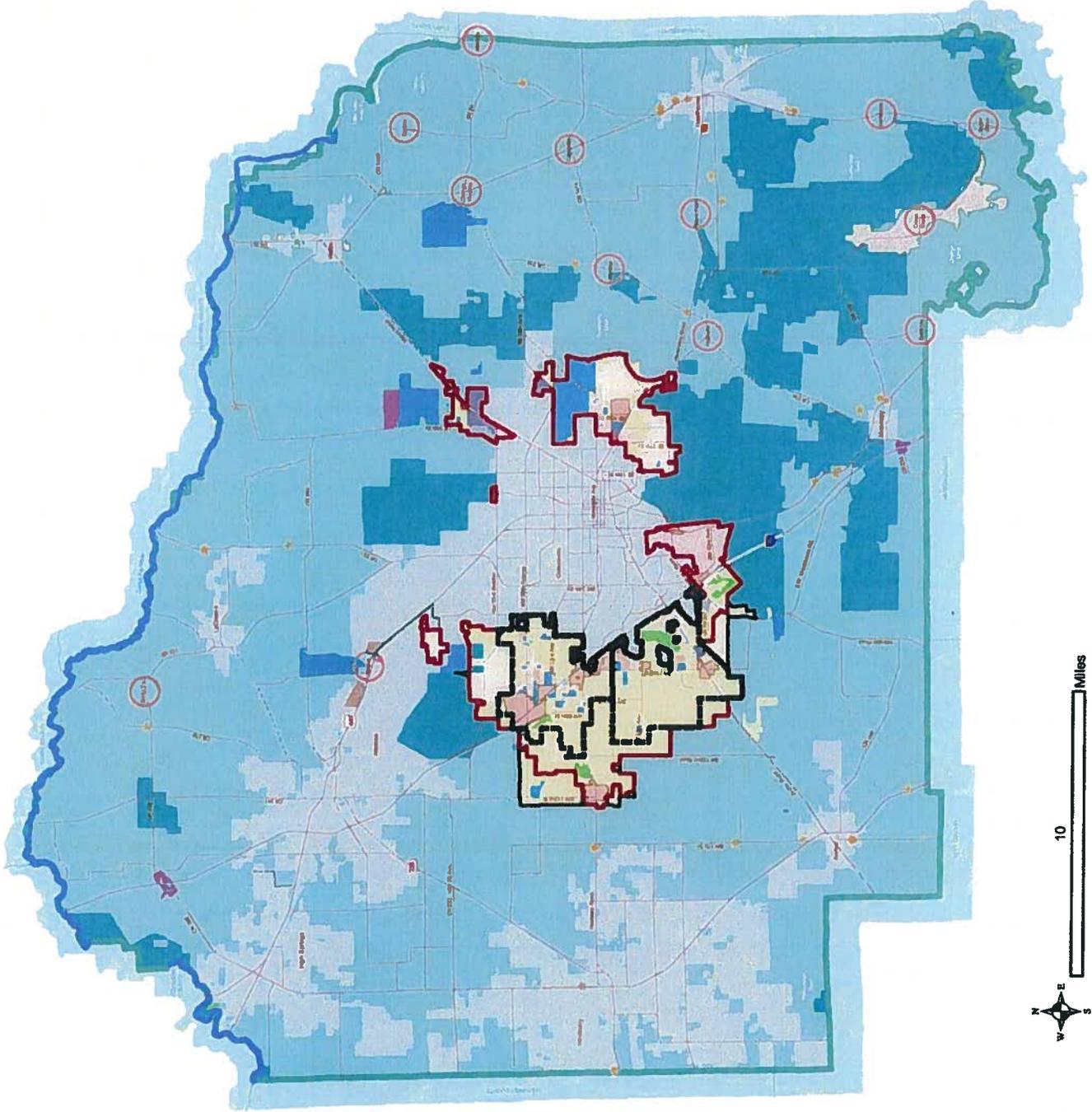
- Commercial Enclaves
- Rural Commercial - Agriculture
- Rural Cluster
- Urban Services Line
- Urban Cluster Line
- Urban Service Area (USA)
- Water Bodies
- Municipalities
- Special Area Studies
- Activity Centers
- Recreation
- Preservation
- Commercial
- Tourist/Entertainment
- Institutional
- County Solid Waste Management Facility
- Light Industrial
- Heavy Industrial
- Estate Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Rural/Agriculture
- Rural Employment Center
- Rural Community Employment Center

NOTES:

A large scale version of this map is available for purchase or for viewing and download on our website.
<http://growth-management.alachua.fl.us/gis/gallery/foomaps.htm>
 Date of Production 10/8/10

PREPARED AT:

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 Department of Growth Management
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 Gainesville, FL 32601
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ATTACHMENT 'B'

Transportation Mobility Element Amendments (CPA 06-10)

**CPA 06-10 – Urban Service Area, Transportation Concurrency Exception Area
& Transportation Concurrency Backlog Area**

BOCC Adopted – October 26, 2010

**TRANSPORTATION MOBILITY ELEMENT
Goals, Objectives, and Policies**

Policy 1.1.7 A multi-modal transportation fee shall be adopted to ensure that a development funds mobility and fully mitigates its impact to the transportation system.

1. Development shall satisfy its transportation concurrency obligations through payment of a multi-modal transportation fee. This provision shall not exempt Developments of Regional Impact, except those located within an Urban Service Area, from statutory requirements for proportionate share mitigation.
2. No development shall receive a final development plan approval where the development impacts a roadway operating below the adopted LOS, except through the proportionate share ordinance or until such time as a multi-modal transportation fee is adopted that address the traffic impact of the development.
3. Modes of transportation to be addressed by the multi-modal transportation fee shall be consistent with the modes identified in Policy 1.1.4.
4. The multi-modal transportation fee should reflect the potential to reduce impact to the major roadway network through an increase in internal capture of trips and increase in pedestrian, bicycle and transit mode share from Transit Oriented Developments and Traditional Neighborhood Developments, including redevelopment of existing areas consistent with design requirements for such types of development.

Policy 1.1.10 The Urban Service Area shown on the Future Land Use Map shall be a Transportation Concurrency Exception Area (TCEA) consistent with F.S. 163.3180 (5) (b) 3 c., and shall be exempt from state mandated transportation concurrency. All of the Transportation Mobility District policies of this Element shall apply within the TCEA. The Transportation Concurrency Exception Area is shown on the Transportation Mobility District Map.

Policy 1.1.10.1 All development within a Transportation Concurrency Exception Area shall mitigate its impact through payment of a multi-modal transportation fee consistent with Policy 1.1.7 of the Transportation Mobility Element. Development shall mitigate its impact consistent with the proportionate share ordinance until such time as a multi-modal transportation fee is in effect that address the traffic impact of the development.

Policy 1.1.10.2 Roadways, dedicated transit lanes and trails identified in the Capital Improvements Element shall be constructed by the development where the facilities either run through or are contiguous with the development.

Policy 1.1.10.3 A development greater than 1,000 dwelling units or 350,000 sq ft of non-residential uses shall be required to either:

- a. Mitigate its proportionate share cost for all significant and adverse impacts to roadways, interstates, intersections and interchanges not addressed through the multi-modal transportation fee. Significant and adverse impacts to roadways, intersections, interstates and interchanges shall include all roadways where the development generates traffic that is five (5) percent or more of the Florida Department of Transportation Generalized Tables capacity at the adopted roadway level of service standard. Adverse roadways are roadways that operate below that adopted roadway level of service standard. The Florida Department of Transportation shall be consulted on impacts to Strategic Intermodal System (SIS) facilities, or
- b. Construct and fund multi-modal improvements, to the extent permitted by law, as described below (capital projects shall be consistent with the Capital Improvements Element):
 1. Construct one of the following:
 - a. Construct an overpass over Interstate 75 that accommodates at least three of the following modes of travel: walking, biking, driving or riding transit, or
 - b. Construct two (2) miles of an off-site roadway capacity project, or
 - c. Construct four (4) miles of single track or two (2) miles of dual track off-site dedicated transit lanes,
 2. Construct an off-site multi-use trail connecting two pedestrian generators,
 3. Fund four (4) hybrid or alternative fuel buses,
 4. Construct a surface park and ride lot designed to accommodate a multi-story parking structure at a future date, the multi-story parking structure may be constructed in-lieu of the surface lot,
 5. All projects, regardless of proximity to Interstate 75, shall be required to fund transit for a cumulative twenty (20) year period. The funding of transit shall occur in three phases and shall commence within one year upon the issuance of building permits where the following cumulative development thresholds, based on the total approved development, are exceeded: 25% for phase one, 50% for phase two and 75% for phase three. The frequency, limits and span of service for each phase are as follows:

- a. Phase 1: twenty (20) minute headways during the am and pm peak hours and forty (40) minute headways during off-peak hours from the Development to a centrally located transit hub on the University of Florida campus and the Eastside Activity Center for a span of service of 10 hours, with 4 of those hours occurring during peak periods.
- b. Phase 2: fifteen (15) minute headways during the am, afternoon and pm peak hours and thirty (30) minute headways during off-peak hours from the Development to a centrally located transit hub on the University of Florida campus and the Eastside Activity Center for a span of service of 14 hours, with 6 of those hours occurring during peak periods.
- c. Phase 3: ten (10) minute headways during the am, afternoon and pm peak hours, twenty (20) minute headways during daytime and early evening off-peak hours, thirty (30) minute headways during early morning and late evening off-peak hours from the Development to a centrally located transit hub on the University of Florida campus and the Eastside Activity Center for a span of service of 18 hours with 8 of those hours occurring during peak periods.

Policy 1.1.10.4 Developments may receive multi-modal transportation fee credit for the construction of non-site related infrastructure, purchase of buses and funding of transit required in Policy 1.1.10.3. Where the cost of the required multi-modal improvements is greater than the multi-modal transportation fee, the Developer may seek reimbursement for the additional funds expended from a Community Development District (CDD), a Transportation Concurrency Backlog Authority (TCBA) or Transportation Special District (TSD) District. The Developer shall enter into a Development Agreement with the County to specify timing for the infrastructure projects and funding of transit service, multi-modal transportation fee credit, development entitlements, and funding mechanisms.

ALACHUA COUNTY

Transportation
Mobility Districts (TMD)
and
Transportation Concurrence
Exception Areas (TCEA)

Legend

TCEA



NW District



SW District

TMD



NW District



SW District



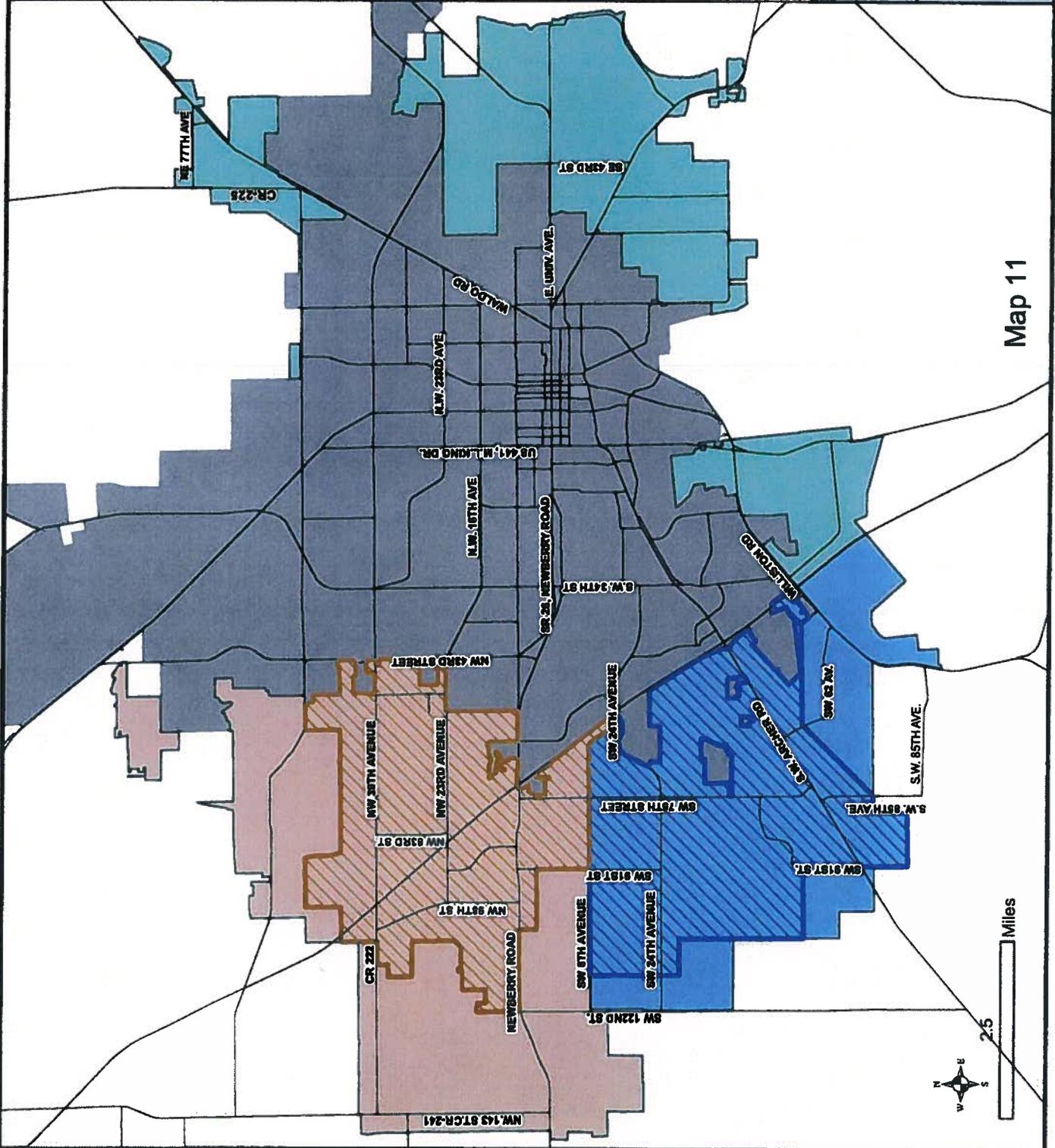
City of Gainesville

NOTES:

This map was created with the best available sources and it is intended for reference purposes only.
Date of Production: 8-12-2010
TCEA_and_TMD_0811.mxd

PREPARED AT:

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Gainesville, FL 32601
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<http://growth-management.alachuacounty.us/>



Map 11



2.5 Miles

ATTACHMENT 'C'

Capital Improvements Element Amendments (CPA 06-10)

**CPA 06-10 – Urban Service Area, Transportation Concurrency Exception Area
& Transportation Concurrency Backlog Area**

BOCC Adopted – October 26, 2010

**CAPITAL IMPROVEMENTS ELEMENT
Goals, Objectives and Policies**

OBJECTIVE 1.10

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

Policy 1.10.1 A Transportation Concurrency Backlog Area (TCBA) may be established within any portion of the Urban Cluster Transportation Mobility Districts to address backlog transportation facilities.

Policy 1.10.2 A Transportation Concurrency Backlog Plan (TCBP) shall be developed for each TCBA and shall include the following elements:

- A. Designated Transportation Concurrency Backlog Area
- B. List and map of backlog roadways and if applicable interchanges
- C. Analysis of the extent roadways are over capacity
- D. Proposed multi-modal mitigation, cost of mitigation and capacity added
- E. Access and Corridor Management modifications
- F. Local roadway connectivity plan
- G. Projected development and revenue
- H. Projected tax and multi-modal transportation fee revenue generated
- I. The percentage of the tax increment to be utilized for mitigation

Policy 1.10.3 A TCBA proposed for development within a Urban Service Area, to extent permitted by law, shall be required to include in the TCBP mitigation in the form of phased frequent transit service along rapid transit corridors that connects the TCBA with a centrally located transit hub on the University of Florida campus, the Downtown transit transfer station and the Eastside Activity Center. Phased transit service shall be as follows:

- A. Phase 1: AM and PM peak hour headways of 20 minutes for a span of service of 4 hours and off-peak headways of 40 minutes for a span of service of 6 hours.
- B. Phase 2: AM, afternoon and PM peak hour headways of 15 minutes for a span of service of 6 hours and off-peak headways of 30 minutes for a span of service of 8 hours.
- C. Phase 3: AM, afternoon and PM peak hour headways of 10 minutes for a span of service of 8 hours, off-peak headways of 20 minutes for a span of service of 6 hours and early morning and late evening off-peak headways of 30 minutes for a span of service of 4 hours.

Policy 1.10.4 A Transportation Concurrency Backlog Plan for the Southwest District 1 Area may be adopted as part of the Capital Improvements Element of the Comprehensive Plan within 6 months of establishment of a Transportation Concurrency Backlog Authority pursuant to Section 163.3182, Florida Statutes. The Southwest District 1 Transportation Concurrency Backlog Plan dated October 13, 2010 will serve as a framework for the TCBP to be considered for adoption in the Comprehensive Plan.

Policy 1.10.5 Any TCBP adopted by the Board of County Commissioners shall be included as part of the update of the Capital Improvements Element.

OBJECTIVE 1.11

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

Policy 1.11.1 A Transportation Special District (TSD) may be established within any portion of the Urban Cluster Transportation Mobility Districts to fund multi-modal transportation.

Policy 1.11.2 A Transportation Special District Plan (TSDP) shall be developed for each TSD and shall include the following elements:

- A. Designated Transportation Special District (TSD)
- B. Proposed multi-modal transportation projects, including transit service
- C. Access and Corridor Management modifications
- D. Local roadway connectivity plan
- E. Projected development and revenue
- F. Projected tax and multi-modal transportation fee revenue generated

Policy 1.11.3 A TSD proposed for development within a Transportation Concurrency Exception Area shall be required to include in the TSDP mitigation in the form of phased frequent transit service along rapid transit corridors that connects the TSD with a centrally located transit hub on the University of Florida campus, the Downtown transit transfer station and the Eastside Activity Center. Phased transit service shall be as follows:

A. Phase 1: AM and PM peak hour headways of 20 minutes for a span of service of 4 hours and off-peak headways of 40 minutes for a span of service of 6 hours.

B. Phase 2: AM, afternoon and PM peak hour headways of 15 minutes for a span of service of 6 hours and off-peak headways of 30 minutes for a span of service of 8 hours.

C. Phase 3: AM, afternoon and PM peak hour headways of 10 minutes for a span of service of 8 hours, off-peak headways of 20 minutes for a span of service of 6 hours and early morning and late evening off-peak headways of 30 minutes for a span of service of 4 hours.

Policy 1.11.4 The TSDP shall be adopted by reference under this policy and shall include the title and date of the TSD. The following are the adopted TSD:

A. Reserved,

 B. Reserved,

 C. Reserved,

 D. Reserved

Policy 1.11.5 Any TSDP adopted by the Board of County Commissioners shall be included as part of the annual update of the Capital Improvements Element.