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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **March 26, 2026**. The meeting will be a hybrid meeting in-person at the **Holiday Inn Hotel and Suites, Suwannee Room, 213 Southwest Commerce Boulevard, Lake City, Florida**, and via Communications Media Technology at **6:00 p.m.**

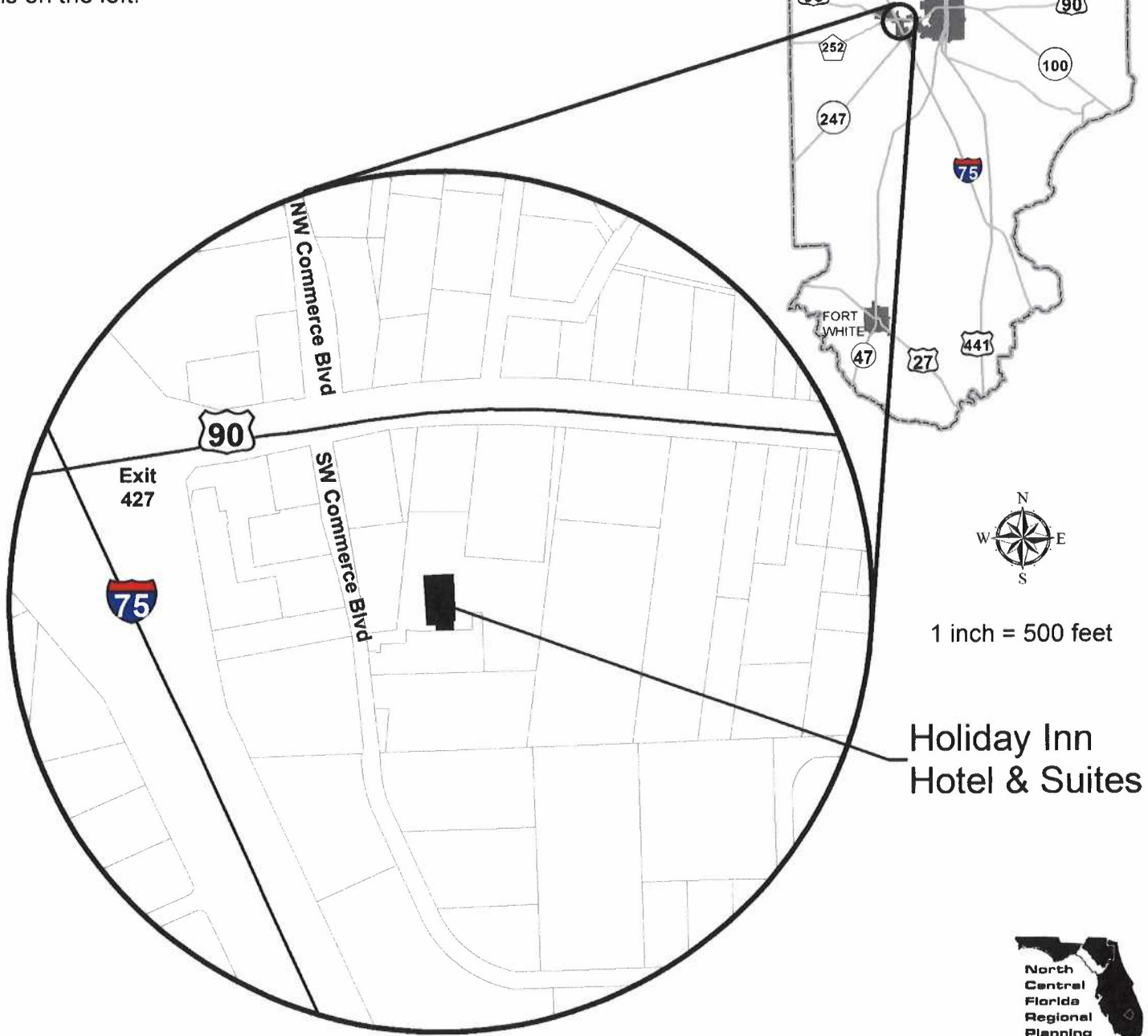
DIAL IN NUMBER: Toll Free 1.888.585.9008

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Holiday Inn Hotel & Suites

213 SW Commerce Blvd
Lake City, Florida 32025

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



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AGENDA CLEARINGHOUSE COMMITTEE

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

March 26, 2026
6:00 p.m.

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III. COMMITTEE-LEVEL REVIEW ITEMS	
<u>Comprehensive Plan Amendments</u>	
#20 – Town of Inglis Comprehensive Plan Adopted Amendment (FC No. 25-1ER)	7
#21 - City of Chiefland Comprehensive Plan Adopted Amendment (FC No. 25-1ER)	31
#22 - City of Lake City Comprehensive Plan Draft Amendment (FC No. 26-1ESR)	51
IV. STAFF-LEVEL REVIEW ITEMS - None	
V. PUBLIC COMMENTS	
The Committee welcomes you to this meeting. This time is set aside for our citizens and general public to address the Committee. If you would like to address the Committee, please complete a form, come forward when you are called, and state your name for the record. Please also limit your comments to not more than three minutes. Your participation is welcomed.	

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
CLEARINGHOUSE COMMITTEE
MINUTES

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

February 26, 2026
6:00 p.m.

MEMBERS PRESENT IN PERSON

James Howell
Diane Landry
Jody Stephenson
Judy Townsend

MEMBERS ABSENT

James Carter Jr.
Melissa McNeal, Chair
Daniel Riddick, Vice-Chair

MEMBERS PRESENT VIA
MEDIA TECHNOLOGY
COMMUNICATIONS
FOR QUORUM

Melissa Hendrix

STAFF PRESENT

Lynn Franson - In-Person
Scott Koons - In-Person

COMMUNICATIONS
MEDIA TECHNOLOGY
(NOT FOR QUORUM)

None

In the absence of the Chair and Vice-Chair, Scott Koons, Executive Director, noting a quorum being present called the meeting to order at 7:02 p.m.

ACTION: Commissioner Howell made the motion, with a second by Commissioner Stephenson, to elect Commissioner Judy Townsend as Acting Chair to preside at the meeting. The motion carried unanimously.

I. APPROVAL OF THE AGENDA

Acting Chair Townsend requested approval of the agenda as presented.

ACTION: It was moved by Vice-Mayor Landry and seconded by Commissioner Stephenson to approve the February 26, 2026 Clearinghouse Committee Agenda as presented. The motion carried unanimously.

II. APPROVAL OF THE JANUARY 22, 2026 MEETING MINUTES

ACTION: It was moved by Commissioner Stephenson and seconded by Commissioner Howell to approve the January 22, 2026 Clearinghouse Committee meeting minutes as circulated. The motion carried unanimously.

III. COMMITTEE-LEVEL REVIEW ITEMS

- #18 - City of Jasper Comprehensive Plan Adopted Amendment (FC No. 25-1ESR)
- #19 - City of Lake City Comprehensive Plan Adopted Amendment (FC No. 25-1ESR)

ACTION: It was moved by Commissioner Stephenson and seconded by Commissioner Howell to group Committee-Level Review Items #18 and #19 for purpose of review. The motion carried unanimously.

Mr. Koons stated that the staff reports for Items #18 and #19 find the comprehensive plans, as amended, are not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjoining local governments.

ACTION: It was moved by Commissioner Howell and seconded by Vice-Mayor Landry to recommend that the Council approve the staff reports for Items #18 and #19 as circulated. The motion carried unanimously.

IV. PUBLIC COMMENTS - None

The meeting adjourned at 6:09 p.m.

, Chair

3/26/26
Date

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

Regional Planning Council: North Central Fl Regional Planning Council Item No.: 20
Review Date: 3/26/26 Local Government: Town of Inglis
Amendment Type: Adopted Amendment Local Government Item No.: CPA 25-01
State Land Planning Agency Item No.: 25-01ER

Date Mailed to Local Government and State Land Planning Agency: 3/27/26 (estimated)

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

DESCRIPTION OF AMENDMENT

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

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

The Town is bisected by U.S. Highway 19/98 and State Road 40, both of which are identified and mapped in the Strategic Regional Policy Plan as part of the Regional Road Network. Nevertheless, significant adverse impacts are not anticipated to occur to these regional roads as a result of the amendment since it does not result in an increase in intensity or density of use.

The Floridan Aquifer, a Natural Resource of Regional Significance as identified and mapped in the Strategic Regional Policy Plan, is located within the Town. Nevertheless, significant adverse impacts are not anticipated to occur to this Natural Resource of Regional Significance since the amendment does not result in an increase in intensity or density of use.

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

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

Request a copy of the adopted version of the amendment?

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

Yes _____ No _____
Not Applicable _____ X _____

**EXCERPTS FROM THE
TOWN COMPREHENSIVE PLAN AMENDMENT**

CHAPTER TWO

TRANSPORTATION ELEMENT

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Chapter Two Transportation Element

GOAL 2: TO PROVIDE A SYSTEM FOR BOTH MOTORIZED AND NON-MOTORIZED MODES OF TRANSPORTATION WHICH SERVES TO MAXIMIZE PUBLIC SAFETY, SUPPLY CONVENIENT ACCESS TO DESTINATIONS, IS EFFICIENT IN DESIGN, AND PROMOTES ENERGY CONSERVATION.

OBJECTIVE 2.1: The Town shall coordinate with the County, and the Florida Department of Transportation, to mitigate the projected capacity impacts along roadway segments of state, county, and town owned roadways.

Policy 2.1.1: The Town shall implement a notification process, as part of a development permit application, in order to inform, the Florida Department of Transportation, and the County, when proposed development will result in an increased traffic volume on state or county owned roadways that will reduce the roadway's operating level of service.

Policy 2.1.2: The Town shall coordinate with the Florida Department of Transportation to implement traffic control methods which will improve safety, and limit air and noise pollution, attributable to truck and other motorized vehicle traffic, on state or county owned highways which pass through the Town.

Policy 2.1.3: Through consideration of joint action with the Florida Department of Transportation and the County, the Town will evaluate the benefits of coordinated action in support of transportation demand and system management solutions if as needed or in response to an outside request.

OBJECTIVE 2.2: The Town Planning Commission shall administer a comprehensive program to monitor motorized and non-motorized transportation systems for safety, access, efficiency, energy conservation, and level of service conditions by reporting to the Town Commission whenever of the Planning Commission's meeting agenda items relate to any of these subject topics. The monitoring program may use traffic volume counts and other information compiled by the Florida Department of Transportation and the County.

Policy 2.2.1: The Town does hereby adopt the following peak hour level of service standards for roadways within the Town, as defined within the most recent version of the Florida Department of Transportation Quality/Level of Service Handbook:

1. Principal Arterials- LOS C at Peak Hour
2. Major and Minor Collectors- LOS C at Peak Hour

Policy 2.2.2: The Town shall adopt and implement standards for trip generation estimates to be used in the development plan review process.

Policy 2.2.3: The Town shall review all development proposals, and require that they provide sufficient information, to ascertain that proposed development's impact to the level of service on roadways in the town, and shall issue a development order with the contingency that a certificate of occupancy for that development will be issued only if the impact of that development on the roadway system will maintain the adopted level of service standards.

Policy 2.2.4: The Town shall implement land development regulations which will require all new development to provide and dedicate additional right-of-way for existing road systems, in which the present right-of-way is insufficient for either, projected future needs for infrastructure improvements,

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public safety objectives, or for maintenance of the adopted level of service for projected future traffic volumes.

Policy 2.2.5: The Town's Land Development Regulations shall include requirements for on-site traffic flow for both motorized and non-motorized vehicles, which will assure safe, convenient, movement of vehicles and pedestrians.

Policy 2.2.6: Where new roadway systems are planned according to the Future Traffic Circulation Map, new development which will abut the planned roadway shall be required to dedicate the right-of-way necessary, where applicable, to maintain the adopted level of service for that roadway.

Policy 2.2.7: All new subdivisions shall have paved roads, and adequate drainage structures that meet the adopted level of service standards.

Policy 2.2.8: Periodically, and as often as needed, the Town Planning Commission will agenda discussion to review the Town's concurrency management system. Topics to be evaluated will include impact fees, adoption of a proportionate fair share ordinance, dedications, exactions, in lieu fees, and special assessments.

Policy 2.2.9: For roads, transit or other enhancements to the multimodal system, the Town's concurrency management system mandates transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the approval of a building permit or its functional equivalent that results in traffic generation.

Policy 2.2.10: In accordance with Section 163.3180(5)(h)1.c. and 163.3180(5)(h)2. Florida Statutes, as amended, the Town shall provide a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. However, the landowner shall not be held responsible for the additional cost of reducing or eliminating deficient transportation facilities.

OBJECTIVE 2.3: The formal procedures established in the Capital Improvements Element shall prioritize both, needed roadway improvement projects, and identify the revenues to complete these projects in the **5 10**-year schedule of Capital Improvements.

Policy 2.3.1: The Town shall keep records of roadway, pedestrian, and bicycle accident frequency, and use these records to formulate priorities for motorized and non-motorized traffic improvements.

Policy 2.3.2: Data contained in the Census Transportation Planning Package, the Federal Transportation Administration's National Household Travel Survey, The American Community Survey, and other professionally recognized sources shall be used to develop analysis and indicators evaluating the performance of the goals, policies and objectives of the transportation element.

OBJECTIVE 2.4: All decisions and actions the Town initiates or implements, which will have an impact on the traffic circulation system, shall be consistent with the adopted future land use map and future land use goals, objectives and policies of this plan.

Policy 2.4.1: Proposed changes to the traffic circulation system shall be reviewed for the necessity and appropriateness of the proposed change, in relation to future land uses as depicted on the future land use map, and the adopted level of service standards.

OBJECTIVE 2.5: All future roadway system design shall provide features for non-motorized transportation, the purpose of which is to provide access for all citizens, and to maintain ambient air quality within Environmental Protection Agency, and Florida Department of Environmental Protection standards.

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Policy 2.5.1: In accordance with Section 163.3202, Florida Statutes, the Town shall implement land development regulations which will require new development to provide and dedicate pedestrian ways.

Policy 2.5.2: The Town shall incorporate sidewalks and paved shoulders (bike lanes) in the design of arterial roadway improvements which will provide citizens with access to shopping, employment, public buildings, and recreational centers.

Policy 2.5.3: The Town shall implement a program to prioritize sidewalk construction and repair as part of annual capital improvements element update.

Policy 2.5.4: All pedestrian ways constructed within the Town shall be designed to be accessible to handicapped persons.

OBJECTIVE 2.6: As part of its multi-modal approach to transportation planning, the Town will participate as a stakeholder in transportation planning initiatives related to transit, especially as related to the transportation disadvantaged population, while implementing policies through its Land Development Regulations that support future expansion of transit service provision.

Policy 2.6.1: To create in the Town a dense regional job center, which serves as an access hub, where energy efficient land use patterns effectively reduce vehicle emissions and miles traveled.

Policy 2.6.2: The Town will investigate the Land Development Regulations to determine what specific revisions could help increase the concentration of jobs, residences and commercial along local functionally classified arterial and collector streets to support future efforts to define possible regional transit corridors.

Policy 2.6.3: As growth occurs, the Town will evaluate how energy efficient land use patterns have created density increase at the block, neighborhood and municipal levels. Land use intensity may also be monitored. Where data exists related to both land use and transportation, it will be applied to identify future opportunities for transit corridor identification.

Policy 2.6.4: The Town shall organize automotive trip generation information gathered through the development approval process to enable future analysis of the relationships between major traffic generators to enable efficient use of roadway capacity.

Policy 2.6.5: Land Development Regulations standards related to public access and traffic flow shall help facilitate the effective provision of demand response transit service. The Town will review its Land Development Regulations to ensure it promotes transit supportive development practices.

Policy 2.6.6: To further multimodal connection within the surface transportation system, the Town assess opportunities to place pedestrian improvements and bikeways within the right-of-way of functionally classified roadways.

OBJECTIVE 2.7: In conformance with Section 163.3202, Florida Statutes, as amended, the Town's adopted Land Development Regulations shall provide implementation measures to preserve and protect right-of-way for capacity expansion and necessary capacity improvements. When needed, the Town may revise its program of corridor management or initiate specific transportation system management practices, as implemented through the Land Development Regulations, as an appropriate response to diminishing surplus roadway capacity.

Policy 2.7.1: In order to assist in the preservation of rights-of-way for capacity expansion, the Town shall implement a land development regulation to provide the necessary structure setback along property frontage that abuts arterial highways, and all other roads in the Town.

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Policy 2.7.2: Curb cuts shall be kept to a minimum, and shared by neighboring commercial establishments, where practical, along arterial and collector roadways, to both enhance the safety of roadways, and to maintain the adopted level of service.

Policy 2.7.3: Non-governmental signage and off-site signs shall be prohibited from both existing and future rights-of-way.

Policy 2.7.4: The Town's adopted Land Development Regulations, as required by Section 163.3202, Florida Statutes, as amended, shall require all existing structures that encroach on right-of-way to be considered non-conforming, and those structures shall be under the provisions for non-conforming structures in the Land Development Regulations.

OBJECTIVE 2.8: All roadway improvement projects shall be designed to further develop a safe, accessible, efficient and transportation system. Aesthetic impacts may be addressed through the use of Context Sensitive Design Controls and other methods that help integrate transportation facilities into their surroundings.

Policy 2.8.1: The Town's Land Development Regulations shall require parking lots to be functionally landscaped to -provide maximal shading, beauty (i.e. scale of height, and use of color, shape and texture), and stormwater retention.

Policy 2.8.2: The Town Land Development Regulations shall require that non-governmental signage and off-site signs shall be prohibited from both existing and future rights-of-way.

Policy 2.8.3: At the time of funding allocation for roadway improvements the Town shall pursue funding for aesthetic enhancements.

Policy 2.8.4: In conformance with Section 163.3202, Florida Statutes, the Town Land Development Regulations shall address on-site traffic flow and vehicular parking requirements.

Policy 2.8.5: The Town's Land Development Regulations shall require all new non-residential development to provide off-street parking for both motorized and non-motorized vehicles.

Policy 2.8.6: The Town shall require all new development to provide adequate and safe off-street parking based upon an established density and intensity of permitted land use.

Policy 2.8.7: Utilize corridor overlay zones to manage access along commercial corridors.

Policy 2.8.8: Properties under the same ownership or those consolidated for development shall be treated as one property for the purposes of access management and shall not receive the maximum potential number of access points for that frontage indicated under minimum access spacing standards.

Policy 2.8.9: Shopping centers shall be required to provide a unified access and circulation plan and require any out parcels to obtain access from the unified access and circulation system.

Policy 2.8.10: Existing lots unable to meet the access spacing standards for arterials shall obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements.

Policy 2.8.11: Adequate corner clearance shall be maintained at crossroad intersections with arterials.

Policy 2.8.12: The Town shall encourage cross-access connections easements and joint driveways, where available and economically feasible.

Policy 2.8.13: For State Roads, the number and frequency of connections and access points shall be in conformance with Chapter 14-97 and 17-97, Florida Administrative Code.

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OBJECTIVE 2.9: Should significant aviation, marine or intermodal transportation facilities develop, the town will help coordinate access to the municipal right-of-way pursuant to the requirements of the Land Development Regulations during the site planning process. To accommodate access and mitigation of transportation impacts outside the municipal street system, the Town will plan for development of public, non-automotive facilities with reference to the relevant state of federal plan documents.

Policy 2.9.1: Development of ports, airports or related facilities shall be in accordance with state and federal regulatory directives.

Policy 2.9.2: The Town may promulgate through the Land Development Regulations all controls necessary to ensure compatible land use adjacent to aviation, marine or intermodal facilities. The Town will coordinate land use controls with other jurisdictions as needed to achieve land use compatibility.

Policy 2.9.3: Development of marine, aviation and intermodal transportation facilities should occur in a manner that is consistent with the requirements of the future land use and conservation elements and the town's land development regulations.

Policy 2.9.4: Revision of the Land Development Regulations should occur as needed to promote effective intermodal management practices; major aviation, marine and intermodal facilities shall be removed from incompatible land uses by adequate local in inter-jurisdictional land use controls.

OBJECTIVE 2.10: Mobility will be achieved and sustained through a multi-modal approach that permits user choice between motorized, non-motorized and pedestrian mode options.

Policy 2.10.1: Promote urban infill development opportunities for sites with frontage on higher-order streets to better create a compact, dense and walkable environment containing different land uses.

Policy 2.10.2: The Town may consider where implementation of transportation systems management strategies, such as traffic calming, could help support a multimodal approach, encouraging pedestrian and bicycle use, and thereby reducing vehicle miles traveled.

Policy 2.10.3: Where connections exist between public streets and multipurpose trails, the Town will pursue enhanced signage which clearly and visibly identifies and promotes the use of pedestrian facilities.

Policy 2.10.4: Municipal investment in infrastructure and additional system capacity to serve existing development or contiguous with such areas shall be prioritized during annual update of the Town's ~~5~~**10**-year schedule of capital improvements.

Policy 2.10.5: The Town will utilize existing land development regulations to achieve permitted intensity of land use, while limiting the amount of impervious surface area created through strategies like shared parking and access arrangements that flexibly allow compliance to requirements.

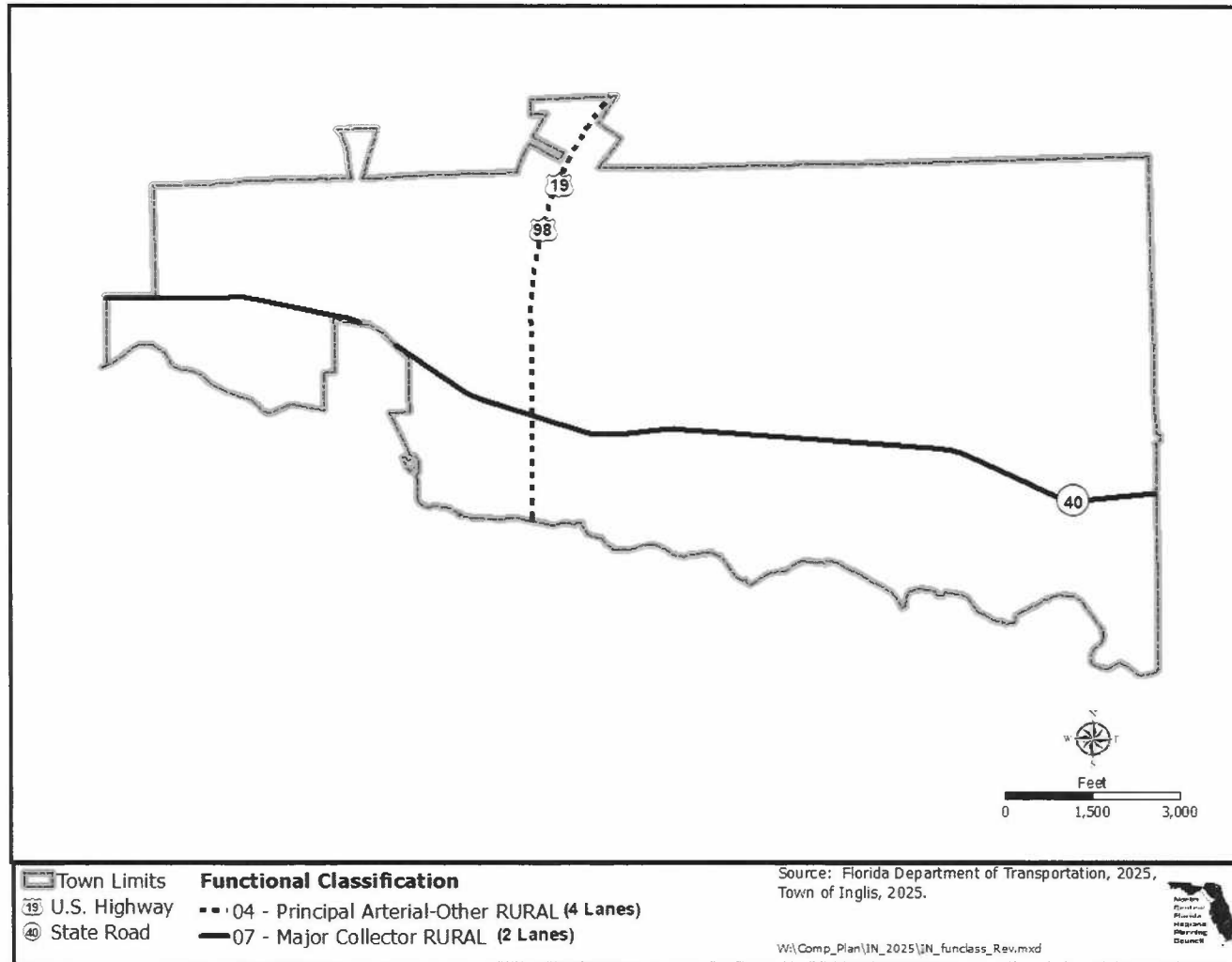
Policy 2.10.6: Development of the Town surface transportation system should provide sufficient access to local goods and services as a means to reduce total vehicle miles traveled.

Policy 2.10.7: As municipal revenues permit, the Town will explore opportunities to plan for pedestrian and bicycle way improvements or to implement feasible improvement projects through update of the ~~5~~**10**-year schedule of capital improvements.

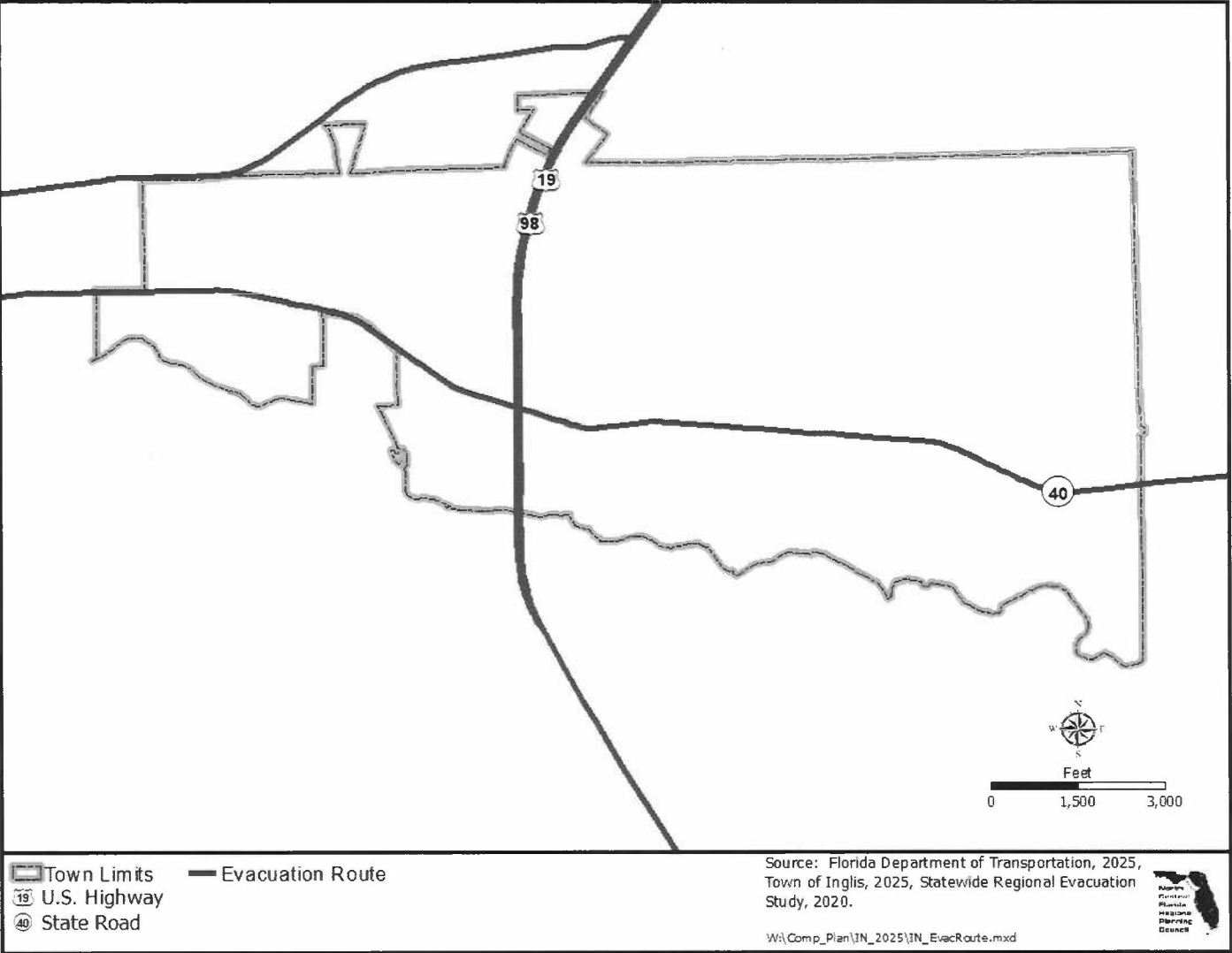
Policy 2.10.8: The Town shall support the preparation of a bicycle pedestrian master plan to best serve the needs of the community.

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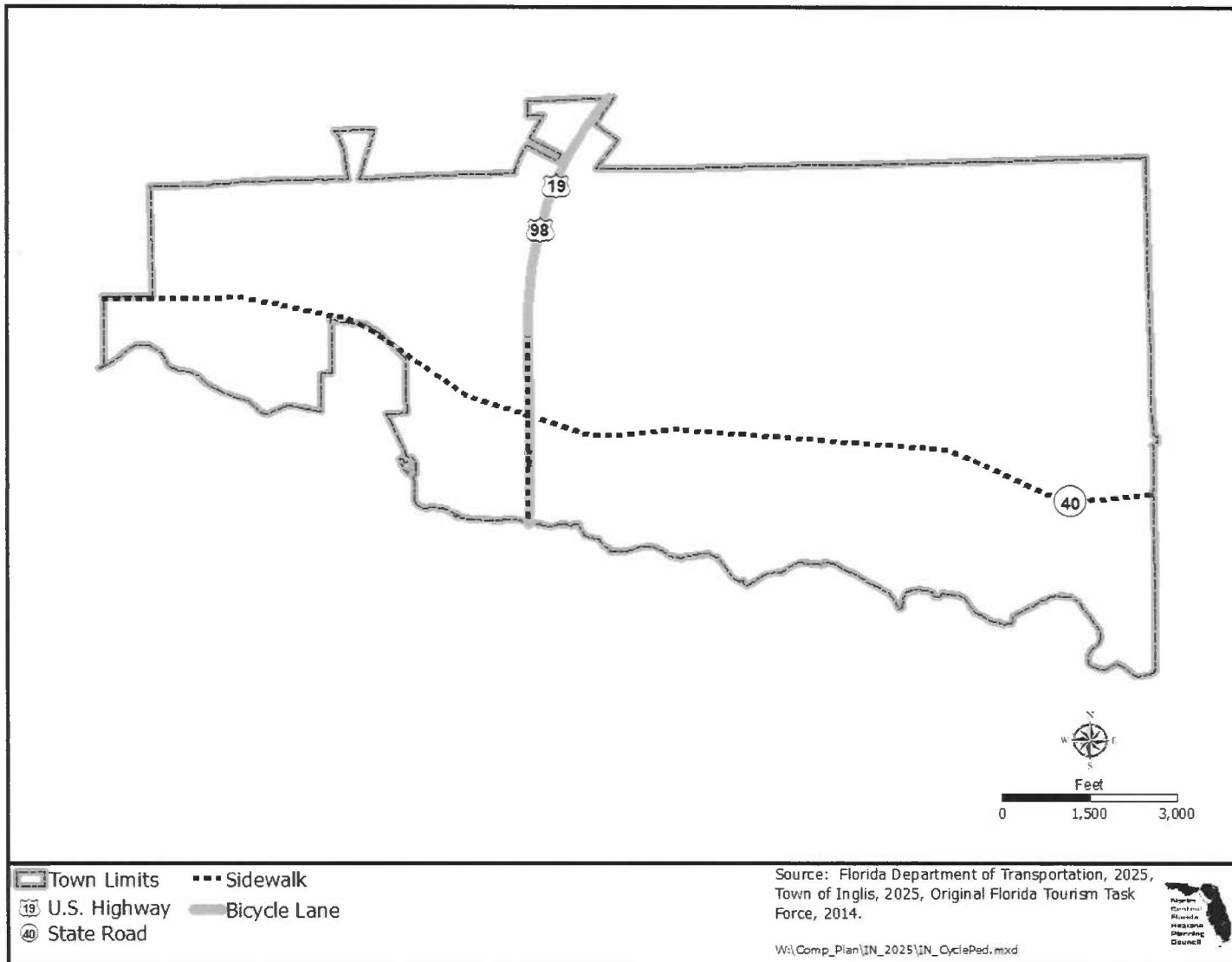
FUTURE TRANSPORTATION SYSTEM ~~2029-2046~~



REGIONAL HURRICANE EVACUATION ROUTES



BICYCLE AND PEDESTRIAN FACILITIES MAP



CHAPTER FIVE

CONSERVATION ELEMENT

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Chapter Five

Conservation Element

GOAL 5: TO PRESERVE, CONSERVE, AND APPROPRIATELY MANAGE ALL OF THE NATURAL RESOURCES OF THE TOWN AND TO PROVIDE PROTECTION OF UNIQUE AND ENVIRONMENTALLY SENSITIVE LANDS, LIFE, AND PROPERTY FROM NATURAL AND MAN-MADE HAZARDS.

OBJECTIVE 5.1: The air in the Town shall meet or exceed the minimum air quality levels established by Florida Department of Environmental Protection.

Policy 5.1.1: The Town shall consider the cumulative effects of development on air quality in project review, mitigation measures shall be implemented where needed to avoid deterioration of the ambient air quality.

Policy 5.1.2: The Town shall maintain good ambient air quality through the adoption of codes, ordinances and regulations which address acceptable levels of emissions and smoke, as well as factors contribute to enhancement of air quality, such as landscaping, and tree protection.

OBJECTIVE 5.2: The Town shall protect and properly manage the quality and quantity of all surface waters.

Policy 5.2.1: The Town shall support all research activities by public agencies designed to assist in the management of the Gulf Coastal Lowlands and the Withlacoochee River floodplains.

Policy 5.2.2: The Town shall coordinate use and development of land within the 100-year floodplain to support proper ecological function of the Withlacoochee River and adjacent bottomlands, enhance surface and groundwater quality, and help manage the risks of development in floodprone areas.

Policy 5.2.3: The Town shall prohibit the dredging and filling of lands within floodplains, unless approved by the appropriate jurisdictional authorities, to preserve the natural functions of the 100-year floodplain so that flood-calming and flood storage capacities are maintained.

Policy 5.2.4: Issuance of any development permit in the floodplain for either new construction or significant alternation to existing structures shall preserve the natural functions of the 100-year floodplain so that flood-calming and flood storage capacities are maintained.

Policy 5.2.5: The storage and use of hazardous materials or waste shall be prohibited in the 100-year floodplain.

Policy 5.2.6: For proposed development in special flood hazard areas, site plan review shall determine whether a proposed development is consistent with Flood Damage Prevention standards contained in the land development code prior to the issuance of any development permit by the Town.

Policy 5.2.7: When issuance of a development permit in a special flood hazard area requires action by the Planning Commission, then the Town Building Official shall help the commission to administer the issuance of a development permit pursuant the standards of the land development code. In all other cases, the Town building official shall act to coordinate permit review and issuance as required by the Town's Land Development Regulations.

Policy 5.2.8: The Town shall continue to regulate land use and development in flood hazard areas by requiring conformance with the provisions of the Town's floodplain regulations and requirements of the National Flood Insurance Program as provided by the Federal Emergency Management Agency.

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The Town's floodplain management regulations shall be reviewed, and revised as necessary, to be consistent with the provisions of this Plan.

Policy 5.2.9: During construction, all development shall use appropriate screening materials which will prevent run-off and siltation from entering adjacent waters, wetlands and floodplains.

Policy 5.2.10: The Town shall petition the County, and conservation area lessees for an agreement to establish best management practices for the protection of surface and groundwater quality in the adjacent county owned land and leased wildlife management areas of the Gulf Coastal Lowlands. When research recommendations are available, they shall be reviewed and considered for incorporation into the appropriate elements of the adopted Comprehensive Plan.

Policy 5.2.11: The Town shall maintain a stormwater management ordinance to: protect the quality and quantity of water resources, and to supplement State and Southwest Florida Water Management District regulations, and to maintain the adopted level of service standards.

Policy 5.2.12: Incorporate applicable stormwater management technical requirements of the Southwest Florida Water Management District into the town's stormwater management ordinance in accordance with the adopted level of service standards.

OBJECTIVE 5.3: The Town shall maintain actions to properly protect and conserve the quality and quantity of groundwater resources in the Town.

Policy 5.3.1: The Town, in cooperation with the Florida Department of Environmental Protection and Southwest Florida Water Management District, shall continue to monitor the quality and quantity of groundwater resources.

Policy 5.3.2: Development shall be permitted only if it does not adversely impact the Town's natural resources and it is in compliance with all applicable Federal, State, and local regulations.

Policy 5.3.3: The Town shall cooperate with the Florida Department of Environmental Protection, the Southwest Florida Water Management District, the Town of Yankeetown, and the County to provide protection for all public water supply wells.

Policy 5.3.4: Prior to development approval, an inspection should be conducted to properly identify active drainage wells, if any wells are found the developer shall be responsible for sealing the drainage wells.

Policy 5.3.5: The Town shall investigate methods for treatment of stormwater runoff from developed areas and require stormwater control to meet the adopted level of service standards, or if exempted from the stormwater management level of service requirement (agriculture and silviculture), to use best management practices according to Florida Admiration Code 17-25 and the State Section 208 Plan.

Policy 5.3.6: The Town shall continue to cooperate with the Southwest Florida Water Management District by requiring as-built surface water management systems to be approved (meeting Southwest Florida Water Management District permit specifications) by the Southwest Florida Water Management District before a Certificate of Occupancy is issued for new development, or redevelopment.

Policy 5.3.7: The Town shall cooperate, as appropriate, with the designated programs of the County, Southwest Florida Water Management District, the Florida Department of Environmental Protection, and other such applicable agencies in the identification and protection of water recharge areas to prevent aquifer depletion and contamination.

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Policy 5.3.8: The Town Commission shall request the Florida Geological Survey, to evaluate the potential for geologic hazards in the Town and to assist in developing plans to reduce the impacts of sinkholes.

Policy 5.3.9: Proposed development equal to eighty percent (80%) of the threshold size for a potential Development of Regional Impact will be required to fully evaluate all geologic and hydrologic conditions on-site prior to development.

Policy 5.3.10: The Town shall prepare a composite map which illustrates soils, native vegetative communities, geology, wetlands, surface water and ground water information and which:

- (1) Defines areas that have physical limitations and potentials for various types of land use; and
- (2) Defines the appropriate land uses based upon the land's physical limitations and potentials.

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

The composite map shall be used in the comprehensive planning process to direct incompatible land uses away from wetlands.

Policy 5.3.11: Mineral extraction activities shall be prohibited in the Town limits.

Policy 5.3.12: Prior to receiving a development order, the Town shall require that proposals for commercial or multi-family development demonstrate that the proposed project will not adversely affect water quantity or quality. Residential development that is exempt from development order review is required to use stormwater best management practices within the building permit process.

OBJECTIVE 5.4: Protect soils and minimize the rate of erosion caused by land development and other human activities.

Policy 5.4.1: As part of the development review process the Town shall consult with the Natural Resources Conservation Service on use of Best Management Practices to minimize soil erosion problems associated with a proposed development, and the construction process of a proposed development.

Policy 5.4.2: The Town shall require topographic, hydrologic and vegetative cover to be depicted on all site plans of proposed commercial, industrial, public building, subdivision, and multi-family development, and development design shall be compatible with the natural functions of these factors; the site plan review process in the Town's Land Development Regulations shall reiterate this requirement.

Policy 5.4.3: The Town shall adopt a tree protection ordinance and a landscape ordinance to assist in control of soil erosion.

Policy 5.4.4: The Town shall require utilization of best management practices, and compliance with all adopted level of service standards in construction of stormwater facilities and structures.

Policy 5.4.5: The Town shall encourage the use of paving blocks (turf block) and other approved pervious surfaces to retain properties of soil permeability and encourage their use as a porous surface bonus to developers.

OBJECTIVE 5.5: The Town shall take appropriate actions to minimize impacts on existing relic hardwood communities, the habitat of species that are endangered, threatened, or are species of special

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concern and shall provide appropriate protective measures for environmentally sensitive land and unique vegetative communities.

Policy 5.5.1: The Town shall assist in the application of, and compliance with, all State and Federal regulations which pertain to endangered, threatened, species of special concern and potentially endangered species.

Policy 5.5.2: The Town shall consult with the Florida Fish and Wildlife Conservation Commission, the Natural Resources Conservation Service, and the United States Department of Agriculture - Division of Forestry prior to the issuance of a development order where species that are endangered, threatened, or species of special concern are known to exist. If found to have adverse impact on the species or habitat, mitigation measures and/or compensation shall be required.

Policy 5.5.3: The Town shall consult with the Florida Fish and Wildlife Conservation Commission, U.S. Soil Conservation Service, adjacent local governments and private landowners to develop Best Management Practices to protect valuable relic hardwood communities, species of special concern, and endangered, or threatened species.

Policy 5.5.4: The Town shall adopt a tree protection and landscape ordinance to assist in the protection of specimen trees, relic hardwoods communities and wildlife habitat.

Policy 5.5.5: The Town shall, through proper site plan review procedure and specific implementation of the Town Land Development Regulations, provide protection of 100-year flood areas, wetlands, and other potential environmentally sensitive lands within the town.

Policy 5.5.6: The Town shall continue to coordinate development activities with the County to ensure the conservation, protection and appropriate use of shared, unique vegetative communities such as the relic hardwood communities and the Gulf Coastal Lowlands.

Policy 5.5.7: Exotic and invasive plant species shall be eradicated from development areas and replaced with native species at the time of development.

OBJECTIVE 5.6: The Town shall strive to enhance efforts in reduction, disposal and management of hazardous materials and hazardous waste.

Policy 5.6.1: The Town shall assist the County in its efforts to manage hazardous wastes and protect natural resources through educational programs that advise town residents on the problems and issues of hazardous waste.

Policy 5.6.2: The Town shall, in cooperation with the County, develop an emergency response plan to facilitate control of accidents involving hazardous materials and hazardous wastes.

Policy 5.6.3: The Town shall cooperate with the County in the continuation and promotion of the Amnesty Days program for collection of hazardous materials.

Policy 5.6.4: The Town shall cooperate with the County in the management program for proper storage, recycling, collection and disposal of hazardous materials.

OBJECTIVE 5.7: The Town shall maintain proper actions to preserve, conserve, develop and improve the visual resources and aesthetics of the community.

Policy 5.7.1: The Town shall adopt and implement a tree protection ordinance to conserve and preserve certain existing trees and require the planting or replanting of trees in the town.

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Policy 5.7.2: The Town shall review and revise the existing sign ordinance to enhance aesthetic qualities and protect the health, safety and welfare of its residents.

Policy 5.7.3: The Town shall adopt and implement tree protection and landscape ordinances to assist in the control of soil erosion, maintain the individual integrity of various land uses and enhance aesthetic qualities of the community as a whole.

Policy 5.7.4: The Town shall incorporate the development of greenways and park and open space planning with the strategies to preserve natural areas and the function of natural features.

OBJECTIVE 5.8: Per capita water use shall be reduced through conservation practices and programs such as an assessment of the effectiveness of the existing conservation incentive water rate structure.

Policy 5.8.1: The Town shall research and adopt criteria for the use of wastewater reuse plans where applicable.

Policy 5.8.2: The Town shall research and implement an emergency water conservation plan. Until the Town adopts a water conservation plan it shall defer to the plans of the Southwest Florida Water Management District.

OBJECTIVE 5.9: The Town shall maintain proper actions to preserve, conserve, improve and protect fisheries, wildlife habitat and marine habitat.

Policy 5.9.1: The Town recognizes the Withlacoochee River as the primary focus for habitat protection efforts and hereby enacts an environmentally sensitive overlay zone adjacent to the river. Other water features such as Harrison Branch, lakes, ponds sinkholes and wetlands as determined by a certified wetlands delineator shall also be afforded the protections of the environmentally sensitive overlay zone. The following policies shall be used to implement the overlay zone.

- (1) Determination of Boundaries. The environmentally sensitive overlay zoning extends from the mean high water line landward to a point 30 feet landward of the water's edge. Environmentally sensitive overlay zone boundaries shall be generally depicted on the Wetlands and Environmentally Sensitive Areas Map, contained within the Future Land Use Plan Map series, and will be shown adjacent to the Withlacoochee River shoreline, Harrison Branch, sinkholes, wetlands and ponds or lakes on that map document.
- (2) Protective Measures. Reasonable protective measures necessary to prevent significant adverse effects on environmentally sensitive overlay zones shall be required for development approval on properties that contain any portion of the zone. The factual basis of the decision to require the measure(s) shall be stated as a finding in the written record, and necessary protective measures shall be stated conditions in preliminary and final development orders. Protective measures include, but not limited to:
 - a. Maintaining natural drainage patterns,
 - b. Limiting removal of vegetation to the minimum necessary to carry out the development activity,
 - c. Expediently replanting denuded areas,
 - d. Stabilizing banks and other unvegetated areas by siltation and erosion-control measures,
 - e. Minimizing the amount of fill used in the development activity,

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- f. Disposing of dredged spoil at specified locations in a manner causing minimal environmental damage,
 - g. Prohibiting construction of channels,
 - h. Prohibition of the dredging and filling of wetlands,
 - i. Designing, locating, constructing and maintaining all development in a manner that minimizes environmental damage,
 - j. Using deed restrictions and other legal mechanisms to require the developer and successors to protect the environmentally sensitive areas and maintain the development in compliance with the protective measures,
 - k. Aesthetic and view scape protection measures as deemed appropriate by the planning commission or the town commission.
- (3) Exceptions. Certain activities are presumed to have an insignificant adverse effect on the beneficial functions of the environmentally sensitive overlay zones. The following activities may be undertaken unless it is shown by competent and substantial evidence that the specific activity would have a significant adverse effect on the protected environmentally sensitive zone:
- a. The following uses and activities are presumed to have an insignificant adverse effect on wetlands protection zones:
 - 1. Scenic, historic, wildlife, or scientific preserves,
 - 2. Minor maintenance or emergency repair to existing structures or improved areas.
 - 3. Timber catwalks, docks and trail bridges that are less than or equal to four feet wide, provided that no filling, flooding, dredging, draining, ditching, tiling or evacuating is necessary for the installation of pilings,
 - 4. Commercial or recreational fishing or hunting, and creation and maintenance of temporary blinds,
 - 5. Constructing fences where no fill activity is required and where navigational access will not be impaired by construction of the fence,
 - 6. Maintaining existing channels (i.e., channels in existence at the time of the adoption of this chapter) at the minimum depth and width necessary to achieve their intended purposes, and designing them to prevent slumping and erosion and allow revegetation of banks,
 - 7. Minor maintenance or emergency repair to existing structures or improved areas,
 - 8. For each lot with shoreline, clearing of shoreline vegetation waterward of the water's edge, so as to provide a corridor not to exceed 15 feet in width, of sufficient length from the shore to allow access for a boat or swimmer to reach open water and landward of the water's edge so as to provide an open area not to exceed 25 feet in width,
 - 9. Commercial or recreational fishing, hunting or trapping and creation and maintenance of temporary blinds.

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10. Construction of new impervious surface area within the environmentally sensitive overlay zone is prohibited.
11. Low-impact development practices shall be part of any approved variance in the environmentally sensitive overlay zone.

Policy 5.9.2: In response to new development, the Town shall apply land development regulations so as to encourage best practice in site development that preserves wildlife corridors and avoids fragmentation of habitat in support of species interface with biodiversity hotspots and dedicated conservation land.

OBJECTIVE 5.10: The Town shall review its Land Development Regulations to promote energy conservation and shall seek public participation as part of this process.

Policy 5.10.1: As part of the annual budgeting process, the Town shall review its energy use to identify if any unrealized energy conservation opportunities are feasible.

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

Regional Planning Council: North Central Fl Regional Planning Council Item No.: 21
Review Date: 3/26/26 Local Government: City of Chiefland
Amendment Type: Adopted Amendment Local Government Item No.: CPA 25-01
State Land Planning Agency Item No.: 25-1ER

Date Mailed to Local Government and State Land Planning Agency: 3/27/26 (estimated)

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

DESCRIPTION OF AMENDMENT

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

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

The City is bisected by U.S. Highway Alternate 27, U.S. Highway 98 and U.S. Highway 129, all of which are identified and mapped in the Regional Policy Plan as Regional Transportation Facilities. Nevertheless, significant adverse impacts are not anticipated to occur to these regional roads as a result of the amendment since the amendment does not result in an increase in density or intensity of use.

Areas of high recharge to the Floridan Aquifer, and the Regional Ecological Greenway, Natural Resources of Regional Significance as identified and mapped in the Strategic Regional Policy Plan, are located in the City. Nevertheless, significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance, as the amendment does not result in an increase in density or intensity of use.

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

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

Request a copy of the adopted version of the amendment?

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

Yes _____ No _____
Not Applicable X

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN AMENDMENT**

CHAPTER TWO

TRANSPORTATION ELEMENT

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CHAPTER 2
TRANSPORTATION ELEMENT

GOAL 1 - MAINTAIN A SAFE AND EFFICIENT TRANSPORTATION NETWORK AND PROVIDE TRANSPORTATION FACILITIES TO ENSURE THAT CITY ROADWAYS OPERATE ABOVE ACCEPTABLE LEVEL OF SERVICE STANDARDS IN THE FUTURE.

OBJECTIVE 1.1 Provide for a safe, convenient and energy efficient multi-modal transportation system by maintaining the existing transportation network, reducing accidents and maintaining adopted levels of service.

Policy 1.1.a Connections and access points of driveways and roads to the local highway network shall be limited to a minimum spacing as follows, by adopting these standards in the Land Development Regulation Code:

FUNCTIONAL CLASS	MINIMUM SPACING
Arterial	600 feet
Collector	300 feet
Local	100 feet

For State Roads, the number and frequency of connections and access points shall be in conformance with Chapter 14-96 and 17-97, Florida Administrative Code.

Policy 1.1.b All development proposals shall address and include provisions for safe and convenient on-site traffic flow, both pedestrian and vehicular, and they shall provide for adequate internal traffic circulation, vehicular parking and assure accessibility in design to public transit. The minimum standards for number of parking spaces, aisle and space dimensions, drainage, landscaping, curve radii and construction materials shall be adopted as a part of the Land Development Regulation Code and/or public works manual, as appropriate.

Policy 1.1.c In planning for new or improved transportation facilities, the City Commission will consider the needs for, and possible provisions of, bicycle and pedestrian ways as a part of the preliminary design phase.

Policy 1.1.d The City Commission hereby adopts the Future Transportation Map Series contained in this element and which coordinate with the Land Use Map Series.

Policy 1.1.e The City, along with the county and state, will continue to maintain the transportation network.

Policy 1.1.f Priority shall be given to roadway projects which require resurfacing of existing paved roads and paving unpaved roadways.

Policy 1.1.g The adopted Land Development Regulation Code shall provide standards and definitions for the preservation or protection of existing and future roadway right-of-way.

Policy 1.1.h The City has not designated any official bicycle ways as a part of its comprehensive plan. Such future designation will place a priority upon:

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First Priority - Linking residential neighborhoods to municipal parks.

Second Priority - Linking residential neighborhoods to schools.

- Policy 1.1.i Municipal sidewalks (pedestrian-ways) are depicted in the data and analysis (Appendix B). Proposed sidewalks may be improved in the future to provide an inter-connected system.
- Policy 1.1.j All access to state roads shall be consistent with the Florida Department of Transportation's Access Plan (Rule 14-96, Access Permitting Process and 14-97, Access Standards contained in the State Highway System Access Management Act.)
- Policy 1.1.k Utilize Rule of the Department of Transportation Chapter 14-97 as a model in establishing access management standards to be adopted as part of the City Code and Land Development Regulation Code.
- Policy 1.1.l Utilize corridor overlay zones to manage access along commercial corridors.
- Policy 1.1.m Properties under the same ownership or those consolidated for development shall be treated as one property for the purposes of access management and shall not receive the maximum potential number of access points for that frontage indicated under minimum access spacing standards.
- Policy 1.1.n Large commercial developments shall be required to provide and/or extend nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on arterial streets.
- Policy 1.1.o Shopping centers shall be required to provide a unified access and circulation plan and require any out parcels to obtain access from the unified access and circulation system.
- Policy 1.1.p Existing lots unable to meet the access spacing standards for arterials shall obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements.
- Policy 1.1.q Adequate corner clearance shall be maintained at crossroad intersections with arterials.
- Policy 1.1.r The City shall encourage cross-access connections easements and joint driveways, where available and economically feasible.
- OBJECTIVE 1.2 Coordinate the transportation system with the future land use map to ensure that current and future population densities, housing and employment patterns and land uses are consistent with the existing and proposed transportation modes and services.
- Policy 1.2.a The City Commission will revise and adopt the existing definition of a subdivision to provide tighter controls on residential development to ensure compliance with land use regulations.
- Policy 1.2.b The City Commission will enforce policies and standards that regulate commercial strip development along major highways, including criteria in rezoning applications and minimum standards for setbacks, frontage roads, etc.

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- Policy 1.2.c The City shall review and coordinate with the Florida Department of Transportation concerning all development proposals located along Florida Intrastate Highway System roadways to ensure consistency with Florida Intrastate Highway System Level of Service Standards established in the Florida Department of Transportation’s most recent version of the Quality/Level of Service Handbook.
- Policy 1.2.d Data contained in the Census Transportation Planning Package, the Federal Transportation Administration’s National Household Travel Survey, The American Community Survey, and other professionally recognized sources shall be used to develop analysis and indicators evaluating the performance of the goals, policies and objectives of the transportation element.
- OBJECTIVE 1.3 The City shall coordinate with the plans and programs of any appropriate county or rural planning organization, Florida Department of Transportation - transportation planning documents, and Florida Department of Transportation’s adopted 5-Year Work Program.
- Policy 1.3.a The City hereby states, by adoption in the comprehensive plan, the following peak hour Level of Service standards shall apply for each functionally classified facility type.
- | | |
|----------------------|--|
| Collector Roadways | Peak Hour Level of Service C |
| Arterial Roadways | Peak Hour Level of Service C |
| State Highway System | Statewide minimum peak hour level of service “C” shall be applicable to all links in the State Highway System. |
- Policy 1.3.b The City shall undertake, on an annual basis, a road paving and improvement program. As required by Florida Law, Chapter 334, the City “shall submit to the appropriate district engineer a plan of work for the construction and maintenance of roads and streets within its jurisdiction for the ensuing five years, listing the estimated amounts to be expended on each project during each budget year.” In addition, the City shall confer with the Florida Department of Transportation and County Road Department concerning state and county maintained roads requiring improvements.
- Policy 1.3.c By joint action with the Florida Department of Transportation and Levy County, the City will evaluate the benefits of coordinated action in support of transportation demand and system management solutions in response to changing traffic conditions.
- Policy 1.3.d The City shall continue to implement traffic and onsite parking requirements through its land development code that promote effective access management, which benefit of level of service system wide.
- OBJECTIVE 1.4 Right-of-way needs shall be annually reviewed in order to establish their protection from building encroachment.
- Policy 1.4.a All proposed developments shall provide a section line right-of-way dedication for future road construction and be set back from the road centerline according to the following formula:

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- Policy 1.4.b One-half the minimum right-of-way from the Existing Street System Regulation and Design Standards plus the required setback as established by the Land Development Regulations Code.
- Policy 1.4.c Where existing right-of-way width is inadequate, the developer shall dedicate that portion necessary to meet or exceed those standards as established in the Existing Street System Regulation as condition to receiving any zoning approval or zoning change.
- Policy 1.4.d The City shall cooperate with the County on anticipated right-of-way needs within the Municipal Service District.
- Policy 1.4.e In accordance with Section 163.3180(5)(h)1.c. and 163.3180(5)(h)2. Florida Statutes, as amended, the City shall provide a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. However, the landowner shall not be held responsible for contributing to deficient transportation facilities.
- OBJECTIVE 1.5 The City will implement the Land Development Regulation Code and other City requirements to support identification of any mass transit corridors at such a future time when feasible or appropriate.
- Policy 1.5.a Land Development Regulation Code addressing public access and traffic flow shall help facilitate the effective provision of flag stop transit service.
- Policy 1.5.b The City will review its Land Development Regulation Code to ensure it promotes transit supportive development practices.
- Policy 1.5.c Designated (pick-up and discharge) points for transit vehicles in new and existing developments should be designed so as to be readily accessible to pedestrians, to increase safety, and not to conflict with traffic circulation.
- Policy 1.5.d The City shall cooperate with the Transportation Disadvantaged Local Coordinating Board by promoting public awareness of the County Transit system functioning as the Community Transportation Coordinator which provides transportation to the Community's transportation disadvantaged residents.
- Policy 1.5.e The City shall coordinate with County Transit to ensure maximum quality of service, especially where the New Freedom Program develops a fixed route, flag stop service within the County.

GOAL 2 - MOBILITY WILL BE ACHIEVED AND SUSTAINED THROUGH COORDINATED APPROACHES EXPANDING USER CHOICE BETWEEN MOTORIZED, NON-MOTORIZED AND PEDESTRIAN MODE OPTIONS WHICH FUNCTION TO REDUCE EMISSIONS AND PROMOTE ENERGY EFFICIENCY AT A VARIETY OF SCALES, WHILE MAXIMIZING THE ECONOMIC WELLBEING OF THE COMMUNITY.

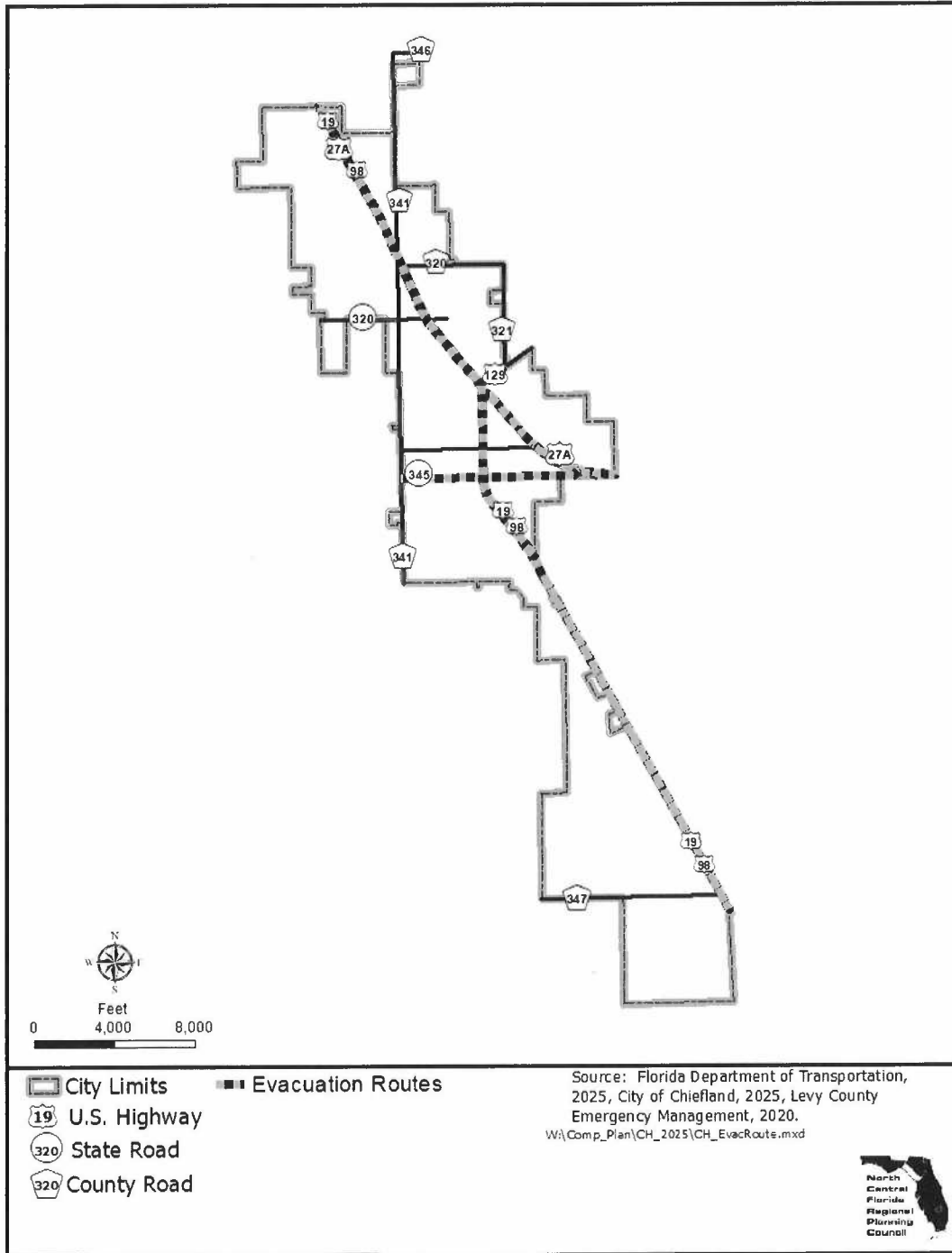
- OBJECTIVE 2.1 As a multi-county commercial hub, the City will identify land use and transportation based strategies that enhance the development base by reducing trip distance, providing mode choice to expand access to commercial areas, and developing a diversity of land uses at intensities that clearly define the City as a center of commerce.

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- Policy 2.1.a The City will study how a Community Redevelopment Agency could coordinate redevelopment activities to increase residential density, intensify land use and create pedestrian oriented centers to support a mix of land uses.
- Policy 2.1.b The City shall develop strategies to enhance connectivity of existing pedestrian routes as well as plan for greater pedestrian accessibility to a variety of land uses.
- Policy 2.1.c The City shall develop a list of priority facilities where marked bicycle lanes would provide beneficial connections with existing pedestrian routes of the City. For facilities maintained by outside agencies, the City will communicate this information to County Road Department and the Florida Department of Transportation to allow coordination at the intergovernmental level.
- OBJECTIVE 2.2 Coordination with the transportation element with the comprehensive plan= future land use map will ensure that multimodal and intermodal facility access routes integrate into the existing surface transportation system.
- Policy 2.2.a Through its development review process, the City shall ensure siting of future multimodal and intermodal transportation facilities or enhancements is consistent with the future land use element, conservation element, capital improvements element, and other applicable elements.
- OBJECTIVE 2.3 Through its development review process and procedures, the City shall coordinate the development of future multimodal and intermodal transportation facilities in a manner consistent with state and federal regulatory directives.
- Policy 2.3.a Any future development of aviation facilities shall be in accordance with state and federal regulatory directives.
- Policy 2.3.b The City shall promulgate all controls necessary to ensure compatible land use adjacent to aviation, waterways or intermodal facilities. The City will coordinate land use controls with other jurisdictions as needed to achieve land use compatibility.
- Policy 2.3.c Development of waterways, aviation and intermodal transportation facilities should occur in a manner that is consistent with the requirements of the future land use and conservation elements and the land development code.
- Policy 2.3.d Revision of the Land Development Regulation Code should occur as needed to promote effective intermodal management practices; major aviation, marine and intermodal facilities shall be removed from incompatible land uses by adequate local in inter-jurisdictional land use controls.

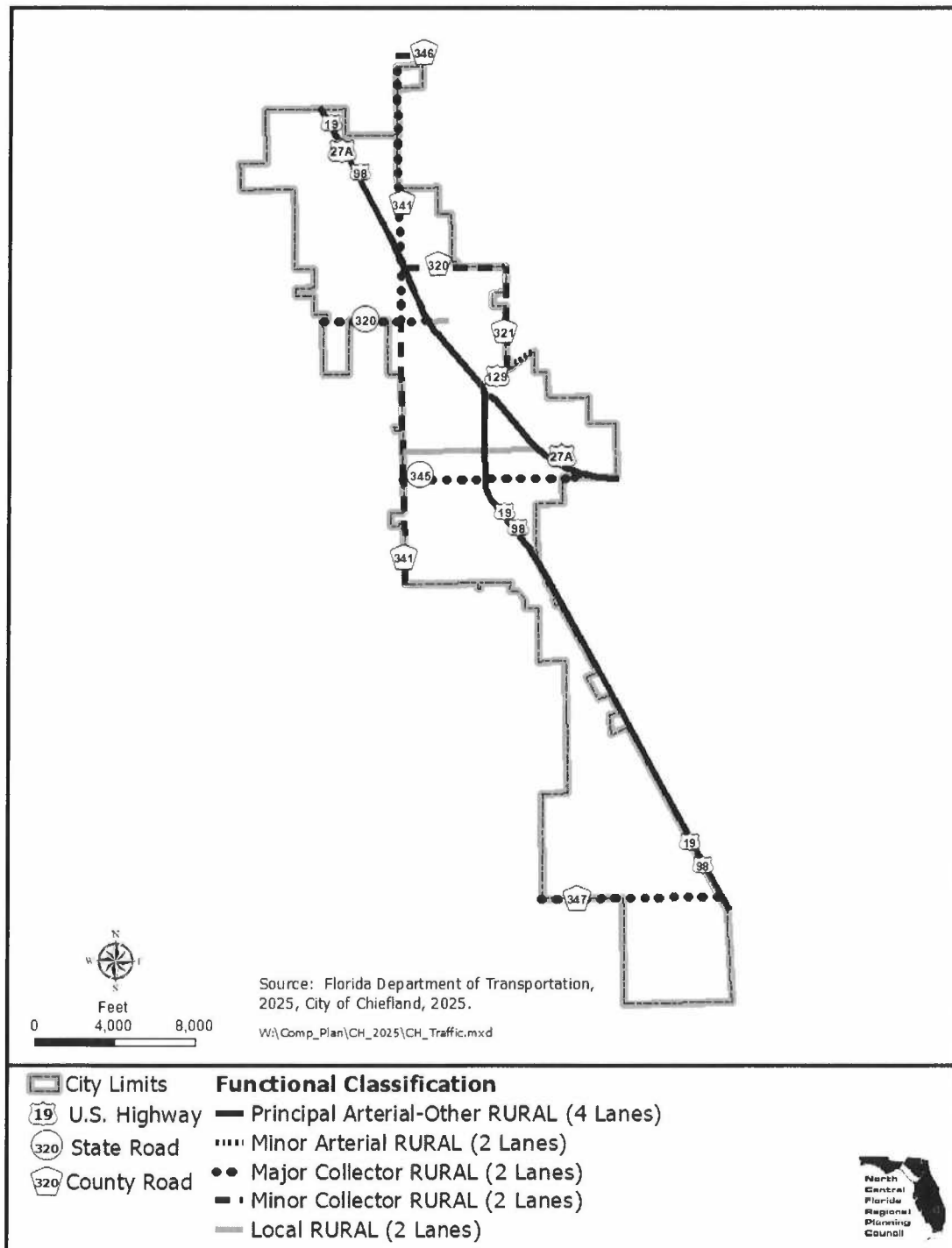
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REGIONAL EVACUATION ROUTES



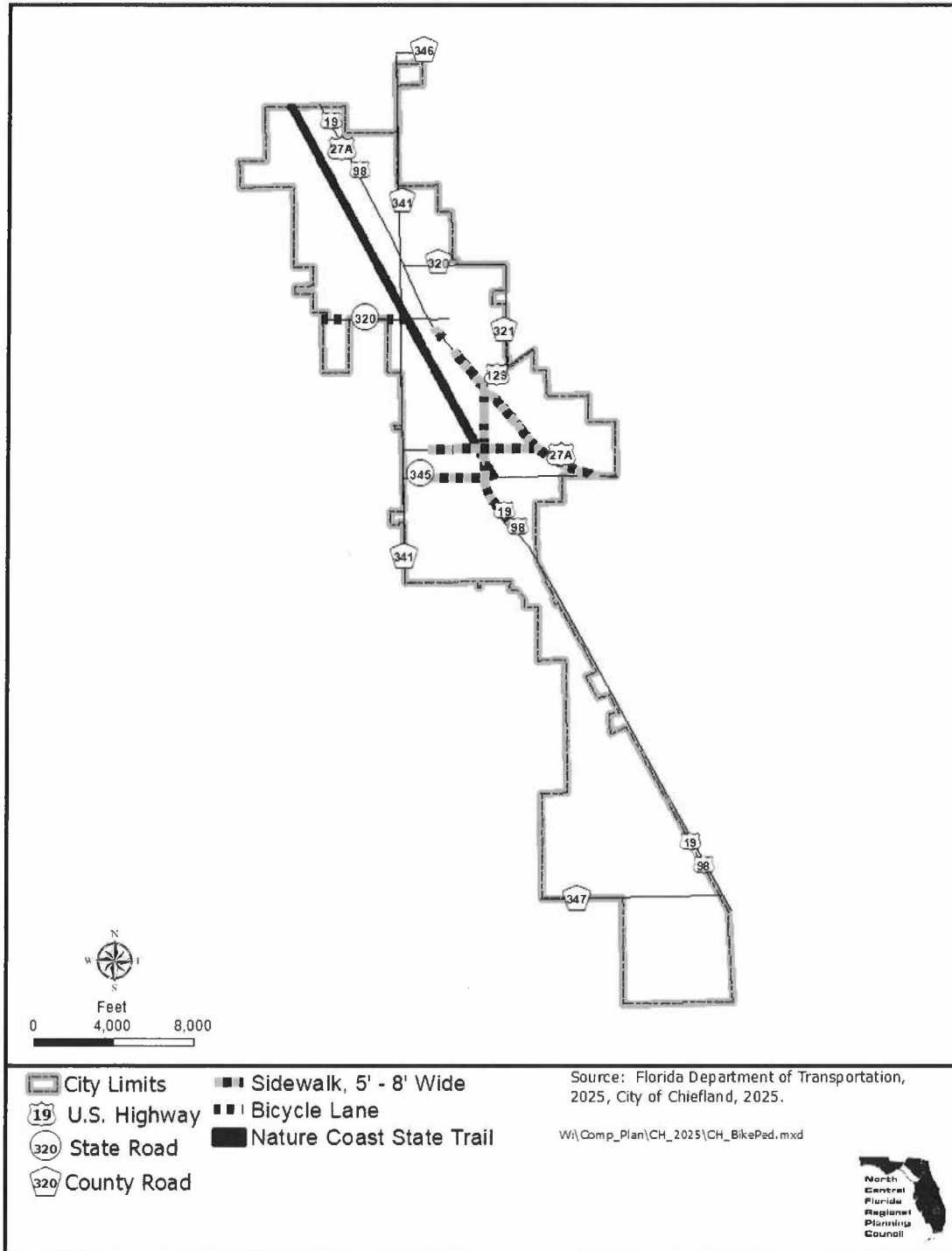
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2028 2045 TRANSPORTATION SYSTEM MAP



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BICYCLE AND PEDESTRIAN FACILITIES MAP



CHAPTER FIVE

CONSERVATION ELEMENT

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CHAPTER 5

CONSERVATION ELEMENT

GOAL 1 - PROTECT, CONSERVE, ENHANCE OR APPROPRIATELY USE THE CITY'S NATURAL RESOURCES IN A MANNER WHICH MAXIMIZES THEIR LONG-TERM VIABILITY AND ECONOMIC, RECREATIONAL AND NATURAL VALUE.

OBJECTIVE 1.1 Enforce regulations that require new development to proceed only after a thorough review of potential environmental problems. This review shall analyze physical properties of soils and underlying rocks, soil thickness, depth to groundwater, groundwater flow characteristics, presence of surface water and danger of flooding.

Policy 1.1.a New development in excess of 5 acres will be required by adopted Land Development Regulations to evaluate geologic hazards on-site prior to development.

Policy 1.1.b The City Commission will request the Suwannee River Water Management District to comment on the hydrology of the area as it relates to the City's growth and development.

OBJECTIVE 1.2 Protect and conserve the natural functions of existing soils and wildlife habitats.

Policy 1.2.a The adopted Land Development Regulation Code will require that soils and their covering vegetation be retained, while still providing for development, to allow them to continue to filter water and recharge the aquifer.

Policy 1.2.b Enforce the drainage ordinance in order to maximize the recharge of the Floridan Aquifer by rainfall, minimize storm water run-off, and maintain a high degree of purity in the water which supplies the City wells.

Policy 1.2.c Promote and enforce provisions for erosion control implemented through the drainage ordinance.

Policy 1.2.d Enforce regulations which limit the uses of wetlands to passive recreation, conservation and open space

Policy 1.2.e Wetlands shall be protected and conserved by an undisturbed upland buffer having a minimum width of 25 feet.

Policy 1.2.f Wetlands as defined herein are those areas that are inundated or saturated by surface or ground water at a frequency and a duration to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possesses characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligative hydrophytic macrophytes that are typically adapted to the soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments and anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas.

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- Policy 1.2.g The adopted Land Development Regulation Code will ensure the protection of natural functions of flood-prone areas, including but not limited to the following standards of performance:
- a. Dredge and fill and clearing of natural vegetation will be minimized or prohibited in order to maintain the natural topography and hydrological functions of floodplains.
 - b. Structures will be clustered on the non-floodplain portions of a site, or where the entire site lies in the floodplain, they will either be flood proofed or elevated on pilings and densities lowered.
 - c. Roads, bridges or similar public facilities will not be located in floodplains, except where no reasonable alternative exists.
 - d. Septic tanks will be prohibited in floodplains.
 - e. No hazardous materials or waste will be stored within floodplains.
- OBJECTIVE 1.3 Protect the municipal water supply.
- Policy 1.3.a Open space lands shall be required to be included in all developed areas, through the land use plan map and adopted zoning regulations, to assure aquifer recharge.
- Policy 1.3.b Prohibit solid or liquid waste from being deposited in porous soils which connect to potable groundwater supplies.
- Policy 1.3.c The City will conduct draw down tests, identify the cone of influence and restrict land uses within the identified cone of influence to those which will not adversely affect water quality or quantity.
- Policy 1.3.d The Land Development Regulation Code will, require that developers, before they receive a development permit, shall prove to the City Commission that their project would not cause water quality or quantity problems in the City. This may include, but not be limited to, obtaining all permits required by: Florida Department of Transportation, Florida Department of Environmental Protection and the Suwannee River Water Management District.
- Policy 1.3.e Consistent with Policy 3.3.a of the Infrastructure Element the City will follow the Suwannee River Water Management District=s water conservation strategies and techniques.
- OBJECTIVE 1.4 Discourage the discharge of stormwater run-off into sinkholes.
- Policy 1.4.a All new development will be prohibited from discharging stormwater to sinkholes.
- Policy 1.4.b The City will, through the City Manager, request a joint workshop or series of workshops involving the City Engineer to explore means of treating stormwater currently being, or potentially, discharged into sinkholes.
- OBJECTIVE 1.5 At such time as a natural reservation is identified, protect the area through the land use plan and implementing land development regulations.
- Policy 1.5.a Any natural area identified in the future through an amendment to the document will be designated as a preservation area.

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- OBJECTIVE 1.6 When a unique vegetative community is identified in the contiguous unincorporated area of the County, the City shall develop and adopt an interlocal agreement to help protect, use, conserve or preserve it.
- Policy 1.6.a The City Commission will, through an adopted interlocal agreement, assist the County in protecting unique vegetative communities located within and contiguous to the City.
- Policy 1.6.b The adopted Land Development Regulation Code shall continue to ensure the protection of the following environmentally sensitive areas:
- a. Sinkholes
 - b. Wetlands (if and when identified on a site-specific basis).
 - c. Habitat of Threatened or Endangered Species (if and when identified on a site-specific basis).
- OBJECTIVE 1.7 Any environmentally sensitive lands (as defined in Policy 1.6.b of the Conservation Element) shall, when identified, be protected by the adopted Land Development Regulation Code.
- Policy 1.7.a The adopted Land Development Regulation Code require the protection of sinkholes.
- Policy 1.7.b The adopted Land Development Regulation Code require that the habitat of any threatened species shall be protected to the maximum extent possible and still permit a reasonable use of private property.
- Policy 1.7.c The habitat of any endangered species shall be preserved. The only development activities permitted in such instances shall be to increase the carrying capacity of that habitat in accord with a management plan endorsed by the Florida Department of Environmental Protection.
- OBJECTIVE 1.8 The City shall develop maps depicting community-wide development constraints.
- Policy 1.8.a A physical limitations composite map will be prepared using the following procedures:
- a. A composite map which illustrates soils, native vegetative communities, geologic, surface water and groundwater information.
 - b. Define areas that have physical limitations and potentials for various types of land use.
- OBJECTIVE 1.9 Improve the appearance of the City by implementing mechanisms in the adopted Land Development Regulation Code.
- Policy 1.9.a Where residential development is of conventional design, regulations will be enforced which require the dedication of open space to public or private use. The amount of open space required will be proportional to the number of persons to be served by each development.

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- Policy 1.9.b The City Commission will prepare and adopt ordinances suitable to assure that valuable shade and ornamental trees are preserved and increased in numbers. Both the landscaping ordinance and the tree ordinance will be enforced as a means of preserving and enhancing the aesthetic values currently found in the city.
- Policy 1.9.c The sign regulations will be reviewed and updated as needed to regulate the method of display, height, total size and other factors in a manner appropriate to achieve a degree of uniformity within the City and which will be equitable to all parties concerned.
- Policy 1.9.d The community beautification efforts shall be sustained through the Land Development Regulation Code addressing major thoroughfare such as, median landscaping, entry signage, utility burial and street lighting.
- OBJECTIVE 1.10 A adopt an air quality ordinance.
- Policy 1.10.a The City Commission shall develop a draft ordinance which incorporates, meets or exceeds minimum air quality standards at the state and national levels.
- Policy 1.10.b Lacking the standards, technology and manpower to limit vehicular emissions, the City Commission will control open burning and industrial emissions. Upon the development of appropriate federal or state emission standards, the City Commission will consider the feasibility of enforcing similar or more stringent standards in the City.
- OBJECTIVE 1.11 A wildlife assessment and protection component shall be required as a portion of all subdivisions and planned developments.
- Policy 1.11.a The adopted Land Development Regulation Code will require over five percent (5%) of the land area in each subdivision or planned development to be preserved or restored as native wildlife habitat or, if approved by the City Commission, the required preservation land to be transferred to another site as approved by the City Commission. In addition to the preservation areas, the applicant shall document other methods used to enhance the ability of native wildlife populations to co-exist with the proposed development.
- OBJECTIVE 1.12 Endangered and threatened wildlife species shall be protected through the adopted Land Development Regulation Code.
- Policy 1.12.a No development activity may adversely impact upon either the habitat or species identified pursuant to the preceding objective. If threatened or endangered species are located within the community, the adopted Land Development Regulation Code will require a wildlife management and protection component to be included in the development plan of any new development. In reviewing such a plan, the City Commission will solicit a review and comment from the Florida Game and Fresh Water Fish Commission prior to issuing a development order.
- OBJECTIVE 1.13 Adopt an ordinance regulating the collection and disposal of hazardous wastes.
- Policy 1.13.a The City Commission shall enforce ordinances that prohibit the introduction of harmful liquid or solid wastes into the municipal sewage system, ground waters, or on the surface which could potentially harm the environment.

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

Regional Planning Council: North Central Fl Regional Planning Council Item No.: 22
Review Date: 3/26/26 Local Government: City of Lake City
Amendment Type: Draft Amendment Local Government Item No.: CPA 26-2T & CPA 26-3T
State Land Planning Agency Item No.: 26-1 ESR

Date Mailed to Local Government and State Land Planning Agency: 3/27/26 (estimated)

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

DESCRIPTION OF AMENDMENT

City item CPA 26-2T amends Objective VII.9 and associated policies of the Intergovernmental Coordination Element of the text of the City Comprehensive Plan to add the Joint Planning Area and Interlocal Service Boundary Agreement between the City and Columbia County. City item CPA 26-3T amends Mixed Use Policy I.1.2 of the Future Land Use Element of the text of the City Comprehensive plan to decrease the non-residential minimum percentage from 50 percent to 15 percent and increase the residential maximum percentage from 40 percent to 75 percent (see attached).

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

Significant adverse impacts are not anticipated to occur to the Regional Road Network or to Natural Resources of Regional Significance, as the amendment does not result in an increase in density or intensity of use of any specific property.

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

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

Request a copy of the adopted version of the amendment?

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

Yes X No _____

Not Applicable _____

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN AMENDMENT**

CITY OF LAKE CITY
COMPREHENSIVE PLAN
CPA 26-02T

PROPOSED CHANGES TO THE
INTERGOVERNMENTAL ELEMENT

Refer to pages VII-4 thru VII-6 for proposed changes shown in ~~strike-thru~~underline format.

Transmitted on

March 16, 2026

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VII

INTERGOVERNMENTAL COORDINATION
ELEMENT

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VII

INTERGOVERNMENTAL COORDINATION ELEMENT

INTRODUCTION

The purpose of this plan element is to establish a goal and planning objectives with corresponding policies for the coordination process and procedures with adjacent local governments, regional and state agencies.

The data collected for this plan element identifies the process of intergovernmental coordination. In addition, the corresponding analysis reviews the effectiveness of the intergovernmental coordination instruments which are in force to implement agreements for services between the City and its governmental counterparts. Although the data and corresponding analysis are not part of this plan element, they serve to provide a basis for the formulation of this portion of the Comprehensive Plan.

The following goal, objectives and policies provide a plan which as implemented will provide guidelines for coordination between the City and adjacent local governments and other governmental and service agencies.

GOAL, OBJECTIVES AND POLICIES

GOAL VII - ESTABLISH PROCESSES AMONG THE VARIOUS GOVERNMENTAL ENTITIES TO ACHIEVE COORDINATION OF COMPREHENSIVE PLANNING, ENSURE COMPATIBLE DEVELOPMENT, PROVIDE ADEQUATE PUBLIC SERVICES AND PROMOTE THE EFFICIENT USE OF AVAILABLE RESOURCES AMONG GOVERNMENTAL ENTITIES.

OBJECTIVE VII.1 The City shall coordinate its comprehensive planning with the School Board, Water Management District, adjacent local government comprehensive plans and other units of local government providing services but not having regulatory authority over the use of the land.

Policy VII.1.1 The City shall establish a procedure, as part of the Comprehensive Plan review and amendment process, that all plan amendments proposed within the Comprehensive Plan are coordinated with other units of local government, the School Board, and other units of government providing services but not having regulatory authority over the use of land.

Policy VII.1.2 The City shall use the Regional Planning Council's informal mediation process to resolve conflicts with other units of government when it deems the problems, by resolution of the City Council, to be appropriate for such mediation.

Policy VII.1.3 The City shall establish interlocal agreements for the provision of services across jurisdictional boundaries.

Policy VII.1.4 The City shall coordinate its comprehensive planning with the School Board pursuant to the Interlocal Agreement for Public School Facility Planning by reviewing and commenting on the Five-Year Facilities Work Program of the School Board annually; reviewing and commenting on the Educational Plant Survey of the School Board; providing growth and development trend reports to the School Board annually; reviewing and commenting on future school sites for consistency with the Comprehensive Plan; providing notification of Comprehensive Plan amendments, rezonings, and development proposals to the School Board; considering co-location and shared use opportunities for community facilities with the School Board; providing applications for residential development to the School Board for a determination of whether there is adequate school capacity to accommodate the proposed residential development; and jointly evaluating with the School Board proportionate share mitigation options if school capacity is not available.

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- OBJECTIVE VII.2 The City shall provide adjacent units of local government, the Regional Planning Council, the Water Management District, the School Board, Florida Department of Transportation, the Florida Department of Environmental Protection and the Florida Department of Economic Opportunity the opportunity to comment on Comprehensive Plan amendments.
- Policy VII.2.1 The City, as part of the development review process, shall review the relationship of proposed development to the existing comprehensive plans of adjacent local governments.
- Policy VII.2.2 The City, as part of the monitoring and evaluation process of the Comprehensive Plan shall review the relationship of the Comprehensive Plan to the existing comprehensive plans of adjacent local governments.
- Policy VII.2.3 The City's administrative officer shall provide information, as necessary, to assist adjacent units of local government manage growth within their respective jurisdictions.
- OBJECTIVE VII.3 The City shall continue to coordinate the establishment and amendment of level of service standards for public facilities with state and local entities having operational and maintenance responsibility for such facilities prior to the adoption or any amendment of such level of service standards. In addition, the City shall request from the Florida Department of Transportation a copy of its Annual Level of Service Analysis Report for all state roadways within the City.
- Policy VII.3.1 The City, as part of the Comprehensive Plan monitoring and evaluation process, shall coordinate amendments of any level of service standards with appropriate state, regional and local agencies, such as the Florida Department of Transportation, Florida Department of Environmental Protection, Water Management District, Regional Planning Council, adjacent local governments and the School Board prior to such amendment.
- OBJECTIVE VII.4 The City shall coordinate with the Water Management District regarding all development proposals with the potential for impacting the water resources of the City. Subdividers shall provide construction plans for review and comment by the Water Management District, prior to the construction plan approval of the City.
- Policy VII.4.1 The City shall designate the City Manager (or the City Manager's designee) as staff liaison for all stormwater management activities within the City related to the Suwannee River Water Management District, including Surface Water Improvement and Management Act programs and projects. Further, the City (without financial obligation) concurs with the designation of Alligator Lake as a Surface Water Improvement and Management priority water body and with the need to protect Falling Creek as part of the Surface Water Improvement and Management Suwannee River systems priority water body.
- OBJECTIVE VII.5 The City shall coordinate the Comprehensive Plan with the School Board Educational Facilities Plan.
- Policy VII.5.1 The City shall coordinate land use and school facility capacity planning in accordance with a land use and school facility planning interlocal agreement entered into by the City, the County and School Board.

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- OBJECTIVE VII.6 The City shall provide all other units of local government located within the County, the opportunity to comment on the siting of facilities with countywide significance, including locally unwanted land uses.
- Policy VII.6.1 The City, as part of the development review process, shall review the relationship of any facilities with countywide significance, including locally unwanted land uses, to the existing comprehensive plans of all other units of local governments located within the County.
- OBJECTIVE VII.7 All development shall be located in a manner, which does not diminish the level of service of City public facilities less than the level of service standard established within the Comprehensive Plan.
- Policy VII.7.1 In order to coordinate the effective and efficient provision and siting of high density and high intensity developments within the City, the City shall endeavor to coordinate facilities planning with the County and the School Board.
- OBJECTIVE VII.8 The City shall establish a technical advisory committee to identify and implement joint planning areas, especially for the purpose of annexation, municipal incorporation and joint infrastructure service areas.
- Policy VII.8.1 The technical advisory committee shall be comprised of appropriate City staff representatives. In addition, the City shall also invite staff representatives from the County to participate as members of the technical advisory committee. The technical advisory committee shall be responsible for making recommendation to the appropriate local governing bodies concerning annexation, municipal incorporation, joint infrastructure service areas and other related joint planning issues.
- Policy VII.8.2 The City shall use the informal mediation process of the Regional Planning Council to resolve annexation issues with the County.
- Policy VII.8.3 The City shall work with the County to encourage annexation to meet the criteria for “urban in character” as specified within Chapter 171, Florida Statutes, as amended.
- Policy VII.8.4 The City shall work with the County where an urban services report is required by Chapter 171, Florida Statutes, as amended, for annexation. Such report shall address the fiscal issues related to urban services for residents within the Designated Urban Development Area as designated on the Future Land Use Plan Map of the Comprehensive Plan that are not yet annexed by the municipalities to minimize the time that one jurisdiction is providing services to an area for which it is not receiving revenue.
- Policy VII.8.5 The City shall coordinate level of service standards with the County for those services provided by the County within the City.
- Policy VII.8.6 The City shall continue to coordinate with the County as well as the Florida Department of Transportation to maintain level of service standards for shared roadways.
- Policy VII.8.7 The City shall coordinate with the County as well as the Florida Department of Environmental Protection to maintain level of service standards for County recreational facilities and state recreational facilities within the City.

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- Policy VII.8.8 The City shall coordinate with the County to resolve planning issues within the Designated Urban Development Area as designated on the Future Land Use Plan Map of the Comprehensive Plan.
- Policy VII.8.9 The City shall coordinate planning efforts with the County for the provision of centralized potable water, sanitary sewer, drainage improvements and recreation facilities within the Designated Urban Development Area as designated on the Future Land Use Plan Map of the Comprehensive Plan.
- Policy VII.8.10 Following the annexation of any land into the City, the City shall begin the process of amending the Comprehensive Plan Future Land Use Map to designate a City future land use category and amending the Official Zoning Atlas to designate a City zoning district for the annexed land.
- Policy VII.8.11 In the interim period between annexation and amendment of the Comprehensive Plan Future Land Use Map and Official Zoning Atlas, the City shall implement the County's adopted Comprehensive Plan and Land Development Regulations for the annexed land.

OBJECTIVE VII.9 JOINT PLANNING AREA AND INTERLOCAL SERVICE BOUNDARY AGREEMENT

The City of Lake City shall coordinate with Columbia County, Columbia County Board of County Commissioners as appropriate to establish a more comprehensive and integrated annexation process and create and adopt a Joint Planning Agreement establishing a Joint Planning Area.

Policy VII.9.1 A Municipal Service Area shall conform to the definition provided for "municipal service area" in Section 171.202(f), Florida Statutes (2025)s.

Policy VII.9.2 A Joint Planning Agreement establishing a Joint Planning Area shall conform with Section 171.204, Florida Statutes and Section 163.3171, Florida Statutes.

Policy VII.9.3 A development to be provided utility services by the City of Lake City shall annex into the City of Lake City as a condition of connecting to utility services provided by the City of Lake City:

- a. **prior to the time utilities services are provided if the development is contiguous to the present boundary of the City of Lake City or otherwise is in a Municipal Service Area subject to a Joint Planning Agreement as part of an Interlocal Boundary Service Agreement; or**
- b. **after utilities services are provided if the development is not contiguous to the present boundary of the City of Lake City or is not otherwise in a Municipal Service Area subject to a Joint Planning Agreement as part of an Interlocal Boundary Service Agreement, provided the owner of the real property on which the development is situated executes an agreement with the City of Lake City that binds the present owner and such owners heirs, successors, and assigns committing to voluntarily annex such lands into the City of Lake City at the first such circumstance where such real property is eligible for annexation.**

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Policy VII.9.4 **Annexations under a Joint Planning Agreement and Interlocal Service Boundary Agreement require the following;**

- a. **An accurate legal description of the land to be annexed.**
- b. **Shall be able to be provided public services as set forth in the Interlocal Boundary Service Agreement.**
- c. **Shall be consistent with the City's Comprehensive Plan.**
- d. **Shall be completely within the Joint Planning Area.**

Policy VII.9.5 **Joint Planning Areas or Municipal Service Areas**

Pursuant to Chapter 171, Part II, Florida Statutes, Columbia County and the City of Lake City have established an Interlocal Service Boundary Agreement (ISBA), Cornerstone Joint Planning Area, effective on December 18, 2025. The agreement allows the City to annex properties within the Joint Planning Area that would not otherwise be eligible for annexation subject to provisions established in the ISBA. This ISBA serves as the Joint Planning Agreement required by Section 171.204, Florida Statutes.

CITY OF LAKE CITY
COMPREHENSIVE PLAN
CPA 26-03T

PROPOSED CHANGES TO THE
FUTURE LAND USE ELEMENT

Refer to page I-4 for proposed changes to the Future Land Use Element,
as shown in ~~strike-thru~~/underline format.

Transmitted on
March 16, 2026

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FUTURE LAND USE ELEMENT

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I
FUTURE LAND USE ELEMENT

INTRODUCTION

This Future Land Use Element and Future Land Use Plan map and map series, designates the future general distribution, location and extent of the uses of land within the incorporated areas of the City. The purpose of this Future Land Use Element is to provide for the appropriate distribution of population densities and building and structural densities and intensities. The data collected for this plan element and analysis of this data, contained in the City's Data and Analysis document, are not part of this plan element, but serve to provide a foundation and basis for the formulation of this portion of the Comprehensive Plan.

The following goal, objectives and policies provide for distribution of future land use, as well as, guidance for such future land use. The focal point around which this Future Land Use Element is centered is the city as a designated urban development area and the uses and density of such uses within this designated area.

GOAL, OBJECTIVES AND POLICIES

GOAL I - IN RECOGNITION OF THE IMPORTANCE OF ENHANCING THE QUALITY OF LIFE IN THE CITY, DISCOURAGING URBAN SPRAWL, DIRECT DEVELOPMENT TO THOSE AREAS WHICH HAVE IN PLACE, OR HAVE AGREEMENTS TO PROVIDE, SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.

OBJECTIVE I.1 The City Concurrency Management System shall make available or schedule for availability the public facilities for future growth and urban development as development occurs in order to provide for urban densities and intensities within the City and discourage the proliferation of urban sprawl.

Policy I.1.1 The location of higher density residential, high intensity commercial and heavy industrial uses shall be directed to areas adjacent to arterial or collector roads, identified on the Future Traffic Circulation Map, where public facilities are available to support such higher density or intensity.

Policy I.1.2 The land development regulations of the City shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities and shall establish the following floor area ratio(s) to be applied to each classification of land use:

AGRICULTURAL

Agriculturally classified lands are lands which are predominately used for crop cultivation, livestock, specialty farms, silviculture and dwelling units. In addition, the processing, storage and sale of agricultural products and commodities which are not raised on the premises, riding or boarding stables, commercial kennels, veterinary clinics and animal shelters, group homes, child care centers, home occupations, private clubs and lodges, off-site signs, cemeteries and crematories, and other similar uses compatible with agricultural uses may be approved as special exceptions and be subject to an intensity of less than or equal to 1.0 floor area ratio.

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Agricultural density shall be limited to less than or equal to 1 dwelling unit per 10 acres.

CONSERVATION

Lands classified as conservation use are lands devoted to the conservation of the unique natural functions within these lands.

Conservation uses shall be limited to public access, native vegetative community restoration, and residential and non-residential uses necessary to manage such conservation lands (i.e., ranger stations, research stations and park amenities).

PUBLIC

Lands classified as public consist of public buildings and grounds, other public facilities (including sewer facilities, solid waste facilities, drainage facilities and potable water facilities), public health facilities, and educational uses.

Public uses shall be limited to an intensity of less than or equal to 1.0 floor area ratio.

RECREATION

Lands classified as recreation use consist of areas used for user based and resource based recreation uses.

Recreation uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio.

RESIDENTIAL

Residential use classifications provide locations for dwelling units at low, moderate medium, and high density within the City as defined within this Comprehensive Plan. Public, charter, and private elementary and middle schools are permitted within low and moderate density residential land use classifications. Public, charter, and private elementary, middle schools and high schools are permitted in medium and high density residential land use classifications. In addition, churches and other houses of worship, golf courses, country clubs, racquet and tennis clubs, cemeteries and mausoleums, private clubs and lodges, home occupations, child care centers, group homes, commercial greenhouses and plant nurseries, and other similar uses compatible with residential uses may be approved as special exceptions and be subject to an intensity of less than or equal to 0.50 floor area ratio.

Where a lot, parcel or development is located within more than one residential density category the permitted density shall be calculated separately for each portion of land within the separate density categories.

Residential low density shall be limited to a density of less than or equal to 2.0 dwelling units per acre.

Residential moderate density shall be limited to a density of less than or equal to 4.0 dwelling units per acre.

Residential medium density shall be limited to a density of less than or equal to 8.0 dwelling units per acre.

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The medium density residential use classification can also provide location for professional and business activities along arterial and collector streets in transitional areas buffering residential neighborhoods from intensive non-residential areas and such activities shall be limited to an intensity of 1.0 floor area ratio.

Residential high density shall be limited to a density of less than or equal to 20.0 dwelling units per acre.

COMMERCIAL

Lands classified as commercial use consist of areas used for the sale, rental, and distribution of products or performance of services, as well as public, charter and private elementary, middle and high schools. In addition, off-site signs, churches and other houses of worship, private clubs and lodges, residential dwelling units, which existed within this category on the date of adoption of this objective, and other similar uses compatible with commercial uses may be approved as special exceptions and be subject to an intensity of less than or equal to 0.25 floor area ratio except within the (CG) Commercial, General, (CI) Commercial, Intensive, (C-CBD) Commercial-Central Business District and (CHI) Commercial, Highway Interchange districts being subject to an intensity of less than or equal to 1.0 floor area ratio.

(CN) Commercial, Neighborhood uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio. (CG) Commercial, General, (CI) Commercial, Intensive, (C-CBD) Commercial-Central Business District and (CHI) Commercial, Highway Interchange districts shall be limited to an intensity of less than or equal to 1.0 floor area ratio.

INDUSTRIAL

Lands classified as industrial consist of areas used for the manufacturing, assembly, processing, or storage of products, as well as public, charter and private schools teaching industrial arts curriculum. In addition, off site signs, truck stops and automobile service stations, and other similar uses compatible with industrial uses may be approved as special exceptions.

Industrial uses shall be limited to an intensity of less than or equal to 1.0 floor area ratio.

MIXED USE

The mixed use land use classification is appropriate in locations where central water and wastewater facilities are available or planned to be available and shall be along arterial or collector roads where adequate capacity is available to meet the impacts of the proposed development as defined in the Concurrency Management System.

The purpose of the mixed use land use classification is to allow for development of an integrated mix of uses and to provide for the expansion of the City's economic base, while providing for affordable workforce housing opportunities in close proximity to places of employment.

A mixed use land use classification shall be comprised of non-residential, residential and open space/conservation uses as follows:

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USES	MINIMUM %	MAXIMUM %
Non-Residential	50-15	85
Residential	5	40-75
Open Space	10	<u>If development is under two (2) acres, then no open space is required. The space required for open space can be used for residential or non-residential if development is under two (2) acres.</u>

The minimum and maximum percentages identified above shall be based on gross acreage of any proposed mixed use land use classification.

Non-Residential

Non-residential uses within the mixed use land use classifications may include the following; Light or Heavy Industrial, General Commercial, Office, Public Facilities or Infrastructure. Within the non-residential component of the Mixed Use land use classification, a minimum of fifty percent shall be industrial. Non-residential uses shall be limited to an intensity of no more than 1.0 floor area ratio.

Residential

Housing options may include single family detached and attached units to multi-family units. Residential density shall not exceed ~~tenforty (40)~~ dwelling units per acre based on gross acreage of the overall residential portion of the proposed mixed use land use classification. The clustering of residential units and housing types is permitted and desired in order to maximize open space and to make efficient use of infrastructure as long as the overall gross density of ~~tenforty (40)~~ dwelling units per acre is not exceeded. Open Space

Open space may include wetlands, upland buffers, passive recreational or landscape areas or linear open space, which may include such features as walkways, bike paths, plazas or other similar amenities. At least ten percent of the required open space shall be uplands. One-half of the required upland open space shall be useable for residents and employees of said development.

Development Standards

Central potable water and wastewater utilities can be provided by a public or private entity. Should central potable water and wastewater utilities not be available to the site at the time of a development permit being issued, then the development shall be limited to densities that prevent degradation of groundwater quality, as follows;

1. Non-residential uses are limited to those as specifically listed as principal uses and structures within the Commercial General and Industrial, Light and Warehousing zoning districts as defined within the Land Development Regulations;
2. Residential density does not exceed an overall gross density of two dwelling units per acre; and
3. The disposal of industrial, hazardous or toxic waste into septic tanks is prohibited in accordance with Chapter 381, Florida Statutes, as amended.

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Where the installation, use and proper maintenance of technologically advanced wastewater treatment or septic systems are shown to be effective in maintaining groundwater quality, higher intensities and densities may be permitted.

The mixed use land use classification shall not be allowed in areas identified as environmentally sensitive area.

All development shall have access to paved roads. All internal roads shall be paved to City standards. Primary ingress/egress from the development area to external roadways shall be required to be improved in accordance to City standards, and centralized in order to minimize the number of access points to external roadways.

Residential and non-residential portions of the development shall be linked internal to the development by streets, sidewalks, and in some cases by separate systems of pedestrian, bike and/or golf cart paths.

All development shall comply with all other applicable requirements of this Comprehensive Plan and the Land Development Regulations.

Policy I.1.3 The City shall continue to allocate amounts and types of land uses for residential, commercial, industrial, public, and recreation to meet the needs of the existing and projected future populations and to locate urban land uses in a manner where public facilities may be provided to serve such urban land uses. (Urban land uses shall be herein defined as residential, commercial and industrial land use categories).

Policy I.1.4 The City shall continue to limit the designation of residential, commercial and industrial lands depicted on the Future Land Use Plan map to acreage which can be reasonably expected to develop.

Policy I.1.5 The City shall continue to provide for a neighborhood commercial district to provide small scale retail and service establishments which will serve the convenience needs of adjacent areas. Neighborhood commercial activities are not shown on the Future Land Use Plan Map; rather, these commercial activities should be accommodated throughout the City as market forces determine the need according to the following criteria:

1. Neighborhood commercial activities are intended to be oriented to and compatible with the area to be served. Such activities shall include retail commercial outlets for the sale of food, hardware or drugs, and service establishments such as barber or beauty shops, shoe repair shops, and self-service laundries or dry cleaners. In addition, automotive service stations, child care centers and financial institutions and similar uses compatible neighborhood commercial uses may be allowed as special exceptions and be subject to an intensity of less than or equal to 0.25 floor area ratio;
2. Neighborhood commercial activities shall be located on an arterial or collector road;
3. Floor area for each individual outlet or establishment shall not exceed 5,000 square feet; and
4. Sale, display, preparation and storage shall be conducted completely within an enclosed building and no more than 20 percent of the floor area shall be devoted to storage.

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5. Neighborhood commercial uses shall be limited to an intensity of less than or equal to 0.25 floor area ratio.

Policy I.1.6

The City shall require the location of public, private and charter school sites to be consistent with the following criteria:

1. The proposed school location shall be compatible with present and projected use of adjacent property;
2. Adequate public facilities and services are, or will be available concurrent with the development of the school;
3. There are no significant environmental constraints that would preclude development of an educational facility on the site;
4. There will be no adverse impacts on archaeological or historic sites or structures listed on the State of Florida Historic Master Site File, which are located on the site;
5. The proposed location is well drained and soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements;
6. The proposed site can accommodate the required parking and circulation of vehicles on the site; and
7. Where feasible, the proposed site is so located to allow for co-location with parks, libraries and community centers.

Policy I.1.7

The City shall require the development of public, private and charter school sites to be consistent with the following standards:

1. Middle and high schools shall be located on collector or arterial roadways, as functionally classified within the Comprehensive Plan, which have sufficient capacity to carry traffic to be generated by the school and are suitable for high volume traffic during evening and special events as determined by generally acceptable traffic engineering standards;
2. The location, arrangement and lighting of play fields and playgrounds shall be located and buffered as may be necessary to minimize impacts to adjacent residential property; and
3. All structural setbacks, building heights, and access requirements shall be governed by the City's land development regulations.

OBJECTIVE I.2

The City shall adopt performance standards which regulate the location of land development consistent with topography and soil conditions and the availability of facilities and services.

Policy I.2.1

The City shall restrict development within unsuitable areas due to flooding, improper drainage, steep slopes, rock formations and adverse earth formations by the following design standards for arrangement of development:

1. Streets shall be related appropriately to the topography. All streets shall be arranged so as to obtain as many as possible building sites at or above the grades of the streets. Grades of streets shall conform as closely as possible to the original topography. A combination of steep grades and curves shall be avoided.

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2. Local streets shall be laid out to discourage use by through traffic, to permit efficient drainage and utility systems and to require the minimum number of streets necessary to provide convenient and safe access to property.
3. The rigid rectangular gridiron street pattern need not necessarily be adhered to, and the use of curvilinear streets, cul-de-sacs, or U-shaped streets shall be encouraged where such use will result in a more desirable layout.
4. Proposed streets shall be extended to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions, or unless, in the opinion of the City Council, such extension is not necessary or desirable for the coordination of the layout or the most advantageous future development of adjacent tracts.

OBJECTIVE I.3 The City shall require that all proposed development be approved only where the public facilities meet or exceed the adopted level of service standard.

Policy I.3.1 The City shall limit the issuance of development orders and permits to areas where the adopted level of service standards for the provision of public facilities found within the Comprehensive Plan are maintained. This provision also includes areas where development orders were issued prior to the adoption of the Comprehensive Plan.

OBJECTIVE I.4 The City shall continue to include provisions for Planned Residential Development regulations. A Planned Residential Development (PRD) is:

1. A concept which requires land to be under unified control, planned and developed as a whole in a single development or in an approved, programmed series of developments for dwelling units and related uses and facilities;
2. A plan which, when adopted, becomes the land development regulations for the land to which it is applied;
3. Inclusive of principal and accessory structures substantially related to the character of the development itself and the surrounding area of which it is a part; and
4. A concept which, when implemented, allows for development according to comprehensive and detailed plans that include streets, utilities, building sites and the like and site plans and elevations for all buildings as intended to be located, constructed, used, and related to each other.

It also includes detailed plans for other uses and the improvements on the land as related to the buildings.

Policy I.4.1 The City's land development regulations shall continue to contain specific and detailed provisions to manage future growth and development to implement the Comprehensive Plan which shall contain at a minimum the following provisions to:

1. Regulate the subdivision of land;
2. Regulate the use of land and water consistent with this Element to maintain the compatibility of adjacent land uses and provide for open space;
3. Protect environmentally sensitive lands identified within the Conservation Element;

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4. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
5. Protect potable water wellfields and aquifer recharge areas;
6. Regulate signage;
7. Provide safe and convenient onsite traffic flow and vehicle parking needs; and
8. Provide that development orders and permits shall not be issued which result in a reduction of the level of service standards adopted in this Comprehensive Plan.

OBJECTIVE I.5 The City shall continue to limit the extension of public facility geographic service areas to the adjacent urban development area, except that water line extensions may be made outside such designated urban development area to address public health and safety concerns associated with groundwater contamination and water and sewer line extensions may be made to public land uses located outside such designated urban development area. The boundary of this designated urban development area is depicted within the Future Land Use Map Series of this Comprehensive Plan.

Policy I.5.1 The City shall adopt as part of its utility policies and programs a provision whereby any extension of public facility geographic service areas into surrounding unincorporated areas shall be limited to the adjacent designated urban development areas as identified within the Future Land Use Map Series of this Comprehensive Plan except that water line extensions may be made outside such boundary to address public health and safety concerns associated with groundwater contamination and water and sewer line extensions may be made to public land uses located outside of such designated urban development area. The City shall condition the extension of public facilities for residential uses to the adjacent unincorporated urban development area on first providing these facilities and services for the majority of the residents within the City which are not currently being served.

Policy I.5.2 The City shall allow electrical substations as a permitted use by right within all land use classifications, except Conservation future land use category and any Historic Preservation Overlay district as depicted on the Future Land Use Plan Map. New distribution electric substations should be constructed to the maximum extent practicable, to achieve compatibility with adjacent and surrounding land uses. The following standards intended to balance the need for electricity with land use compatibility shall apply to new distribution electric substations.

1. In nonresidential areas abutting residential areas, a setback of 100 feet between the distribution electric substation property boundary and permanent equipment structures shall be maintained. An open green space shall be formed by installing native landscaping, including trees and shrub material. Substation equipment shall be protected by a security fence.
2. In residential areas, a setback of 100 feet between the distribution electric substation property boundary and permanent equipment structures shall be maintained. An open green space shall be formed by installing native landscaping, including trees and shrub material. Substation equipment shall be protected by a security fence.

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- OBJECTIVE I.6 The City shall continue to include within the portion regarding the report and recommendation of the Planning and Zoning Board on amendments to such regulations, that such report shall address whether the proposed amendment will be a deterrent to the improvement or development of adjacent land uses and it shall be concluded by the local governing body, based upon such report and prior to approval of the amendment, that the granting of the amendment will not adversely impact adjacent land uses.
- Policy I.6.1 The City shall continue to permit mining activity as a special exception within areas designated on the Future Land Use Plan map as industrial.
- Policy I.6.2 The City shall continue to include provisions for drainage, stormwater management, open space and safe and convenient on site traffic flow including the provisions of needed vehicle parking for all development.
- Policy I.6.3 The City shall continue to limit the intensity of development by requiring that the length of lots does not exceed three times the width of lots for the location of dwelling units.
- Policy I.6.4 The City shall participate in the National Flood Insurance Program and regulate development and the installation of utilities in flood hazard areas in conformance with the programs requirements.
- Policy I.6.5 The City shall continue to require that where a commercial or industrial use is erected or expanded on land abutting a residential district, then the proposed use shall provide a landscaped buffer. A masonry or wood opaque structure may be substituted for the planted buffer.
- OBJECTIVE I.7 The City shall identify and designate blighted areas which are feasible for redevelopment or renewal, through the updating of the housing condition survey based upon information as available from the University of Florida, Shimberg Center for Affordable Housing.
- Policy I.7.1 The City shall request federal and state funds to redevelop and renew any identified blighted areas, where the City finds there is a competitive feasibility to receive such funding.
- OBJECTIVE I.8 The City shall reduce inconsistencies in land uses with the provisions of this Comprehensive Plan through the establishment of such inconsistencies as non-conforming land uses.
- Policy I.8.1 The land development regulations of the City shall include the following provisions for nonconforming lots, structures and uses of land or structures:
1. Nonconforming lots of record shall be recognized within any zoning district in which single family dwellings are permitted. A single family dwelling may be erected, expanded, or altered on any single lot of record. Such lots must be in separate ownership and not of continuous frontage with other lots in the same ownership.
 2. Nonconforming uses of land shall be recognized where the lawful use of land exists which is not permitted by the land development regulations, such use may be continued, so long as it remains otherwise lawful, subject to limitation concerning enlargement, movement, discontinuance, and structural addition.

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3. Nonconforming structures shall be recognized where a structure exists lawfully that would not be permitted to be built under the land development regulations by reason of restrictions on requirements other than use concerning the structure, such structure may be continued so long as it remains otherwise lawful, subject to limitations concerning provisions addressing enlargement or alteration, destruction, and movement.

OBJECTIVE I.9 The City shall continue to use a Historic Preservation Agency appointed by the City Council to assist the City Council with the designation of historic landmarks and landmark sites or historic districts within the City based upon criteria utilized for the National Register of Historic Places and the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. The Historic Preservation Agency shall review applications for historic designation and after conducting a duly noticed public hearing shall make a recommendation to the City Council based upon the criteria stated in the maintenance and reuses of historical structures policy contained within the Future Land Use Element of the Comprehensive Plan.

Policy I.9.1 The City shall continue to establish criteria for designating historic structures and sites and further, establish guidelines for the maintenance and adaptive reuse of historic structures and sites.

Policy I.9.2 The City shall maintain a listing of all known prehistoric and historic sites within the City. This list shall be provided within the Land Development Regulations and shall be updated by the Planning and Zoning Board, as provided within said regulations.

OBJECTIVE I.10 The City shall protect natural resources and environmentally sensitive lands (including but not limited to wetlands and floodplains). For the purposes of this Comprehensive Plan "wetlands" means those areas that are inundated or saturated by surface water or groundwater at a frequency and a duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto.

Policy I.10.1 The City shall protect public potable water supply wells by prohibiting:

1. Land uses which require or involve storage, use of manufacture of regulated materials as defined by Chapter 38F-41, Florida Administrative Code, in effect upon adoption of this Objective; Code of Federal Regulations, Title 40, Part 302 and 355 and Title 49, Part 172, in effect upon adoption of this Comprehensive Plan;

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2. Landfills;
3. Facilities of bulk storage, agricultural chemicals;
4. Petroleum products;
5. Hazardous toxic and medical waste;
6. Feedlots or other animal facilities;
7. Wastewater treatment plants and percolation ponds; and
8. Mines, and excavation of waterways or drainage facilities which intersect the water table, within a 300-foot radius around the water well designated by this Comprehensive Plan as a wellfield protection area.

In addition, no transportation of such regulated materials shall be allowed in the wellfield protection area, except through traffic.

Policy I.10.2 The City shall prohibit the location of any structure within a wetland, other than permitted docks, piers, or walkways, except as permitted within the wetland policy contained within the Conservation Element of this Comprehensive Plan.

OBJECTIVE I.11 The City shall establish a process for coordination with agencies responsible for the implementation of any regional resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, as amended.

Policy I.11.1 The City shall continue to require that all proposed development which is subject to the provisions of any regional resource planning and management plan shall be consistent with such plan and that proposed development be reviewed for such consistency during the development review process.

OBJECTIVE I.12 The City shall coordinate review of all proposed subdivision plats with the Water Management District for subdivisions proposed within the drainage basin of any designated priority water body to provide the Water Management District an opportunity to review such subdivision to determine if the plat is consistent with any approved management plans within that basin.

Policy I.12.1 The City shall continue to require the developer to submit development plans for all proposed subdivision plats within the drainage basin of any designated priority water body shall be submitted to the Water Management District for review and comment as to the consistency of the proposed development with any approved management plans within such basin prior to development review by the City.

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