

**Rick Scott**  
GOVERNOR



**Cissy Proctor**  
EXECUTIVE DIRECTOR

December 13, 2018

The Honorable Gil Coerper  
Mayor, City of Alachua  
Post Office Box 9  
Alachua, Florida 32616

Dear Mayor Coerper:

The Department of Economic Opportunity ("Department") has reviewed the proposed comprehensive plan amendment for the City of Alachua (Amendment No. 18-02ESR) received on November 13, 2018. The review was completed under the expedited state review process. We have no comment on the proposed amendment.

The City should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment. In addition, the City is reminded that:

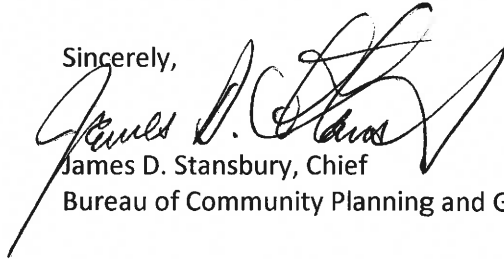
- Section 163.3184(3)(b), F.S., authorizes other reviewing agencies to provide comments directly to the City. **If the City receives reviewing agency comments and they are not resolved, these comments could form the basis for a challenge to the amendment after adoption.**
- **The second public hearing**, which shall be a hearing on whether to adopt one or more comprehensive plan amendments, **must be held within 180 days** of your receipt of agency comments or the amendment shall be **deemed withdrawn** unless extended by agreement with notice to the Department and any affected party that provided comment on the amendment pursuant to Section 163.3184(3)(c)1., F.S.
- **The adopted amendment must be rendered to the Department.** Under Section 163.3184(3)(c)2. and 4., F.S., the **amendment effective date** is 31 days after the Department notifies the City that the amendment package is complete or, if challenged, until it is found to be in compliance by the Department or the Administration Commission.

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399  
850.245.7105 | [www.floridajobs.org](http://www.floridajobs.org)  
[www.twitter.com/FLDEO](https://twitter.com/FLDEO) | [www.facebook.com/FLDEO](https://www.facebook.com/FLDEO)

*An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.*

If you have any questions concerning this review, please contact Sherry Spiers, Regional Planning Administrator, by telephone at (850) 717-8499 or by email at [sherry.spiers2@deo.myflorida.com](mailto:sherry.spiers2@deo.myflorida.com).

Sincerely,



James D. Stansbury, Chief  
Bureau of Community Planning and Growth

JDS/ss

Enclosure(s): Procedures for Adoption

cc: Kathy Winburn, AICP, Planning and Community Development Director, City of Alachua  
Scott R. Koons, Executive Director, North Central Florida Regional Planning Council

**SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS  
FOR EXPEDITED STATE REVIEW**

Section 163.3184(3), Florida Statutes

**NUMBER OF COPIES TO BE SUBMITTED:** Please submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

**SUBMITTAL LETTER:** Please include the following information in the cover letter transmitting the adopted amendment:

\_\_\_\_\_ State Land Planning Agency identification number for adopted amendment package;

\_\_\_\_\_ Summary description of the adoption package, including any amendments proposed but not adopted;

\_\_\_\_\_ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

\_\_\_\_\_ Ordinance number and adoption date;

\_\_\_\_\_ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

\_\_\_\_\_ Name, title, address, telephone, FAX number and e-mail address of local government contact;

\_\_\_\_\_ Letter signed by the chief elected official or the person designated by the local government.

**ADOPTION AMENDMENT PACKAGE:** Please include the following information in the amendment package:

\_\_\_\_\_ In the case of text amendments, changes should be shown in strike-through/underline format.

\_\_\_\_\_ In the case of future land use map amendments, an adopted future land use map, **in color format**, clearly depicting the parcel, its future land use designation, and its adopted designation.

\_\_\_\_\_ A copy of any data and analyses the local government deems appropriate.

**Note:** If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

\_\_\_\_\_ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

"The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If the amendment is timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance."

\_\_\_\_\_ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

\_\_\_\_\_ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

\_\_\_\_\_ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.

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**FW: Alachua 18-2ESR Proposed**

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**From :** Kathy Winburn <kwinburn@cityofalachua.org>

Tue, Dec 18, 2018 10:10 AM

**Subject :** FW: Alachua 18-2ESR Proposed 1 attachment**To :** ad hall <ad\_hall@cityofalachua.org>, Justin Tabor <jtabor@cityofalachua.org>

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**From:** Plan\_Review [mailto:Plan.Review@dep.state.fl.us]**Sent:** Thursday, December 13, 2018 4:31 PM**To:** kwinburn@cityofalachua.com; DCPexternalagencycomments@deo.myflorida.com**Cc:** Plan\_Review**Subject:** Alachua 18-2ESR Proposed

To: Kathy Winburn, Director

Re: Alachua 18-2ESR – Expedited State Review of Proposed Comprehensive Plan Amendment

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction.

Please submit all future amendments by email to [plan.review@floridadep.gov](mailto:plan.review@floridadep.gov). If your submittal is too large to send via email or if you need other assistance, contact Lindsay Weaver at (850) 717-9037.

 [Dep Customer Survey](#)

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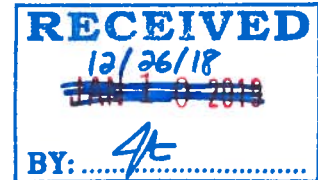
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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

December 17, 2018

Ms. Kathy Winburn, AICP  
Director of Planning and Community Development  
City of Alachua  
P.O. Box 9  
Alachua, FL 32616



RE: Regional Review of City of Alachua Comprehensive Plan Draft Amendment  
City Ordinance 19-01

Dear Kathy:

At its regularly scheduled meeting held December 13, 2018, the Council reviewed the above-referenced item. Subsequent to their review, the Council voted to adopt the enclosed report.

If you have any questions concerning this matter, please do not hesitate to contact Steven Dopp, Senior Planner, at 352.955.2200, extension 109.

Sincerely,

Scott R. Koons, AICP  
Executive Director

Enclosure

xc: Ray Eubanks, Florida Department of Economic Opportunity  
Sherry Spiers, Florida Department of Economic Opportunity

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

Regional Planning Council: North Central FL  
Review Date: 12/13/18  
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 8  
Local Government: City of Alachua  
Local Government Item No.  
City Ordinance No.: 19-01  
State Land Planning Agency Item No: 19-1ESR

Date Mailed to Local Government and State Land Planning Agency: 12/14/18 (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 amendment reclassifies approximately 97 acres from approximately 21 acres of Commercial, 36 acres of Medium Density Residential (4 to 8 dwelling units per acre), 40 Acres of Moderate Density Residential (up to 4 dwelling units per acre) to approximately 2 acres of Commercial, 28 acres of Corporate Park, 28 acres of High Density Residential and 39 acres of Moderate Density Residential (up to 4 dwelling units per acre. See attached).

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

The subject property is located in an Area of High Aquifer Recharge Potential to the Floridan Aquifer which is identified and mapped as a Natural Resource of Regional Significance in the North Central Florida Strategic Regional Policy Plan. Nevertheless, no significant adverse impacts to Natural Resources of Regional Significance are anticipated as the City comprehensive plan contains adequate policy direction to prevent significant adverse impacts to the natural resource (see attached)

The subject property is located within one-half mile of U.S. Highway 441 and Interstate Highway 75, both of which are identified and mapped in the regional plan as part of the Regional Road Network. The City Transportation Mobility Element contains objectives and policies which implement of one or more practices consistent with Transportation Planning Best Practices contained in the North Central Florida Strategic Regional Policy Plan (see attached). Regional Plan Transportation Element Policy 5.1.1 states that within municipalities where local government comprehensive plans contain goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately mitigated and local government plans and plan amendments are not subject to a Regional Planning Council determination impacts to the Regional Road Network (see attached). Therefore, significant adverse transportation impacts to the Regional Road Network are adequately mitigated.

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

No significant adverse extrajurisdictional impacts to adjacent local governments are anticipated to occur as a result of the amendment.

**Request a copy of the adopted version of the amendment?**

Yes   X   No           

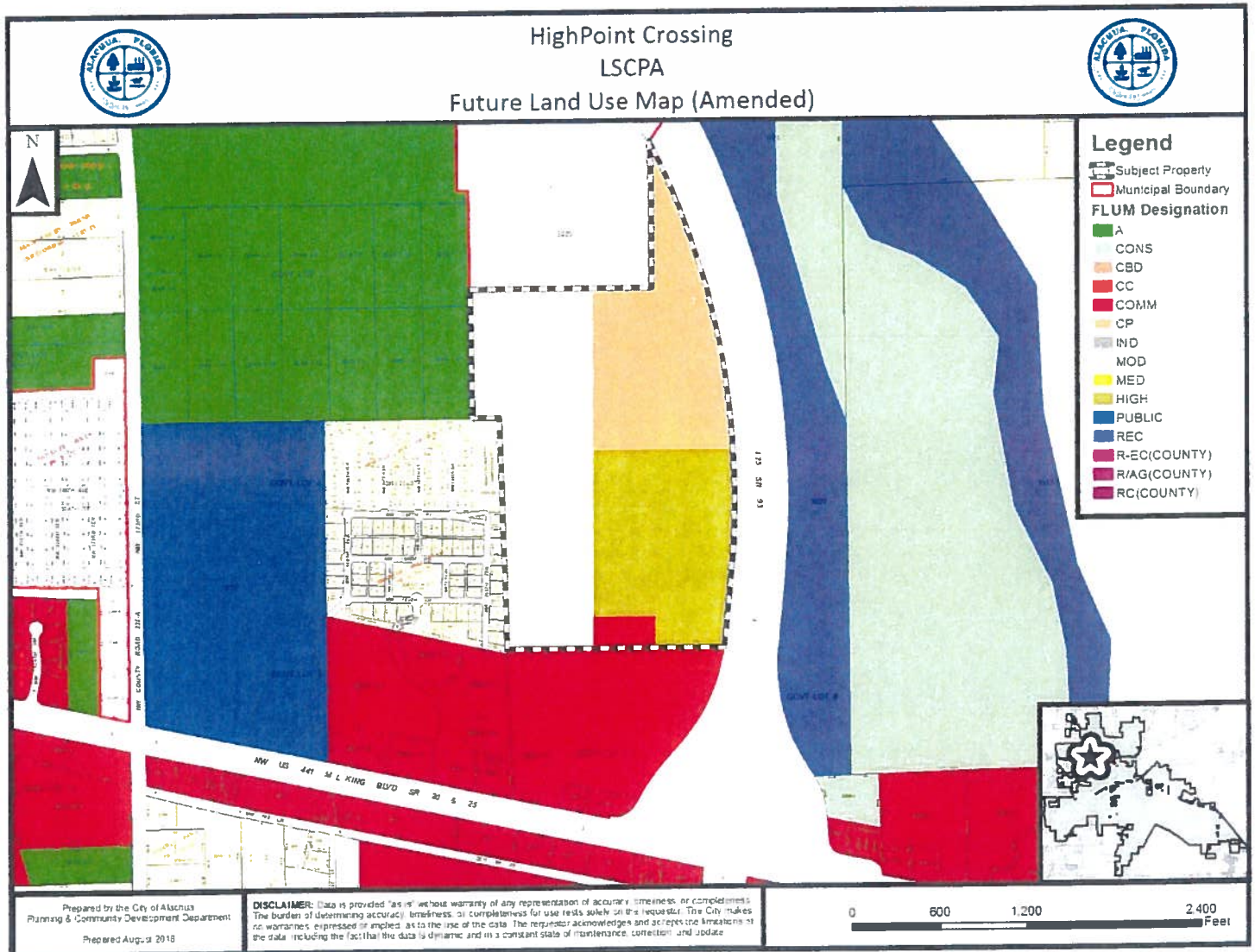
Not Applicable           

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

**Council Action:** At its December 13, 2018 meeting, the Council voted to adopt this report.



**EXHIBIT "B"**



## **EXCERPTS FROM CITY COMPREHENSIVE PLAN**

## **TRANSPORTATION ELEMENT**

### **GOAL, OBJECTIVES AND POLICIES**

**GOAL 1:** Provide for a traffic circulation system, which serves existing and future land uses.

Objective 1.1: Level of Service

The City shall establish a safe, convenient and efficient level of service standard for all motorized and non-motorized transportation systems.

Policy 1.1a: Establish the Level of Service Standards as noted below at peak hour for the following roadway segments within the City.

Segment Number	Segment Description	Lanes	Functional Classification	Area Type	Existing LOS (2012)	Projected 2025 LOS
1	I-75 (From NCL of Alachua to US 441)	6/D	Freeway	COMM	C	C
2	I-75 (From US 441 to SCL of Alachua)	6/D	Freeway	COMM	B	C
3	US 441 (From NW 126 <sup>th</sup> Ave to CR 2054)	4/D	Principle Arterial	Urban Trans	C	D
4	US 441 (From CR 2054 to SR 235)	4/D	Principle Arterial	Urban Trans	C	D
5	US 441 (From SR 235 to NCL of Alachua)	4/D	Principle Arterial	Urban Trans	C	E
6	US 441 (From CR 25A to NW 126 <sup>th</sup> Ave)	4/D	Principle Arterial	Urban Trans	B	D
7	US 441 (From MPO Boundary to CR 25A)	4/D	Principle Arterial	Urban	B	D
8	SR 235 (From 235/241 intersection to US 441)	2/U Bays	Major Collector	Comm	C	D
9	SR 235 (From US 441 to NCL of Alachua)	2/U Bays	Major Collector	Comm	C	D

County-maintained minor arterials (urban and rural): LOS D

County-maintained collectors (urban): LOS D

County-maintained collectors (rural): LOS C

**Objective 1.2: Access Management**

The City shall establish access management standards and coordinate with Alachua County and the Florida Department of Transportation to maintain access management standards, which promote safe and efficient travel.

**Policy 1.2.a:** The City shall control the number and frequency of connections and access points of driveways and streets to arterial and collector streets by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, or subsequent provision,

**Policy 1.2.b:** The City shall establish the following access point requirements for City streets:

1. permitting 1 access point for ingress and egress purposes to a single property or development;
2. permitting 2 access points for ingress and egress to a single property or development if the minimum distance between the two access points exceeds 20 feet for a single residential lot or 100 feet for nonresidential development and new residential subdivisions;
3. permitting 3 access points for ingress and egress to a single property or development if the minimum distance between each access point is at least 100 feet for residential and non-residential development; or
4. permitting more than 3 access points for ingress and egress to a single property or development where a minimum distance of 1000 feet is maintained between each access point.

**Policy 1.2.c** The City of Alachua will incorporate within the Land Development Regulations provisions, which address the following:

1. frontage road requirements
2. mandatory off-street loading and parking, including ADA requirements

3. distance requirements for access cuts near intersections and interchanges
4. building setback requirements
5. design standards (i.e., acceleration and deceleration lanes, turning radii, signalization, etc.)
6. intersection spacing standards
7. minimum maintenance responsibility requirements
8. sight distance standards
9. incentives to mitigate poor traffic access/hazardous situations
10. standards to eliminate traffic conflicts between vehicular traffic and bicyclists and pedestrians
11. highway safety
12. commercial signage/utilities restrictions within rights-of-way
13. FDOT Access Management Classification System and Standards
14. traffic calming methods
15. placement of street trees

**Objective 1.3:      Parking**

The City shall require innovative parking lot design for multiple-family and non-residential developments, including the provision of bicycle parking, pedestrian-friendly design, and landscaping.

**Policy .1.3.a:**      The City shall establish minimum and maximum parking standards in order to avoid excessive amounts of underutilized parking areas.

**Policy 1.3.b:**      The City shall establish standards that emphasize shared parking and deferred parking facilities to provide flexibility for businesses and to discourage excessive parking areas.

**Policy 1.3.c:**      The City shall establish incentives for the use of pervious surfaces in parking lot design for parking which exceeds the minimum parking standards.

**Policy 1.3.d:**      The City shall require landscaping within parking areas, with an emphasis on canopy trees. The City shall consider establishing incentives for landscaping in excess of minimum standards.

Policy 1.3.e: The City shall establish standards for parking facility design that adequately separates pedestrians from vehicular traffic and delineates pedestrian crossing zones.

Policy 1.3.f: The City shall establish bicycle parking facility standards based on type of use within developments.

Policy 1.3.g: The City shall require spaces to accommodate persons with physical disabilities as required by the Americans with Disabilities Act.

Objective 1.4: Bicycle and Pedestrian Standards

The City shall work to develop a network of bicycle and pedestrian facilities which connect all areas of the City.

Policy 1.4.a: The City shall require any development which must obtain site plan or subdivision approval to provide additional right-of-way width for bicycle and pedestrian ways along all proposed collector and arterial streets.

Policy 1.4.b: The City shall consider establishing regulations to encourage multimodal transportation facilities, including bicycle lanes, pedestrian pathways, trails, and multiple-purpose pathways.

Policy 1.4.c: The City shall require pedestrian paths within subdivisions and within new developments to be connected to paths outside the development.

Policy 1.4.d: The City shall work with the Suwannee River Water Management District, Alachua County, and other public or private entities to implement regional trail systems and other transportation plans related to non-vehicular transportation.

Objective 1.5: Linking Land Use and Transportation

The City shall require that all traffic circulation improvements be consistent with and complement the future land uses on the Future Land Use Map.



Policy 1.5.a:

The City shall, as part of the capital improvement scheduling of roadway improvements, review all proposed roadway improvements to determine if such improvement will further the direction of the Future Land Use Element. Where the roadway is operated and maintained by another jurisdictional authority, the City shall notify such jurisdiction, in writing, if any identified roadway improvement plans are not consistent with the provisions of the Future Land Use Element.

Policy 1.5.b:

In order to establish the link between land use and transportation; the City shall establish the following roadway classifications and develop design standards for development along each type of roadway. These design classifications will also guide highway and roadway beautification projects.

1. Alleys: One-way or two-way service corridors providing access to the rear of residential lots or commercial buildings. Alleys can be up to 30' in width.
2. Neighborhood Streets: Two-way vehicular movements. Parallel parking and sidewalks are allowed on one or both sides of the street. Neighborhood streets can be from 30' to 60'.
3. 3. Drives: These roadways separate a developed area from undeveloped area. May have curb and gutter on developed side and swale on undeveloped side. Right of way width varies on number of travel lanes.
4. Roads: These roadways provide access to residential neighborhoods. May have an urban or rural cross-section.
5. Avenues: (Equivalent of collector streets) These roadways consist of more than one travel lane. The design should emphasize medians with landscaping and sidewalks should be located on both sides of the roadway, separated from travel lanes by parking or plantings. Sidewalks and bike lanes may be included when right of way widths permit.
6. Boulevard: (Equivalent of arterial streets) These roadways are large, multi-lane roadways. The design should emphasize wide, planted medians, with sidewalks separated by a planting verge.

Policy 1.5.c: To the extent feasible, the City shall require new developments which are compatible with adjacent existing development to interconnect with one another through one of the following methods:

1. Through the extension of a public street from one project to another;
2. Through the extension of a sidewalk from one project to another;
3. Through the extension of a multi-purpose trail from one project to another.

Objective 1.6: Coordination with State and County Transportation Plans

The City shall coordinate its traffic circulation planning efforts with the Florida Department of Transportation and Alachua County for consistency with their Transportation Improvement Plans.

Policy 1.6.a: The City shall, during the capital improvements planning process for roadway improvements, review the proposed roadway improvements that will be completed as part of the implementation of the Florida Department of Transportation 5 - Year Transportation Plan so that such capital project planning is consistent with the state roadway improvement planning.

Policy 1.6.b: The City shall coordinate with Alachua County to ensure that necessary improvements to county-maintained roadways with the City limits are reviewed and scheduled in the County's Transportation Improvement Plan.

Policy 1.6.c: The City shall review the Alachua County Corridor Design Manual for its impact on the design and construction of roadways within the City limits. The City may consider and adopt appropriate design standards from the Corridor Design Manual.

Objective 1.7: Right of way

The City shall provide for the protection of future rights of way and seek out rights of ways for new corridors as necessary.



**Policy 1.7.b:** The City shall maintain a Future Traffic Circulation Map that delineates approximate locations for new roadway corridors to accommodate future growth and development, while enhancing the traffic circulation system.

**Goal 2:** Protect and enhance the long-term viability of the roadway network in the City of Alachua.

**Objective 2.1:**

The City of Alachua shall continue the application of proportionate share payments, encourage the use of parallel transportation facilities and the use of Transportation Demand Management and Transportation System Management (TDM & TSM) programs to protect and enhance the long-term viability of the roadway networks of the City of Alachua, Alachua County, and the State of Florida.

**Policy 2.1.1:** Through continued coordination with public and private development, the City of Alachua will incorporate TDM and TSM elements into the provision of establishing multi-modal transportation opportunities where practicable and appropriate.

**Policy 2.1.2:** TDM strategies shall focus on transportation alternatives, including but not limited to, rail lines, ride sharing, flextime, increased transit usage, walking, and bicycling.

**Policy 2.1.3:** TSM strategies shall focus on increasing the efficiency, safety, and capacity of existing transportation systems. Techniques to achieve TSM shall include facility design treatments, access management programs, high occupancy vehicle (HOV) lanes, targeted traffic enforcement, and intelligent transportation systems (ITS).

**Policy 2.1.4:** All modes of transportation shall be analyzed, during the planning and design review stages, for practicability and appropriateness for inclusion in new development and redevelopment opportunities.

# **COMMUNITY FACILITIES AND NATURAL GROUNDWATER AQUIFER RECHARGE ELEMENT**

## **GOALS, OBJECTIVES AND POLICIES**

### **GOAL 1: Wastewater**

Plan for and provide adequate, high quality and economical wastewater service while protecting the environment, especially groundwater resources.

#### **Objective 1.1:**

The City of Alachua shall examine capital improvements priorities as funded in the Five-Year Capital Improvements Program in order to prevent, or correct, deficiencies in the Community Sanitary Sewer System to meet projected demands within established service areas at adopted levels of service.

- Policy 1.1.a: Capital improvement projects needed for replacement or correction of existing deficiencies shall be given priority over providing for future facilities needs, if they are imminently needed to protect the public health and safety and if existing facilities are not meeting maintenance or operation level of service standards adopted herein.
- Policy 1.1.b: The City shall continue to implement a long-range wastewater plan, which shall include, at a minimum, an updated database of all wastewater facility locations, line sizes, lift station locations, reuse lines, future facilities locations, and rate analysis.
- Policy 1.1.c: Capital facilities fees shall be dedicated to the rehabilitation, replacement, maintenance, and expansion needs of the wastewater system, consistent with the City's long-range wastewater plan. The City may also use impact fees, if such fees are adopted by the City Commission.
- Policy 1.1.d: The City hereby establishes the following level of service standards for sanitary sewer facilities

## Levels of Service

- a. Quality: Compliance with all applicable standards of the U.S. Environmental Protection Agency (EPA) and the Florida Department of Environmental Protection (FDEP).
- b. Quantity: System-wide wastewater collection and treatment will be sufficient to provide a minimum of 250 gallons per day per equivalent residential unit (ERU) on an average annual basis. Plant expansion shall be planned in accordance with F.A.C. 62-600.405, or subsequent provision. This level of service standard shall be re-evaluated one year from the adoption date for the amended Plan.
- c. System capacity: If the volume of existing use in addition to the volume of the committed use of the City's wastewater facility reaches 85% of the permitted capacity design, no further development orders for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement.

### Objective 1.2:

Wastewater service will be made available to new development in a manner to promote compact urban growth, promoting development where wastewater service is available, and discouraging urban sprawl. For purposes of this objective, new development does not include remodeling of existing developments or additions of less than 33% to existing developments.

Policy 1.2.a: The City shall establish a Community Wastewater Service Area, which includes all areas where wastewater service is available. Wastewater service shall be deemed available if:

1. A gravity water system exists within 100 ft of the property line of any residential subdivision lot or single family residence and wastewater service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

2. A gravity wastewater system exists with 500 ft of the property line of any residential subdivision consisting of 5 units or less and the gravity wastewater system can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
3. A gravity wastewater system, wastewater pumping station, or force main exists within ¼ mile of the property line of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and the gravity wastewater system, wastewater pumping station, or force main can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

- Policy 1.2.b: Isolated vacant lots in residential areas may be developed for single family residential under a de minimis exception if wastewater service is not available along the frontage of the lot. Where no wastewater infrastructure exists along the frontage of a single existing residential lot zoned for single family use, and the owner of the single lot requests service, sufficient wastewater infrastructure shall be constructed by the owner to extend service from an existing point to the point of the requested service connection, plus an additional 10 feet. If the City determines that a repayment agreement is practical and the applicant desires to enter into an agreement, the new infrastructure shall be constructed to and across the entire lot frontage.
- Policy 1.2.c: The City prohibit the installation of in-ground septic tanks in locations with unsuitable soils within wetland areas, or where wastewater service is available.
- Policy 1.2.d: The City shall permit septic tanks outside the Community Wastewater Service Area, provided that site and soil conditions are suitable for septic tank use as determined by the requirements of Chapter 10D-6, FAC.
- Policy 1.2.e: Existing septic tanks shall be allowed to remain in service until such time as wastewater service is available, in accordance with State regulations.

Policy 1.2.f: The City's Public Services Department shall coordinate wastewater service for new development with the City's Department of Planning and Community Development to ensure compliance with the elements of the Comprehensive Plan.

Policy 1.2.g: To promote compact urban growth, all wastewater line extensions for new development outside the Community Wastewater Service Area will be funded by development, developer or permittee.

Objective 1.3:

Wastewater treatment by-products will be reclaimed or disposed of in an environmentally acceptable manner while maximizing resource recovery.

Policy 1.3a: Wastewater effluent may be treated and reused for irrigation and aesthetic water features, consistent with requirements of Chapter 62-610, F.A.C., or subsequent provisions.

Policy 1.3.b: Sludge from wastewater treatment facilities within the City of Alachua shall be disposed of through such means as land application. Surface water runoff from land application shall not violate state water quality standards.

Policy 1.3.c: The City shall pursue an interlocal agreement with Alachua County for the permitting of any private land application of sludge from septic tanks and private wastewater systems. In the event that an interlocal agreement cannot be accomplished, then the City shall adopt its own standards for regulating the land application of sludge from septic tanks and private wastewater systems.

Objective 1.4:

The City shall prevent additional nutrients from entering high aquifer recharge areas by the central sewerage of existing developed areas.

Policy 1.4.a: Within the high aquifer recharge areas, the City shall make it a priority to connect areas densely populated with septic systems to the central sewer system, thereby minimizing the input of nutrients into the groundwater.

**Objective 1.5:**

The City shall minimize the impact of septic systems within the high aquifer recharge areas.

**Policy 1.5.a:** The City shall establish a septic system management program to ensure that these systems are inspected at least once every five years and maintained as needed to assure proper treatment. The City shall require existing systems to be inspected and upgraded to meet current standards whenever a property is sold, modified or expanded to accommodate additional residents, or at least every 10 years.

**Policy 1.5.b:** Septic tanks in high aquifer recharge areas shall be either multi-compartment, multi-tank or aerobic design.

**GOAL 2: Solid Waste**

The City of Alachua will provide for solid waste disposal service in a sanitary, economic, and environmentally safe manner.

**Objective 2.1:** Continue to ensure satisfactory and economical solid waste service for all City residents, with an emphasis on reuse and recycling.

**Policy 2.1.a:** The City hereby establishes the following level of service standards for solid waste disposal facilities:

<u>FACILITY TYPE</u>	<u>LEVEL OF SERVICE STANDARD</u>
Solid Waste Landfill	.73 tons per capita per year

**Policy 2.1.b:** Intergovernmental coordination efforts with Alachua County shall include an annual report to Alachua County delineating the City's service area population and the anticipated annual tonnage of solid waste to be disposed of at the New River Solid Waste Landfill.

**Objective 2.2:**

Reduce amount of solid waste disposed per capita through waste reduction strategies that include waste prevention, source reduction, reuse, and recycling.

Policy 2.2.a: The City shall maximize the use of solid waste facilities through implementation of a recycling program.

Policy 2.2.b: The City shall maintain recycling and waste reduction programs in all City facilities.

#### OBJECTIVE 2.3:

The City shall avoid the siting of solid waste and hazardous waste facilities within high recharge areas to minimize the water quality impacts from solid waste and hazardous waste facilities within the City's high aquifer recharge areas.

Policy 2.3.a: The City shall develop design criteria for the siting of solid or hazardous waste disposal, treatment and transfer facilities within the City. The City may prohibit these facilities in areas shown to be in the unconfined area of the Floridan Aquifer.

#### GOAL 3: Stormwater

Develop and maintain a stormwater management system that minimizes flooding, protects, preserves and enhances desirable water quality conditions, and, where possible, preserves and utilizes existing natural features.

##### Objective 3.1:

Ensure provision of drainage and stormwater retention through level of service standards and design requirements to minimize flooding and to protect and improve water quality.

Policy 3.1.a: The City hereby establishes the following water quantity and quality level of service standards for drainage facilities:

#### LEVEL OF SERVICE STANDARD

For all projects which fall totally within a stream, or open lake watershed, detention systems must be installed such that the peak rate of post-development runoff will not exceed the peak-rate of pre-development runoff for storm events up through and including either:



1. A design storm with a 10-year, 24-hour rainfall depth with Soil Conservation Service type II distribution falling on average antecedent moisture conditions for projects serving exclusively agricultural, forest, conservation, or recreational uses; or
2. A design storm with 100-year critical duration rainfall depth for projects serving any land use other than agricultural, silvicultural, conservation, or recreational uses.
3. The LOS standard for water quality treatment shall be treatment for the "first one inch" of runoff, and compliance with the design and performance standards established in Chapter 40C-42.025, FAC, and 42.035, FAC to ensure that the receiving water quality standards of Chapter 62.302.500, FAC are met and to ensure their water quality is not degraded below the minimum conditions necessary to maintain their classifications as established in Chapter 62-302, FAC. These standards shall apply to all new development and redevelopment and any exemptions, exceptions or thresholds in these citations are not applicable. Infill residential development within improved residential areas or subdivisions existing prior to the adoption of this comprehensive plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will cause the runoff from the entire improved area or subdivision to degrade receiving water bodies and their water quality as stated above.

Policy 3.1.b: The City shall require the construction of roads within new plats or replats to be arranged so that the grades of the streets shall conform as closely as possible to the original topography to prevent the interruption of natural drainage flows, including sheet flow and flow to isolated wetland systems.

Policy 3.1.c: The City shall require a certification, by the preparer of the permit plans, that all construction activity undertaken shall incorporate erosion and sediment controls during construction.

Policy 3.1.d: Priorities for upgrading existing stormwater management facilities shall continue to be scheduled in the Capital Improvements Element of this plan and updated annually.



Policy 3.1.e: The City shall provide incentives for the use of pervious surfaces in developments in order to reduce the size of retention basins and increase the area available to receive runoff.

Policy 3.1.f: The City shall permit the use of off-site retention facilities, if they are part of previously approved master stormwater retention or detention facility.

Objective 3.2:

Maintain a database on all existing and newly constructed stormwater systems in the City.

Policy 3.2.a: The City shall quantify and assess any deficiencies in its existing stormwater management system, by requesting the Florida Department of Environmental Protection and/or the Suwannee River Water Management District, to fund and prepare a City-wide stormwater master plan to determine necessary design capacities and hydraulic demands for any needed stormwater management facilities and assess the performance of existing facilities with regard to flood control, water quality treatment and impact on the City's surfacewater and groundwater. As an alternative to a City-wide stormwater master plan, the City may request funding for a comprehensive stormwater assessment. Further, if stormwater management facilities are determined by such study to be needed, the City shall seek grant funding to fund and construct such needed facilities.

Objective 3.3:

The City shall implement design guidelines for stormwater management facilities to promote dual use, protect natural features, and provide aesthetically pleasing facilities.

Policy 3.3.a: Stormwater facility design shall incorporate the following features, where practicable:

1. Joint use of retention and detention basins for passive recreation, habitat and open space.
2. Use of vegetation, such as cypress and river birch, in retention and detention basin to enhance stormwater management objectives.
3. On-site retention and detention facilities shall be integrated with other elements of the proposed development through aesthetically sensitive design and the use of landscaping.

4. Maintain and enhance the existing hydrological and ecological function of stream or drainage corridors or wetland areas which serve stormwater facilities.
5. Where retention and detention basins are located along County roads or State roads, the basin design shall comply with the Gainesville Urbanized Area Metropolitan Transportation Planning Organization's drainage retention basin landscaping standards.

**Objective 3.4:**

The City shall promote practices that minimize erosion, sedimentation and stormwater runoff.

**Policy 3.4.a:** The City shall require development practices that minimize land disturbance, the clearing of vegetation and the removal of topsoil. These practices shall be based on established construction best management practices, such as the use of silt fences and sediment basins to retain sediment onsite.

**Objective 3.5:**

The City shall work with the Suwannee River Water Management District and the FDEP criteria for karst stormwater management system design.

**Policy 3.5.a:** The following general requirements apply to stormwater management systems throughout the City's high aquifer recharge areas:

1. No direct discharge of stormwater to active sinkholes;
2. When soil and water table conditions allow, the use of offline retention systems for stormwater treatment shall be required;
3. Swale conveyances shall be used to the greatest extent possible;
4. Projects in areas zoned for industrial land uses shall assure that industrial pollutants do not enter the stormwater system or come in contact with groundwater.
5. Natural depressions shall be used for stormwater management only when hydrogeologic evidence shows that the geologic structure and soils are stable and unlikely to form a direct connection to the groundwater. To verify geologic stability, an applicant shall provide soil boring information and/or supplemental data such as ground penetrating radar;

6. If the hydrogeologic conditions are suitable and the depression is proposed for use as part of the stormwater management system, a spreader swale shall be employed at the inflow location;
7. Regular inspection shall be conducted by developer/ maintenance entity to visibly check for existence or beginnings of solution pipes; and
8. Remedial plugging activities shall employ methodologies acceptable to the applicable regulatory agency, either the FDEP or the Suwannee River Water Management District.

**Policy 3.5.b:**

The following general requirements apply to stormwater management systems apply for Class C and Class D storage facilities:

1. More than five feet of material between the limestone bedrock surface and the bottom and sides of the stormwater basin;
2. Basin liners – clay or geotextile;
3. Sediment sumps at stormwater inlets;
4. Off-line treatment;
5. Special stormwater system treatment train design;
6. Groundwater monitoring; and
7. Paint/solvent and water separators.

In addition to the requirements in Policy 3.5.a, stormwater systems in these areas shall:

1. Use swales, preferably with cross block or raised driveway culverts, to promote retention/infiltration within swale; and
2. Use shallow, vegetated, offline infiltration systems that are incorporated into a project's open space/landscaping areas.

**GOAL 4: Potable water**

Provide an adequate supply of high quality potable water to customers throughout the water service area.

**Objective 4.1:**

Achieve and maintain acceptable levels of service for potable water quantity and quality.

- Policy 4.1.a: Capital improvement projects needed for replacement or correction of existing deficiencies in the community potable water service area shall be given priority over providing for future facilities needs, if they are imminently needed to protect the public health and safety and if existing facilities are not meeting maintenance or operation level of service standards adopted herein.
- Policy 4.1.b: The City shall establish a Community Potable Water Service Area, which includes all areas where potable water service is available. Water service shall be deemed available if:
1. A water main exists within 100 ft of any residential subdivision lot or single family residence water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
  2. A water main exists within 500 ft of any residential subdivision consisting of 5 units or less and water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
  3. A water main exists within ¼ mile of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
- Policy 4.1.c: The City establishes the following level of service standards for potable water:
1. Quality: Compliance with all applicable standards of the U.S. Environmental Protection Agency (EPA) and the Florida Department of Environmental Protection.
  2. Quantity: System-wide potable water distribution and treatment will be sufficient to provide a minimum of 275 gallons per day per equivalent residential unit (ERU) on an average annual basis. Plant expansion shall be planned in accordance with Florida Administrative Code.

3.System Capacity: If the volume of existing use in addition to the volume of the committed use of the City's potable water facility reaches 85% of the permitted design capacity, no further development orders or permits for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement.

Policy 4.1.d: A wellfield protection area shall be established as a minimum of 500' around a community potable water facility wellhead, as shown on the City of Alachua Existing and Planned Water Wells Map.

Objective 4.2:

Prioritize and execute needed system improvements in a manner which protects existing investments, promotes orderly growth, and is consistent with the Capital Improvements Element and Capital Improvements Program of this Plan.

Policy 4.2.a: New urban development will only occur within areas where potable water services are available concurrent with development. For purposes of this policy, new development does not included remodeling of existing developments or additions of less than 33% to existing developments.

Policy 4.2.b: The City will continue to require necessary on-site water system improvements to be completed at the expense of the property owner.

Policy 4.2.c: The City shall extend water service in a pattern consistent with the policies of the comprehensive plan, especially the Future Land Use Map and the Future Land Use Element, adhering to a compact urban growth area, promoting infill development and discouraging urban sprawl, as defined in Florida Administrative Code.

## **Goal 5: Natural Groundwater Aquifer Recharge**

### **Objective 5.1:**

The City of Alachua recognizes protection of high aquifer recharge areas, wellfield protection areas, lakes, streams, drainage basins, wetlands and stream-to-sink features as vital to the protection of groundwater resources. The City shall, through partnerships and using the best available data, provide protections for groundwater resources.

**Policy 5.1.a:** Until such time as the areas of high aquifer recharge potential are more precisely mapped, the City shall consider the best available hydrogeological information (e.g, SRWMD high aquifer recharge potential maps or site specific data), and may require the collection of site-specific hydrogeological data, such as soil borings or electric resistivity tests, when assessing the impacts of proposed land use changes and developments in areas of high aquifer recharge potential. This information should be used in the determination of land use decisions on a case-by-case basis.

**Policy 5.1.b:** The City shall prioritize the acquisition of high aquifer recharge areas for protection as conservation or open space areas and investigate the future use of bonds, lease agreements, property donations, private or public trusts and partnerships, and grants to achieve these purchases.

**Policy 5.1.c:** The City shall coordinate with the Suwannee River Water Management District to protect the functions of natural groundwater recharge areas and natural drainage features, by requiring that all development proposals, which have the potential for impacting the water resources of the City, be reviewed by the SRWMD, in accordance with Chapter 373, Florida Statutes and Rules 40B-4 and 40B-400, Florida Administrative Code, or subsequent provisions.

### **Objective 5.2:**

The City shall establish groundwater water quality and quantity protection strategies to protect the quality of water and maintain the quantity of water entering the aquifer.

Policy 5.2.a: In an effort to protect groundwater quality the City shall:

1. Adopt design criteria for stormwater management practices that minimize the leaching or discharge of nutrients.
2. Promote the Florida Yards and Neighborhoods program to educate the public about proper lawn and landscaped area fertilization and irrigation;
3. Incorporate the principles of the Florida Yards and Neighborhoods program into local landscaping ordinances;
4. Adopt water conservation programs; and
5. Educate the public about the proper operation and maintenance of septic tanks. Implement a local septic management program to assure that these systems are regularly inspected, pumped out, or brought up to current standards whenever a parcel is sold.
6. Participate in the Suwannee River Partnership program for the Santa Fe River Basin.

Policy 5.2.b: The City shall require demonstration from engineering results that post-development recharge volumes will equal predevelopment recharge volumes to the Floridan aquifer.

Policy 5.2.c: Applicants for new development, expansions, or redevelopment shall employ one or more of the following techniques to address potential groundwater quality and quantity impacts:

1. Construction and maintenance of shallow, landscaped retention basins
2. Decreasing the amount of stormwater runoff through the use of pervious surfaces or increased open space
3. Development of a stormwater pollution prevention plan
4. Development of a sinkhole remediation plan
5. Development of a groundwater monitoring plan



Policy 5.2.d: Best management practices and performance standards shall be utilized to maximize open space, limit impervious surfaces, to minimize the use of fertilizers on turf grass areas, promote protection of natural vegetation, promote the use of pervious parking areas, and treat stormwater to protect water quality.

Objective 5.3:

The City, upon adoption of this Comprehensive Plan, shall assist the Water Management District, with the implementation of its water conservation rule, when water shortages are declared by the District. Whereby, during such shortages, water conservation measures shall be implemented for the use and reuse of water of the lowest acceptable quality for the purposes intended. In addition, the City shall assist the Water Management District with the dissemination of educational materials regarding the conservation of water prior to peak seasonal demand.

Policy 5.3.a: The City shall assist in the enforcement of water use restrictions during a Water Management District declared water shortage and in addition, assist the Water Management District with the dissemination of educational materials regarding the conservation of water prior to peak seasonal demand.



**EXCERPTS FROM THE  
NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN**

# Chapter V

## Regional Transportation

## b. Transportation Concurrency and Proportionate Share

Chapter 163, Florida Statutes, makes traditional transportation concurrency management optional for local government comprehensive plans. If local governments rely on traditional transportation concurrency, Chapter 163, Florida Statutes, authorizes the local government to establish minimum level of service level standards for all state roads, including state roads which are part of the Strategic Intermodal System. Additionally, local governments relying on traditional level of service standards must also allow mitigation of transportation impacts through the use of proportionate-share.

The dollar amount of proportionate share mitigation is determined through a transportation impact study of the project to determine which road segments will fail to meet level of service standards as a result of the development, what it will cost to modify the failing facilities to meet level of service standards, and what proportion of the trips on the failing road network are attributable to the project. The percentage is multiplied by the costs of the transportation projects needed to restore level of service for the failing facilities to determine an amount of money, which is the developer's proportionate-fair share payment.

## c. Transportation Planning Best Practices

While north central Florida local governments are financially unable to fund traditional transportation concurrency, adverse impacts to the regional road network can be minimized through sound transportation planning. Transportation Planning Best Practices for north central Florida local governments could include enhancing road network connectivity, providing parallel local routes to the Regional Road Network, incorporating access management strategies, and developing multimodal transportation systems. By relying on transportation planning best practices, urban development can still be directed to incorporated municipalities, urban service areas, and urban development areas while minimizing transportation infrastructure costs and declines in level of service. Examples of policy areas which could be addressed in local government comprehensive plans to implement these transportation planning best practices include the following.

### Enhance Road Network Connectivity by

- Establishing a comprehensive system of street hierarchies with appropriate maximum spacing for local, collector, and arterial street intersection and arterial spacing, including maximum intersection spacing distances for local, collector, and arterial streets;

- Establishing a thoroughfare plan and right-of-way preservation requirements to advance the development of arterial and collector streets throughout the jurisdiction;

- Limiting or discouraging the use of cul-de-sacs and dead-end streets, limiting the maximum length of cul-de-sacs and dead end streets, and encouraging the use of traffic calming devices and strategies as an alternative to dead end streets and cul-de-sacs;

- Encouraging street stubs for connections to future development requiring connections to existing street stubs/dead end streets when adjacent parcels are subdivided/developed in the future, and requiring developments to connect through to side streets at appropriate locations;



## C. Regional Goals and Policies

### 1. Regional Road Network

**REGIONAL GOAL 5.1.** Mitigate the impacts of development to the Regional Road Network as well as adverse extrajurisdictional impacts while encouraging development within urban areas.

#### Regional Indicators

1. In 2016, the Regional Road Network consisted of 216.8 miles of Interstate highways, 993.4 miles of U.S. Highways and 678.9 miles of State roads.

#### a. Local Government Comprehensive Plans

Table 5.8 below summarizes Regional Policies 5.1.1 through 5.1.4.

**TABLE 5.8**  
**SUMMARY OF REGIONAL PLAN POLICIES 5.1.1 THROUGH 5.1.4**  
**LOCAL GOVERNMENT COMPREHENSIVE PLANS**

Area	Local Government Comprehensive Plans Containing Transportation Planning Best Practices	Regional Plan Determination of Impacts
Municipalities, Urban Service Areas, Urban Development Areas	Yes	Adequately Mitigated
Municipalities, Urban Service Areas, Urban Development Areas	No	Florida Department of Transportation Level of Service E
Rural Areas	Yes	Florida Department of Transportation Level of Service E
Rural Areas	No	Florida Department of Transportation Level of Service D

Source: North Central Florida Regional Planning Council, 2011.

**Policy 5.1.1.** Within municipalities, urban service areas, or urban development areas where local government comprehensive plans include goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately. Such local government comprehensive plans and plan amendments within municipalities, urban service areas, or urban development areas shall not be subject to a regional planning council determination of Regional Road Network or extrajurisdictional impacts.

**Policy 5.1.2.** Within municipalities, urban service areas, and urban development areas where local government comprehensive plans do not include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of E as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003, October 27, 2011 and August 23, 2018

**Policy 5.1.3.** Outside municipalities, urban service areas, and urban development areas where local government comprehensive plans include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of E as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

**Policy 5.1.4.** Outside municipalities, urban service areas, and urban development areas where local government comprehensive plans do not include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of D as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

## 2. Coordination and Assistance

**REGIONAL GOAL 5.2.** Coordinate with and assist state agencies, transportation planning organizations and local governments to implement an energy-efficient, interagency coordinated transportation system.

### Regional Indicator

As of January 2016, the Council provides staff services to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area.

**Policy 5.2.1.** Provide technical assistance to local governments in preparing and updating Traffic Circulation Elements in local government comprehensive plans to implement an energy-efficient, interagency coordinated transportation system.

**Policy 5.2.2.** Coordinate with the Florida Department of Transportation regarding proposed modifications to the Regional Road Network to assure consistency with local government comprehensive plans which implement an energy-efficient, interagency coordinated transportation system.

**Policy 5.2.3.** Review proposals for road widening and new transportation corridors for impacts upon natural resources of regional significance and adjacent local governments.

**Policy 5.2.4.** Provide technical assistance to local governments seeking funds for transportation modifications which implement an energy-efficient, interagency coordinated transportation system.

### a. University of Florida

**REGIONAL GOAL 5.3.** Mitigate adverse impacts to regional transportation facilities associated with enrollment growth at the University of Florida.

### Regional Indicator

During the fall 2016 semester, the University of Florida had no off-campus park-and-ride lots.



## *Florida Department of Transportation*

**RICK SCOTT**  
GOVERNOR

2198 Edison Avenue MS 2806  
Jacksonville, FL 32204-2730

**MIKE DEW**  
SECRETARY

November 21, 2018

Ms. Kathy Winburn, AICP  
Planning and Community Development Director  
City of Alachua  
PO Box 9  
Alachua, FL, 32616

**SUBJECT: *City of Alachua Proposed Comprehensive Plan Amendment (DEO 18-2ESR)***

Dear Ms. Winburn,

The Florida Department of Transportation (FDOT) has reviewed the proposed Comprehensive Plan amendment submitted by the City of Alachua according to Chapter 163 of the Florida Statutes.

### **Amendment Summary**

The Future Land Use Map (FLUM) amendment is proposed to re-designate 97.23 acres from Commercial (21.2 acres), Medium Density Residential (36.0 acres), and Moderate Density Residential (40 acres) Land Uses to Commercial (2.11 acres), Corporate Park (27.88 acres), High Density Residential (27.88 acres) and Moderate Density Residential (39.36 acres). The property is currently undeveloped. The proposed land uses for the site include 157 single family dwelling units, 418 multifamily units, 22,978 square feet of shopping center, 265,868 square feet of general office, 151,807 square feet of light industrial, and 212,529 square feet of research & development. The property is located at the northwest corner of the intersection of US 441 with Interstate 75.

### **Comments**

FDOT has no comments.

### **Technical Assistance Recommendation**

Based on FDOT's analysis, it is anticipated that the proposed development could have a significant adverse impact to the adjacent segments of US 441 and I-75 (SIS Facility) and could contribute to those segments operating at a sub-standard Level of Service (LOS). FDOT recommends that the City coordinate with FDOT in order to mitigate the adverse impacts to these state facilities.

We appreciate the opportunity to review the proposed comprehensive plan amendment and request that a copy of the adopted amendment, along with the supporting data and analysis be transmitted within ten working days after the second public hearing for FDOT review.

If you have any questions, please do not hesitate to contact me by email:  
scott.clem@dot.state.fl.us or call: (904) 360-5681.

Sincerely,

A handwritten signature in blue ink that reads "Scott A. Clem". The signature is written in a cursive, flowing style.

Scott A. Clem, AICP  
FDOT D2 Growth Management Coordinator



# SUWANNEE RIVER WATER MANAGEMENT DISTRICT

November 14, 2018

Mr. Ray Eubanks  
Plan Review Administrator  
Florida Department of Economic Opportunity  
107 East Madison Street, MSC 160  
Tallahassee, FL 32399-4120

VIRGINIA H. JOHNS  
Chair  
Alachua, Florida

ALPHONAS ALEXANDER  
Vice Chair  
Madison, Florida

RICHARD SCHWAB  
Secretary/Treasurer  
Perry, Florida

KEVIN BROWN  
Alachua, Florida

GARY F. JONES  
Old Town, Florida

CHARLES KEITH  
Lake City, Florida

DON QUINCEY  
Chiefland, Florida

VIRGINIA M. SANCHEZ  
Old Town, Florida

BRADLEY WILLIAMS  
Monticello, Florida

HUGH THOMAS  
Executive Director

Subject: City of Alachua Proposed Expedited State Review Plan Amendment  
18-02ESR

Dear Mr. Eubanks:

The Suwannee River Water Management District (District) staff review of the above-referenced proposed comprehensive plan amendment was done in accordance with Florida Statutes. District staff review of the proposed amendment determined that no comments are necessary.

Should you have any questions or would like additional information, please contact me at 386.362.0434 or [sam@srwmd.org](mailto:sam@srwmd.org).

Sincerely,

A blue ink signature of Steve Minnis, written in a cursive style.

Steve Minnis  
Deputy Executive Director

email: Kathy Winburn, AICP, City of Alachua  
Ben Glass, SRWMD  
Sherry Spiers, FDEO  
Scott Koons, NCFRPC



**Rick Scott**  
GOVERNOR



**Cissy Proctor**  
EXECUTIVE DIRECTOR

November 13, 2018

Mr. Adam Boukari, City Manager  
City of Alachua City  
Post Office Box 9  
Alachua, Florida 32616-0009

Dear Mr. Boukari:

Thank you for submitting City of Alachua City's proposed comprehensive plan amendments submitted for our review pursuant to the Expedited State Review process. The reference number for this amendment package is **Alachua City 18-02ESR**.

The proposed submission package will be reviewed pursuant to Section 163.3184(3), Florida Statutes. Once the review is underway, you may be asked to provide additional supporting documentation by the review team to ensure a thorough review. You will receive the Department's Comment Letter no later than **December 13, 2018**.

If you have any questions please contact Anita Franklin, Plan Processor at (850) 717-8486 or Sherry Spiers, Regional Planning Administrator, whom will be overseeing the review of the amendments, at (850) 717-8499.

Sincerely,

D. Ray Eubanks, Administrator  
Plan Review and Processing

DRE/af

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399  
850.245.7105 | [www.floridajobs.org](http://www.floridajobs.org)  
[www.twitter.com/FLDEO](https://www.twitter.com/FLDEO) | [www.facebook.com/FLDEO](https://www.facebook.com/FLDEO)

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**Rick Scott**  
GOVERNOR



**Cissy Proctor**  
EXECUTIVE DIRECTOR

**MEMORANDUM**

**TO:** Florida Department of Environmental Protection  
Florida Department of Education  
Florida Department of State  
Florida Department of Transportation District 2  
North Central Florida Regional Planning Council  
St Johns River Water Management

**DATE:** November 13, 2018

**SUBJECT:** COMMENTS FOR PROPOSED EXPEDITED STATE REVIEW PLAN AMENDMENT

**LOCAL GOVERNMENT/ STATE LAND PLANNING AGENCY AMENDMENT #: Alachua (City) 18-02ESR**

**STATE LAND PLANNING AGENCY CONTACT PERSON/PHONE NUMBER: Sherry Spiers/(850)717-8499**

The referenced proposed comprehensive plan amendment is being reviewed pursuant the Expedited State Review Process according to the provisions of Section 163.3184(3), Florida Statutes. Please review the proposed documents for consistency with applicable provisions of Chapter 163, Florida Statutes.

Please note that your comments must be sent directly to and received by the above referenced local government within 30 days of receipt of the proposed amendment package. A copy of any comments shall be sent directly to the local government and to the State Land Planning Agency to the attention of Ray Eubanks, Administrator, Plan Review and Processing at the Department E-mail address: [DCPexternalagencycomments@deo.myflorida.com](mailto:DCPexternalagencycomments@deo.myflorida.com)

Please use the above referenced State Land Planning Agency AMENDMENT NUMBER on all correspondence related to this amendment.

Note: Review Agencies - The local government has indicated that they have mailed the proposed amendment *directly to your agency*. See attached transmittal letter. *Be sure to contact the local government if you have not received the amendment*. Also, letter to the local government from State Land Planning Agency acknowledging receipt of amendment is attached.



## City of Alachua

**MAYOR GIB COERPER**

Vice Mayor Gary Hardacre  
Commissioner Dayna Miller  
Commissioner Shirley Green Brown  
Commissioner Robert Wilford

**OFFICE OF THE CITY MANAGER**  
**ADAM BOUKARI**

November 7, 2018

Mr. Ray Eubanks, Plan Processing Administrator  
Florida Department of Economic Opportunity (DEO)  
Division of Community Planning  
State Land Planning Agency  
Caldwell Building  
107 East Madison - MSC 160  
Tallahassee, Florida 32399

RECEIVED  
*Div. of Community Planning and Growth*

NOV 13 2018

*Div. of Community Development  
Dept. Economic Opportunity*

**RE: TRANSMITTAL OF PROPOSED COMPREHENSIVE PLAN AMENDMENT  
CITY OF ALACHUA ORDINANCE 19-01**

Dear Mr. Eubanks:

Enclosed please find three copies (one [1] paper copy and two [2] electronic copies on a CD ROM in Portable Document Format [PDF]) of a proposed Comprehensive Plan Amendment and supporting data and analysis, as approved for transmittal by the City Commission of the City of Alachua.

The City of Alachua Planning and Zoning Board, serving as the City's Local Planning Agency (LPA), held a public hearing for the proposed Comprehensive Plan Amendment on October 9, 2018, and recommended approval of the amendment to the City Commission. On November 5, 2018, the City of Alachua City Commission held a public hearing for the proposed Comprehensive Plan Amendment and approved transmittal pursuant to the Expedited State Review Process, in accordance with Chapter 163.3184, Florida Statutes.

This transmittal includes one (1) proposed amendment to the Future Land Use Map (FLUM) of the City of Alachua, as described below. The proposed amendment is not applicable to an area of critical state concern. The City of Alachua anticipates the adoption hearing for the proposed amendment will be held in January 2019.

The proposed Comprehensive Plan amendment package includes:

1. **Ordinance 19-01:** The proposed Large Scale Comprehensive Plan Amendment (LSCPA) is a request by Ryan Thompson, AICP of CHW, Inc., applicant and agent for Alachua A One, LLC, property owner, for consideration of a Large Scale Comprehensive Plan Amendment to amend the FLUM from Commercial ( $\pm 21.2$  acres), Medium Density Residential ( $\pm 36.0$  acres), and Moderate Density Residential ( $\pm 40.0$  acres) to Commercial ( $\pm 2.11$  acres), Corporate Park ( $\pm 27.88$  acres), High Density Residential ( $\pm 27.88$  acres), and Moderate Density Residential ( $\pm 39.36$  acres) on a  $\pm 97.23$  acre subject property. The subject property is comprised of a portion of Alachua County Tax Parcel Number 03049-000-000 and is located west of Interstate 75, east of the Heritage Oaks subdivision, and north of US Highway 441 and the HighPoint Crossing subdivision. The subject property is presently undeveloped.

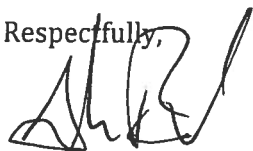
A copy of the complete amendment package including supporting data and analysis was transmitted on November 7, 2018 to the following agencies: The Florida Department of Environmental Protection; the Florida Department of Transportation - District 2; the Florida Department of State; the North Central Florida Regional Planning Council; the Department of Economic Opportunity, Bureau of Economic Development; the Suwannee River Water Management District; the Department of Education; Alachua County; the School Board of Alachua County; the City of Gainesville; and the City of High Springs. As such, the proposed amendment has been submitted to all parties required by Chapter 163.3184(3)(b), Florida Statutes.

The name, title, address, e-mail, telephone number, and fax number of the local contact person is:

Ms. Kathy Winburn, AICP,  
Planning and Community Development Director  
City of Alachua  
PO Box 9  
Alachua, FL 32616  
kwinburn@cityofalachua.com  
office: (386) 418-6100 ext. 105  
fax: (386) 418-6130

If you have any questions regarding this transmittal, please contact Ms. Kathy Winburn, AICP, Planning and Community Development Director.

Respectfully,



Adam Boukari  
City Manager

#### ENCLOSURES

cc (full packet [electronic copy, on CD ROM in PDF]):

Karen Clarke, Superintendent, School Board of Alachua County  
Kylene Casey, Educational Consultant – Growth Management Liaison, Department of Education  
Plan Review, Office of Intergovernmental Programs, Department of Environmental Protection  
Robin Jackson, Historic Preservation Planner, Department of State  
Scott Clem, AICP, Growth Management Coordinator, Department of Transportation, District 2  
Scott R. Koons, AICP, Executive Director, North Central Florida Regional Planning Council  
Steven Minnis, Director of Governmental Affairs, Suwannee River Water Management District  
Michele L. Lieberman, County Manager, Alachua County  
Anthony Lyons, City Manager, City of Gainesville  
Ed Booth, City Manager, City of High Springs  
Missy Daniels, AICP, Interim Growth Management Director, Alachua County

cc (letter only):

Mayor and City Commission  
Marian B. Rush, City Attorney  
Kathy Winburn, AICP, Planning and Community Development Director  
Justin Tabor, AICP, Principal Planner  
Adam Hall, AICP, Planner