

# *Alachua County Climate Action Plan – Draft Appendix B*

The following are the specific objectives and policies from the Alachua County Comprehensive Plan that were either referenced in or pertain to the content in the CAP:

## **Agriculture and Food Security (Chapter 1)**

**OBJECTIVE 1.8** Increase the use of locally grown and/or processed foods in County facilities where food is provided and encourage other local government facilities to do the same.

**Policy 1.8.2** Alachua County shall work to facilitate partnerships between local farmers and local government organizations such as the Alachua County School Board to implement the 2009 Alachua County Hunger Abatement Plan and future updates and provide healthy, fresh foods in local schools and other institutions.

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

**Policy 1.3.1** Alachua County shall promote access to healthful, affordable and nutritious food.

**Policy 1.3.1.1** Promote food security and public health by encouraging locally-based food production, distribution, and choice in accordance with the Future Land Use Element.

**Policy 1.3.1.2** Alachua County shall consider programs to encourage property owners to make use of vacant properties as community gardens.

## **Energy Security and Efficiency (Chapter 2)**

### **GOAL**

REDUCE GREENHOUSE GAS EMISSIONS AND FOSSIL FUEL CONSUMPTION; MITIGATE THE EFFECTS OF RISING ENERGY COSTS; AND PROMOTE THE LONG-TERM ECONOMIC SECURITY OF ALACHUA COUNTY THROUGH ENERGY CONSERVATION, ENERGY EFFICIENCY AND RENEWABLE ENERGY PRODUCTION.

### **STRATEGY**

#### **Priority 1**

Practice energy conservation.

## **Priority 2**

Maximize energy efficiency.

## **Priority 3**

Promote and invest in renewable energy production.

### 1.0 REDUCTION GOALS

#### **OBJECTIVE 1.1**

Reduce countywide greenhouse gas (GHG) emissions by 80% from 2009 baseline emissions by 2050, with an intermediate goal of a 40% reduction by 2020 and a short term goal of 5% annual reduction.

**Policy 1.1.2** The County shall work with other local governments, groups and organizations to achieve Objective 1.1 through coordinated reduction strategies, and to encourage adoption of a common method for estimating local and regional GHG emissions.

### 2.0 THE BUILT ENVIRONMENT

#### **OBJECTIVE 2.1 - Community**

Encourage energy conservation and energy-efficient design in the built environment of Alachua County.

**Policy 2.1.1** The land development regulations shall provide, and encourage the use of, energy efficient design techniques such as passive solar design for streets and houses, sustainable landscaping, and techniques identified in Objective 5.1 of the Conservation and Open Space Element and Policy 2.2.5 of the Housing Element.

**Policy 2.1.2** Work with the community to develop an incentive program to encourage new structures and retrofits to exceed the required minimum energy and water efficiency standards of the Florida Building Code.

**Policy 2.1.2.1** As one incentive, the County shall develop a program where the efficiency rating of a structure, such as the Energy Performance Level (EPL) rating for residential structures or the equivalent for non-residential structures, can be used as a basis for recognition of buildings exceeding a defined threshold for efficiency.

**Policy 2.1.2.2** Owners of recognized structures shall be encouraged to participate in a performance monitoring program to track the energy usage of the buildings over time, as an indicator of success in achieving reductions.

**Policy 2.1.2.3** The incentive program shall be evaluated periodically to determine whether adjustments to the established threshold are warranted.

**Policy 2.1.3** Alachua County shall work with other local governments and local groups and organizations to develop a community weatherization program to improve the energy efficiency of existing structures.

## **OBJECTIVE 2.2 - COUNTY GOVERNMENT**

The County shall explore new opportunities and adopt measures to conserve energy, maximize energy efficiency and use renewable energy in County facilities.

**Policy 2.2.1** Weatherize all County buildings to the maximum extent practical.

**Policy 2.2.2** The County shall incorporate into its annual Capital Improvements budget a category for energy and water conservation and efficiency projects for County facilities.

**Policy 2.2.3** Construct all new County facilities to conform to a nationally recognized, high performance energy efficiency standard and to Florida Water Star<sup>SM</sup> standards.

**Policy 2.2.4** The County shall work with the School Board of Alachua County and other local governments to seek funding and develop strategies to build energy and water efficient schools, retrofit and upgrade existing schools to be more energy and water efficient, and use renewable energy sources for school facilities.

## **6.0 RENEWABLE ENERGY**

### **OBJECTIVE 6.1**

Encourage renewable energy production and a countywide system of distributed residential and commercial power generation.

**Policy 6.1.1** Encourage all utilities within Alachua County to retrofit existing systems to incorporate net metering and establish net metering agreements.

**Policy 6.1.2** Alachua County shall pursue implementation of an efficiency and renewable energy financing program, such as a Property Assessed Clean Energy (PACE) program.

## **OBJECTIVE 6.2**

Increase the use of solar and other forms of renewable energy by County residents, businesses and agricultural operations.

**Policy 6.2.1** Encourage and provide incentives for installing solar arrays on rooftops and other impervious spaces, and remove any barriers to their installation in such areas.

**Policy 6.2.2** Provide incentives for use of open space areas within Rural Clustered Subdivisions for renewable energy production in accordance with Policy 6.2.12 of the Future Land Use Element.

## **8.0 EDUCATION AND PUBLIC INFORMATION**

### **OBJECTIVE 8.1**

Provide educational information to the public to promote and encourage energy conservation, energy-efficiency and renewable energy use.

**Policy 8.1.1** The County shall work with other local governments, groups and organizations to educate and inform the public regarding energy conservation practices, including strategies identified in Objective 2.2 of the Housing Element.

**Policy 8.1.2** Make information available to the community on potential energy conservation incentives such as county recognition of energy efficient homes and developments, credits toward transportation fees, streamlined permitting requirements for redevelopment, and financial incentives available at the state and federal level.

**Policy 8.1.3** Partner with local utility providers, municipalities and the University of Florida to make information available to the public on their personal energy usage and possible conservation techniques, the benefits of using renewable energy, and the local, state and federal incentives and programs available to assist with the installation of solar and other forms of renewable energy.

## **Flood Management and Infrastructure (Chapter 3)**

### **GOAL 1**

PROTECT NATURAL DRAINAGE FEATURES AND THE QUALITY OF WATERS AND PROTECT NEW AND EXISTING DEVELOPMENTS IN ACCORDANCE WITH ADOPTED LEVELS OF SERVICE FOR FLOODPLAIN MANAGEMENT, WATER QUANTITY AND WATER QUALITY.

**Policy 3.1.1** To ensure water quality and flood protection, new development shall provide facilities designed to control and treat stormwater runoff at the following levels of service:

## LEVELS OF SERVICE

### Floodplain Management

All new building lots shall include adequate buildable area above the 100-year floodplain and all new habitable structures must be outside the floodplain. Existing lots of record as of May 2, 2005, without buildable area above the floodplain may only develop subject to limitations such as intensity, impervious surface ratio (ISR), clearing, limits on the use of fill material and requirement for appropriate on-site sewage disposal. No development shall adversely impact the functions of the floodplain. Silviculture and agricultural uses shall be required to follow appropriate Best Management Practices.)

<u>Facility</u>	<u>Level of Service</u>
Residential floor elevation	1 foot above the 100 year/critical-duration storm elevation
Non-residential floor elevation	1 foot above 100 year/critical-duration storm elevation or flood resistant construction
<b>Water Quantity</b>	
Retention basins	100 year/ critical-duration storm or applicable Water Management District standards
Detention basins	25 year/critical-duration storm with 100 year/critical-duration storm routing analysis
Storm sewer systems	3 year/10 minute
Crossdrains	10/25 year/24hr. storm for closed system 100 Year/24hr for open system
Sidedrains	10 year/20 minute

## Heat and Health (Chapter 4)

### OBJECTIVE 1.7

Increase equitable access to affordable mental health services.

**Policy 1.7.1** Alachua County shall coordinate with service providers and community organizations to promote Mental Health First Aid and other support programs for children, youth, seniors and at-risk populations.

**Policy 1.7.2** Alachua County will support community efforts to provide mentoring of youth in partnership with SBAC, after school non-profit organizations, and the Institute for Workforce Innovation.

**Policy 1.7.3** Alachua County will support efforts of health professionals to identify populations at-risk to target mental health services.

## **Land Use and Transportation (Chapter 5)**

### **Future Land Use**

#### **PRINCIPLE 1**

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

#### **PRINCIPLE 2**

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

### **1.0 Urban Residential Policies**

#### **OBJECTIVE 1.1 – GENERAL**

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

**Policy 1.1.3** Urban Residential development shall be consistent with the Conservation policies of Alachua County.

**Policy 1.1.4** Higher urban densities than designated on the Future Land Use Map may be allowed for housing as established by policies in the Housing Element of the Comprehensive Plan.

**OBJECTIVE 1.2- Location, Mix of Uses, and Implementation Consistent with Market Demand:**

Provide for adequate future urban residential development that includes a full range of housing types and densities to serve different segments of the housing market, designed to be integrated and connected with surrounding neighborhoods and the community, with opportunities for recreation and other mixed uses within walking or bicycling distance.

**Policy 1.2.1.2:** Landscapes, buffers, natural areas or transitional development practices shall be utilized in site planning to lessen impacts and integrate development along the edges of different land use categories, screen undesirable views, preserve tree canopy and vegetation in accordance with the Conservation and Open Space Element, and facilitate the safe movement of traffic and pedestrians in vehicle use areas.

**OBJECTIVE 1.3 - Density**

Gross residential densities shall be established to serve as a guideline for evaluating development in Alachua County.

**Policy 1.3.3:** A range in urban residential densities should be provided with the highest densities located in or near urban activity centers and transit oriented developments, and lower densities located in outlying areas or areas of the County which have physical limitations to development.

**OBJECTIVE 1.4 - Neighborhood Design and Site Standards**

Encourage the use of innovative concepts for residential development to allow for appropriate mixes of housing types and mixed-use development within Traditional Neighborhood and Transit Oriented Development, adequately served by necessary supporting facilities, in an efficient, environmentally sensitive, and attractive manner.

**Comprehensive Plan, FLUE, Policy 1.4.1:** The use of proven, innovative concepts for residential development such as TND and TOD are strongly encouraged.

**OBJECTIVE 1.6 – Traditional Neighborhood Developments**

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

**OBJECTIVE 1.7 - Transit Oriented Development**

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

## 9.0 Transfer of Development Rights

### **OBJECTIVE 9.1 - Transfer of Development Right Program**

To create a tool that, in addition to other County policies and regulations, will protect the County's environmental resources and promote viable agriculture and the rural landscape while encouraging efficient use of services and infrastructure by concentrating development in more suitable areas of the County.

## **Transportation Mobility**

### **PRINCIPLE 1**

TO ESTABLISH AND MAINTAIN A SAFE, CONVENIENT, AND EFFICIENT TRANSPORTATION SYSTEM FOR ALL USERS THAT IS CAPABLE OF MOVING PEOPLE AND GOODS THROUGHOUT THE COUNTY.

### **PRINCIPLE 2**

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

### **PRINCIPLE 3**

DISCOURAGE SPRAWL AND ENCOURAGE THE EFFICIENT USE OF THE URBAN CLUSTER BY DIRECTING NEW DEVELOPMENT AND INFRASTRUCTURE TO AREAS WHERE MOBILITY CAN BE PROVIDED VIA MULTIPLE MODES OF TRANSPORTATION.

## 1.0 Transportation System Capacity

### **OBJECTIVE 1.1 - Urban Transportation Mobility Districts:**

Urban Transportation Mobility Districts encourage future land use and transportation patterns that emphasize mixed-use, interconnected developments, promote walking and biking, reduce vehicle miles of travel and per capita greenhouse gas emissions, and provide the densities and intensities needed to support transit.

**Policy 1.1.5:** Over the time horizon of the Comprehensive Plan, as the densities and intensities within the Urban Cluster necessary to support transit are realized, the County shall transition from providing new capital infrastructure for a multi-modal transportation network to providing frequent transit service along rapid transit corridors. The Twenty (20) year Multi-Modal Transportation



Capital Improvements Program provides a schedule of the transition from development of the interconnected network to provision of transportation services.

**Policy 1.1.6:** The Multi-Modal Infrastructure Projects in the Capital Improvements Element are identified to meet the adopted level of service guidelines and proactively address projected transportation needs from new development and redevelopment within the Urban Cluster by 2040.

**Policy 1.1.6.3:** With the exception of Interstate 75, roadways shall be limited to no more than a total of four (4) through motor vehicle lanes. All new bridges over Interstate 75 shall contain provisions for transit, bicycle lanes, sidewalks and/or multi-use paths.

**Policy 1.1.6.2:** Roadway capacity projects shall focus on the development of an interconnected network that provides alternatives to the State Road system, including the provision of additional lanes over Interstate 75.

**Policy 1.1.6.7:** A network of corridors with dedicated transit lane(s) as shown on the Rapid Transit Corridors Map shall be developed to provide a sense of permanence and provide developers seeking to build Transit Oriented Development with the assurance that there is a commitment to transit. Dedicated Transit Lane(s) shall connect transit supportive development with regional employment, educational and entertainment centers. The design of dedicated transit lanes (s) shall be done in consultation with RTS and FDOT on State Roadways. Rapid Transit Corridors may deviate slightly from the alignment shown to serve a Transit Oriented Development, Traditional Neighborhood Development or Activity Center. A Comprehensive Plan amendment shall be required to modify dedicated transit lane(s) for transportation uses other than provision of transit service.

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

**Policy 1.1.6.9:** The County shall coordinate the provision of park and ride facilities with transit supportive developments located along Rapid Transit Corridors consistent with the Capital Improvements Element and associated maps.

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

(c) The mobility fee should reflect the potential to reduce impact to the major roadway network through an increase in internal capture of trips and increase in pedestrian, bicycle and transit mode share from Transit Oriented Developments and Traditional Neighborhood Developments, including redevelopment of existing areas consistent with design requirements for such types of development.

**Policy 1.1.8 (d):** Stub-outs of the street network to adjacent parcels with development or redevelopment potential shall be provided. Provisions for future connections should be made in all directions whether streets are public or private, except where abutting land is undevelopable due to environmental or topographical constraints.

**Policy 1.1.9:** Roadways, dedicated transit lanes and trails identified in the Capital Improvements Element shall be constructed by the development where the facilities either run through or are contiguous with the development.

**OBJECTIVE 1.3:** To coordinate land use decisions and access locations and configurations in order to maintain and improve the efficiency and safety of the transportation system.

**Policy 1.3.1:** Proposed development shall be reviewed during the Development Review process for the provision of adequate and safe on-site circulation, including pedestrian and bicycle facilities, public transit facilities, access modifications, loading facilities, and parking facilities. In addition to Comprehensive Plan policies, such review shall include FDOT access management standards. Design criteria, standards, and requirements to implement this policy shall be included in the update of the land development regulations.

**OBJECTIVE 1.6:**

Provide a system of safe, pleasant, convenient, and continuous bicycle and pedestrian network throughout the community.

**Policy 1.6.3:** Alachua County will promote the development of a multi-modal transportation system consistent with the Capital Improvements Element.

**Policy 1.6.4:** New development proposals shall be reviewed as part of the Development Review process for the provision of adequate and safe bicycle and pedestrian facilities consistent with policies in the Future Land Use Element. Standards and requirements for bicycle and pedestrian facilities (such as sidewalks, pedestrian paths, bicycle lanes, and bicycle parking) shall be detailed in the land development regulations and include elements such as amount, design, and location.

**OBJECTIVE 2.1 – Transit:**

To assist the providers of mass transit in Alachua County in their planning efforts through coordination, informational support and participation in planning efforts.

**Policy 2.1.1:** Alachua County will provide pertinent data to the City of Gainesville to enhance planning for the Regional Transit System (RTS) service area in the unincorporated portion of the County.

**Policy 2.1.2:** Alachua County shall continue to promote the enhancement of transit through the Long Range Transportation Plan.

**Policy 2.1.3:** Alachua County shall coordinate with the Regional Transit System (RTS) on all future transit service, express transit service, rapid transit service, and the location and design of park and ride facilities, transit stations and dedicated transit lanes.

**Policy 2.1.4:** Alachua County shall continue to coordinate transit issues with its municipalities, the Regional Transit System and other transportation providers, transportation disadvantaged programs, Florida Department of Transportation and Metropolitan Transportation Planning Organization.

## **OBJECTIVE 2.2 – Transportation Disadvantaged:**

To coordinate and assist the agencies planning and providing service delivery for the transportation disadvantaged.

### *Future Land Use*

**PRINCIPLE 1** Promote sustainable land development that provides for a balance of economic opportunity, equity, environmental justice, and protection of the natural environment.

**PRINCIPLE 2** Base new development upon the provision of necessary services and infrastructure. Focus urban development in a clearly defined area and strengthen the separation of rural and urban uses.

### *Transportation*

**PRINCIPLE 1** To establish and maintain a safe, convenient, and efficient transportation system for all users that is capable of moving people and goods throughout the county.

**PRINCIPLE 2** To reduce vehicle miles of travel and per capita green house gas emissions through the provision of mobility within compact, mixed-use, interconnected developments that promote walking and bicycling, allow for the internal capture of vehicular trips and provide the densities and intensities needed to support transit.

**PRINCIPLE 3** Discourage sprawl and encourage the efficient use of the urban cluster by directing new development and infrastructure to areas where mobility can be provided via multiple modes of transportation.

The Comprehensive Plan further defines its Principles through Objectives and Policies. Objectives and Policies supporting current Climate Action Plan efforts or “strategies” are provided below.

### *Future Land Use Objectives*

#### **OBJECTIVE 1.1- General**

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

**Comprehensive Plan, FLUE, Policy 1.1.3:** Urban Residential development shall be consistent with the Conservation policies of Alachua County.

**Comprehensive Plan, FLUE, Policy 1.1.4:** Higher urban densities than designated on the Future Land Use Map may be allowed for housing as established by policies in the Housing Element of the Comprehensive Plan.

**OBJECTIVE 1.2- Location, Mix of Uses, and Implementation Consistent with Market Demand:** Provide for adequate future urban residential development that includes a full range of housing types and densities to serve different segments of the housing market, designed to be integrated and connected with surrounding neighborhoods and the community, with opportunities for recreation and other mixed uses within walking or bicycling distance.

**Comprehensive Plan, FLUE, Policy 1.2.1.2:** Landscapes, buffers, natural areas or transitional development practices shall be utilized in site planning to lessen impacts and integrate development along the edges of different land use categories, screen undesirable views, preserve tree canopy and vegetation in accordance with the Conservation and Open Space Element, and facilitate the safe movement of traffic and pedestrians in vehicle use areas.

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Gross residential densities shall be established to serve as a guideline for evaluating development in Alachua County.

**Comprehensive Plan, FLUE, Policy 1.3.3:** A range in urban residential densities should be provided with the highest densities located in or near urban activity centers and transit oriented developments, and lower densities located in outlying areas or areas of the County which have physical limitations to development.

### **OBJECTIVE 1.4 - Neighborhood Design and Site Standards**

Encourage the use of innovative concepts for residential development to allow for appropriate mixes of housing types and mixed-use development within Traditional Neighborhood and Transit Oriented Development, adequately served by necessary supporting facilities, in an efficient, environmentally sensitive, and attractive manner.

**Comprehensive Plan, FLUE, Policy 1.4.1:** The use of proven, innovative concepts for residential development such as TND and TOD are strongly encouraged.

### **OBJECTIVE 1.6 – Traditional Neighborhood Developments**

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

### **OBJECTIVE 1.7 - Transit Oriented Development**

To provide for compact, mixed-use, pedestrian and bicycle friendly communities designed with the densities and intensities needed to support transit service, reduced per capita greenhouse gas

emissions and enable an individual to live, work, play and shop in a community without the need to rely on a motor vehicle for mobility.

## **OBJECTIVE 9.1 - Transfer of Development Right Program**

To create a tool that, in addition to other County policies and regulations, will protect the County's environmental resources and promote viable agriculture and the rural landscape while encouraging efficient use of services and infrastructure by concentrating development in more suitable areas of the County.

### *Transportation Objectives*

**OBJECTIVE 1.1 - Urban Transportation Mobility Districts:** Urban Transportation Mobility Districts encourage future land use and transportation patterns that emphasize mixed-use, interconnected developments, promote walking and biking, reduce vehicle miles of travel and per capita greenhouse gas emissions, and provide the densities and intensities needed to support transit.

**Comprehensive Plan, TME, Policy 1.1.8 (d):** Stub-outs of the street network to adjacent parcels with development or redevelopment potential shall be provided. Provisions for future connections should be made in all directions whether streets are public or private, except where abutting land is undevelopable due to environmental or topographical constraints.

**Comprehensive Plan, TME, Policy 1.1.6:** Implement the Multi-Modal Infrastructure Projects in the Capital Improvements Element to meet the adopted level of service guidelines and proactively address projected transportation needs from new development and redevelopment within the Urban Cluster by 2040.

**Comprehensive Plan, TME Policy 1.1.6.3:** With the exception of Interstate 75, roadways shall be limited to no more than a total of four (4) through motor vehicle lanes. All new bridges over Interstate 75 shall contain provisions for transit, bicycle lanes, sidewalks and/or multi-use paths.

**Comprehensive Plan, TME, Policy 1.1.6.2:** Roadway capacity projects shall focus on the development of an interconnected network that provides alternatives to the State Road system, including the provision of additional lanes over Interstate 75.

**Comprehensive Plan, TME, Policy 1.1.7:** A mobility fee shall be adopted to ensure that a development funds mobility and fully mitigates its impact to the transportation system through an increase in internal capture of trips and increase in pedestrian, bicycle and transit mode share from Transit Oriented Developments and Traditional Neighborhood Developments, including redevelopment of existing areas consistent with design requirements for such types of development.

**Comprehensive Plan, TME, Policy 1.1.9:** Roadways, dedicated transit lanes and trails identified in the Capital Improvements Element shall be constructed by the development where the facilities either run through or are contiguous with the development.

**OBJECTIVE 1.3:** To coordinate land use decisions and access locations and configurations in order to maintain and improve the efficiency and safety of the transportation system.

**Comprehensive Plan, TME, Policy 1.3.1:** Proposed development shall be reviewed during the Development Review process for the provision of adequate and safe on-site circulation, including pedestrian and bicycle facilities, public transit facilities, access modifications, loading facilities, and parking facilities. In addition to Comprehensive Plan policies, such review shall include FDOT access management standards. Design criteria, standards, and requirements to implement this policy shall be included in the update of the land development regulations.

**OBJECTIVE 1.5 - Integrate Natural, Historic, and Scenic Resources:** Avoid, minimize, and *mitigate adverse impacts* upon natural and historic resources and scenic quality during the siting, design, construction, operation, and maintenance of the transportation system. Use the transportation system to enhance natural and historic resources and scenic quality *where possible*.

**Comprehensive Plan, TME, Policy 1.5.1:** Transportation facilities shall be located, designed, constructed, and maintained to avoid, minimize and mitigate adverse impacts Conservation and Preservation areas consistent with Objective 3.6 of the Conservation and Open Space Element.

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

**Comprehensive Plan, TME, Policy 1.5.3:** The county determines through the adoption of this Comprehensive Plan that there is no need for, or public purpose for any new turnpikes, expressways or toll roads in Alachua County that are significantly outside of the rights of way of existing highways. This policy constitutes a finding of fact that the construction of any new expressways, turnpikes or toll roads significantly outside of existing highway rights of way by any agency of government or other entity does not serve a public purpose, and would be inconsistent with this adopted Comprehensive Plan.

**OBJECTIVE 1.6:** Provide a system of safe, pleasant, convenient, and continuous bicycle and pedestrian network throughout the community.

**Comprehensive Plan, TME, Policy 1.6.3:** Alachua County will promote the development of a multi-modal transportation system consistent with the Capital Improvements Element.

**Comprehensive Plan, TME, Policy 1.6.4:** New development proposals shall be reviewed as part of the Development Review process for the provision of adequate and safe bicycle and pedestrian facilities consistent with policies in the Future Land Use Element. Standards and requirements for bicycle and pedestrian facilities (such as sidewalks, pedestrian paths, bicycle lanes, and bicycle parking) shall be detailed in the land development regulations and include elements such as amount, design, and location.

**OBJECTIVE 2.1 – Transit:** To assist the providers of mass transit in Alachua County in their planning efforts through coordination, informational support and participation in planning efforts.

**Comprehensive Plan, TME, Policy 2.1.1:** Alachua County will provide pertinent data to the City of Gainesville to enhance planning for the Regional Transit System (RTS) service area in the unincorporated portion of the County.

**Comprehensive Plan, TME, Policy 2.1.2:** Alachua County shall continue to promote the enhancement of transit through the Long Range Transportation Plan.

**Comprehensive Plan, TME, Policy 2.1.3:** Alachua County shall coordinate with the Regional Transit System (RTS) on all future transit service, express transit service, rapid transit service, and the location and design of park and ride facilities, transit stations and dedicated transit lanes.

**Comprehensive Plan, TME, Policy 2.1.4:** Alachua County shall continue to coordinate transit issues with its municipalities, the Regional Transit System and other transportation providers, transportation disadvantaged programs, Florida Department of Transportation and Metropolitan Transportation Planning Organization.

**OBJECTIVE 2.2 – Transportation Disadvantaged:** To coordinate and assist the agencies planning and providing service delivery for the transportation disadvantaged.

## **Natural Resources and Conservation (Chapter 6)**

### 1.0 Conservation Overview

**Policy 1.1.1:** The County shall promote the long-term maintenance of natural systems through a comprehensive approach that involves education, public participation, regulations, incentives, acquisition, intergovernmental coordination, and other appropriate mechanisms.

**Policy 1.2.1:** Any decision may directly or indirectly affect the conservation, management, preservation, enhancement, and use of the natural resources of Alachua County. It is the intent of this Element that County officials, staff, and citizens constantly monitor all decisions for the effects they may have on appropriate conservation and use of resources, and that such decisions be made with consideration given to the principles and policies of the Comprehensive Plan and this Element.

## 2.0 Environmental Information Management

**Policy 2.2.1** The County shall encourage environmental stewardship among all citizens of Alachua County by advancing conservation principles in the everyday operations of Alachua County.

## 3.0 Environmental Land Use Categories

**Policy 3.1.3** Conservation areas shall be developed only in a manner consistent with protection of the ecological integrity of natural resources, and in accordance with standards which are outlined subsequently in this Element.

**Policy 3.6.15** The County shall identify and protect green infrastructure through the development review process by protecting conservation resources and natural areas and allow and encourage proven environmentally-friendly development techniques, like low impact development that minimize impacts to natural resources and water quality and maintain existing hydrologic conditions.

## 4.0 Natural Resources

**Policy 4.1.8** The County shall establish a tree planting program to improve air quality in designated areas.

### **OBJECTIVE 4.5 - GROUNDWATER AND SPRINGS:**

Protect and conserve the quality and quantity of groundwater and springs resources to ensure long-term public health and safety, potable water supplies from surficial, intermediate, and Floridan aquifers, adequate flow to springs, and the ecological integrity of natural resources.

### **OBJECTIVE 4.6 - SURFACE WATER SYSTEMS**

Ensure the protection and improvement of the water quality, biological health, and natural functions of surface water systems in Alachua County.

### **OBJECTIVE 4.7 - WETLAND ECOSYSTEMS**

Wetland acreage and function shall be protected.



## **OBJECTIVE 4.8 - FLOOD PLAINS AND FLOODWAYS**

Protect and maintain the natural functions of floodplains, floodways, and all other natural areas having hydrological characteristics of the one hundred (100)-year flood elevation. Natural functions include water purification, flood hazard mitigation, water supply, and wildlife habitat and connectivity.

## **OBJECTIVE 4.10 - STRATEGIC ECOSYSTEMS**

Protect, conserve, enhance, and manage the ecological integrity of strategic ecosystems in Alachua County.

### 6.0 Land Conservation Program

**Policy 6.2.1:** The County shall establish and maintain the Alachua County Forever program to acquire and manage environmentally significant lands for the protection of water resources, wildlife habitat, and natural areas suitable for resource-based recreation.

## **OBJECTIVE 6.3 - ECOLOGICALLY FUNCTIONAL LINKAGES**

Develop a linked network of protected natural areas and open space that can be managed to support the protection, enhancement and restoration of functional and connected natural systems while providing unique opportunities for recreation, and economic development.

**Policy 6.6.5** The County shall restore and enhance degraded natural areas on County-owned preservation, conservation and recreation lands, including removal of invasive non-native plants and animals, reforestation, re-establishment of burn regimes for fire-adapted ecosystems, and restoration of shorelines and natural hydrology, as needed.

## **Waste Management and Resource Recovery (Chapter 7)**

**Policy 1.2.5** Incinerator and mass burn facilities will not be included in the County solid waste system. The use of tires, plastics or plastic derived materials as a fuel source or as feedstock for a waste to energy facility is prohibited in the County solid waste system.

## **OBJECTIVE 1.5**

The County shall develop and implement a waste reduction strategy that includes waste prevention, source reduction, reuse, recycling and biological disposition, resulting in a reduction of solid waste disposed per capita.

**Policy 1.5.6** The County shall provide coordination and assistance to all local municipalities, and institutions to maintain effective and efficient recycling programs.

**Policy 1.5.9** The County shall improve the yard trash management program and shall encourage the public to increase efforts to utilize landscape and yard waste at home through backyard mulching and composting programs.

**Policy 1.5.11** The County shall continue to investigate other methods of waste management and alternatives to landfill disposal of solid waste, including source reduction.

#### **OBJECTIVE 1.7**

The County will continue to provide safe and economic disposal and recycling of household hazardous waste (HHW).

## **Water and Aquifer Protection (Chapter 8)**