

ORDINANCE NO. 2012 - 05

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF NASSAU COUNTY, FLORIDA AMENDING THE 2030 NASSAU COUNTY COMPREHENSIVE PLAN PURSUANT TO 2011 LEGISLATIVE CHANGES TO CHAPTER 163, F.S.; AMENDING THE TRANSPORTATION ELEMENT TO REFLECT REVISED LEVEL OF SERVICE STANDARDS, ELIMINATE LONG TERM CONCURRENCY MANAGEMENT SYSTEM REQUIREMENTS, UPDATE LONG TERM TRANSPORTATION NEEDS; AMENDING THE CAPITAL IMPROVEMENTS ELEMENT BY ELIMINATING TRANSPORTATION CONCURRENCY REQUIREMENTS, UPDATING LEVELS OF SERVICE, UPDATING LONG TERM TRANSPORTATION NEEDS AND UPDATING REFERENCES TO CHAPTER 163; AMENDING THE REGIONAL COORDINATION ELEMENT BY ELIMINATING LONG TERM CONCURRENCY MANAGEMENT SYSTEM REQUIREMENTS AND BY UPDATING POLICIES AFFECTING COORDINATION OF TRANSPORTATION PLANNING; AMENDING THE FUTURE LAND USE ELEMENT BY UPDATING REFERENCES TO CHAPTER 163; AMENDING THE COASTAL MANAGEMENT ELEMENT TO REFLECT THE REVISED STATUTORY DEFINITION OF A *DE MINIMIS* IMPACT; PROVIDING FOR TRANSMITTAL; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

**WHEREAS**, the Florida Legislature adopted the Community Planning Act (HB 7207), amending Chapter 163, Florida Statutes effective June 2, 2011; and

**WHEREAS**, the 2030 Nassau County Comprehensive Plan, adopted October 18, 2010, will require amendments to the goals, objectives, and policies of the Transportation, Capital Improvements, Regional Coordination; Future Land Use and Coastal Management Elements in order to be in compliance with the Community Planning Act; and

**WHEREAS**, in the 2009 Community Renewal Act (SB360), the Legislature found that the then-required transportation concurrency system was complex, inequitable, lacks uniformity, and prevented the attainment of important growth management goals; and

**WHEREAS**, It is the intent of the County to eliminate the present transportation concurrency system as a comprehensive plan requirement and explore other options for the fair and equitable mitigation of transportation impacts; and

**WHEREAS**, the Planning and Zoning Board, also acting in their capacity as Local Planning Agency for Nassau County, conducted a public hearing on this application on October 4, 2011 and voted to recommend approval to the Board of County Commissioners; and

**WHEREAS**, the Board of County Commissioners conducted a transmittal hearing on this application on October 24, 2011; and

**WHEREAS**, the Florida Division of Community Planning conducted a limited interagency review of this application in accordance with the expedited review procedures pursuant to Sec. 163.3184(3)(b) and 163.3180(a), F.S.; and

**WHEREAS**, due public notice of all public hearings has been provided in accordance with Chapter 163, F.S.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF NASSAU COUNTY, FLORIDA:**

**SECTION 1. FINDINGS**

This action complies with Chapter 163, Part II, Florida Statutes, as amended, and is consistent with the goals, objectives and policies of the Nassau County Comprehensive Plan.

**SECTION 2. AMENDMENTS**

The objectives and policies of the Transportation, Capital Improvements, Regional Coordination, Future Land Use, and Coastal Management Elements of the Nassau County Comprehensive Plan are hereby amended and adopted as set forth in Exhibit "A" attached hereto and made a part hereof. This amendment affects only those objectives and policies referenced in Exhibit A; all other goals, objectives and policies of the adopted Nassau County Comprehensive Plan shall remain as currently adopted.

**SECTION 3. SEVERABILITY**

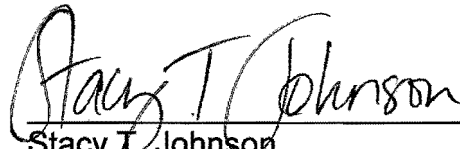
It is the intent of the Board of County Commissioners of Nassau County, Florida, and is hereby provided, that if any section, subsection, sentence, clause, phrase, or provision of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, such invalidity or unconstitutionality shall not be so construed as to render invalid or unconstitutional the remaining provisions of this Ordinance.

**SECTION 4. EFFECTIVE DATE**

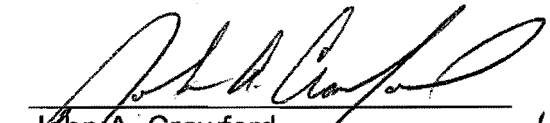
This Ordinance shall be filed with the Office of the Secretary of State. This Ordinance shall become effective 31 days after the state land planning agency notifies Nassau County that the plan amendment package is complete. However, if timely challenged, this Ordinance shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this amendment to be in compliance.

Adopted this 13th day of February, 2012 by the Board of County Commissioners of Nassau County, Florida.

BOARD OF COUNTY COMMISSIONERS  
NASSAU COUNTY, FLORIDA

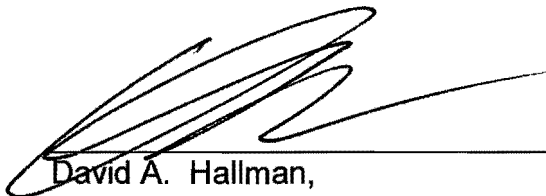
  
\_\_\_\_\_  
Stacy T. Johnson  
Its: Chair

ATTEST as to Chairman's Signature:

  
\_\_\_\_\_  
John A. Crawford  
Its: Ex-Officio Clerk

*EDK  
2/14/12*

Approved as to form by the  
Nassau County Attorney

  
\_\_\_\_\_  
David A. Hallman,  
County Attorney

## EXHIBIT A

The following Policies of the Transportation Element (T) are hereby amended to read as follows:

### Policy T.01.01

The County shall use the most recent updated version of FDOT Highway Capacity Manual definitions, or revisions thereof, for determining arterial levels of service (LOS) for all roadway segments within the major roadway network.

Minimum Acceptable Level of Service for County Roads

<u>Road Classification</u>	<u>Minimum LOS</u>		
	<u>Rural</u>	<u>Transitioning to Urban</u>	<u>Urbanized</u>
<b><u>Limited Access (Freeways)</u></b>			
<u>4-lane</u>	<u>C</u>	<u>C</u>	<u>D</u>
<u>6-lane</u>	<u>C</u>	<u>C</u>	<u>D</u>
<u>8-lane</u>	<u>C</u>	<u>C</u>	<u>D</u>
<b><u>Principal Arterials</u></b>			
<u>2-lane</u>	<u>C</u>	<u>D</u>	<u>D</u>
<u>4-lane</u>	<u>C</u>	<u>D</u>	<u>D</u>
<u>6-lane</u>	<u>C</u>	<u>D</u>	<u>D</u>
<b><u>Minor Arterials</u></b>			
<u>2-lane</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>4-lane</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>6-lane</u>	<u>D</u>	<u>D</u>	<u>D</u>
<b><u>Collectors</u></b>			
<u>Major</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>Minor</u>	<u>D</u>	<u>D</u>	<u>D</u>

**Notes:**

1. Level of service letter designations are defined in the FDOT 2009 Quality/Level of Service Handbook.
2. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.

## EXHIBIT A

	Minimum LOS for Rural Segments	Minimum LOS for Segments that are in Areas Transitioning to Urban or Areas over 5000 not in Urbanized Areas
Minor Arterials	D	D
Collectors (Major and Minor)	D	D

### Level of Service for State, SIS and FIHS facilities

	SIS AND FIHS FACILITIES		TRIP FUNDED FACILITIES AND OTHER STATE ROADS	
	Limited Access Highway (Freeway)	Controlled Access Highway	Other Multilane	Two-Lane
Rural Areas	B	B	B	C
Transitioning Urbanized Areas, Urban Areas, or Communities	C	C	C	C
Urbanized Areas Under 500,000	C(D)	C	D	D
Urbanized Areas Over 500,000	D(E)	D	D	D
Roadways Parallel to Exclusive Transit Facilities	E	E	E	E
Inside TCMA's	D(E)	E	--	--
Inside TCEAs <sup>2</sup> and MMTDs <sup>2</sup>	--	--	--	--

**NOTES:**

1. Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.
2. For rural two-lane facilities, the standard is C.
3. FDOT must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMA's, MMTDs, or TCEAs respectively.
4. The level of service standards for non-TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055, F.A.C.
6. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.
7. Level of service letter designations are defined in the Department's 2002 Quality/Level of Service Handbook.

### Policy T.01.02

The County will develop and adopt a long term concurrency management system in coordination with the Florida Department of Transportation. The long term concurrency management system will include addressing designated districts, areas or facilities where significant backlog exists, the cost of eliminating the backlog, identification of tax, proportionate fair share or other revenue-raising efforts, and the inclusion of FDOT in review and approval of methodology for projects impacting S.R. 200. The County's long term concurrency management system shall be adopted by December 31, 2011.

## EXHIBIT A

### **Policy T.01.03**

~~The County, in collaboration with FDOT and DCA, shall develop innovative methods to address and improve constrained and backlogged facilities. The methods may include designation of a Transportation Concurrency Exception Area, Transportation Concurrency Management Area, Transportation Concurrency Backlogged Area, Multi-modal Transportation District or Long Term Concurrency Management System.~~

### **Policy T.01.0503**

~~The County shall continue to require adequate public facilities at the adopted LOS, including traffic facilities, to be available concurrent with impacts of to serve development, or that development orders and permits are specifically conditioned on the availability of the facilities and services necessary to serve the proposed development.~~

### **Policy T.01.-0604**

The County shall continue efforts to address facilities operating below the adopted level of service and the strategies may include long term capital planning, strategies and funding other programs.

### **Policy T.02.05**

The transportation improvements identified in the following tables shall be included as long term unfunded needs in the Nassau County Capital Improvements Element (CIE) and shall be considered by the County when it adopts annual updates to the Schedule of Capital Improvements. These lists of improvements shall also be considered in any transportation analysis as may be required for development within the East Nassau Community Planning Area (ENCPA).

## EXHIBIT A

Long Term Transportation Needs: Improvements to Existing Roadway Segments			
Link ID#	Road Segment	From	To
40	I-95	Duval County Line	SR 200/ A1A
41	I-95	SR 200/ A1A	U.S. 17/SR 5
44	SR 200/A1A	I-95	Yulee Rd
45/45A/46	SR 200/A1A	<u>U.S. 17/SR 5 Rubin Lane</u>	Blackrock Road
47/48	SR 200/A1A	<u>Old Nassauville Blackrock Rd</u>	Amelia Island Parkway
49	Pages Dairy Road	U.S. 17/SR 5	Chester Road
52	Chester Road	SR 200/ A1A	Pages Dairy Road
53	Chester Road	Pages Dairy Road	Blackrock Road
54A	Miner Road	Haddock Road	SR 200/A1A
55	U.S. 17/SR 5	Duval County Line	Harts Road
57	U.S. 17/SR 5	SR 200/A1A	Pages Dairy Road
58	U.S. 17/SR 5	Pages Dairy Road	Goodbread Road
59	U.S. 17/SR 5	Goodbread Road	I-95
60	U.S. 17/SR 5	I-95	State Line

Long Term Transportation Needs: New Roadway Segments Within Urban Development Area		
Road Segment	From	To
CR 108 Extension	Chester Road	U.S. 17
East Nassau Connector	CR 108	East Frontage Road
East Nassau Connector	East Frontage Road	I-95 (New Interchange)
East Frontage Rd	U.S. 17	SR 200/A1A

Long Term Transportation Needs: Long Range Transit Improvements		
Station Project Name	From	To
<u>Town Center JTA Commuter Rail North</u>	<u>ENCPA Regional Center TOD @ U.S. 17</u>	Duval County line*

*Coordinate with Duval County City of Jacksonville and JTA for extension to Jacksonville International Airport*

### **Policy T.06.01**

~~Coordination with Department of Transportation Standards and Programs, transportation activities will be accomplished by the minimum in standards of the Florida Department of Transportation unless other standards are set by the Board of County Commissioners.~~



## EXHIBIT A

### Policy T.02.0201

Roadway Project Evaluation Criteria. Proposed roadway improvement projects shall be evaluated, ranked, and added to the Roadway Improvement Program based on the following guidelines:

- A) The project is needed to: protect the public health and safety; or, fulfill the county's legal commitment to provide facilities and services.
- B) The project is needed to: preserve or achieve full use of existing facilities; promote efficient use of existing facilities; or, prevent or reduce future maintenance or improvement costs.
- C) The project is needed to: provide service to developed areas lacking full service; or, promote in-fill development within existing urbanized areas.

The project is needed to: provide service to development areas consistent with the Land Use and Transportation Plan; or, provide service to development areas, which may be approved as amendments to the Land Use and Transportation Plan.

### Policy T.06.03

~~The County, in conjunction with FDOT, shall develop and update annually a computer based countywide traffic model to coordinate land uses with roadway improvements. Traffic models may include, but are not limited to the Northeast Regional Planning Model (NERPM). County staff shall provide data to update the model by maintaining a list of certificates of concurrency and certificates of occupancy in a format that can be used by the model.~~

### Policy T.06.0402

The County will coordinate transportation activities in the following manner:

- A) ~~Concurrency issues will be coordinated~~ The County shall consult and communicate with adjacent local governments, and transportation entities such as the North Florida TPO, FDOT and JTA for proposed development that may have an impact on the adjacent local government jurisdictions.
- B) ~~The County will coordinate concurrency issues with FDOT for all state maintained roads.~~
- C) ~~All roadway, new trips added and access issues on state roadways shall be coordinated with FDOT.~~
- D) ~~The County will continue efforts to coordinate and participate in, when feasible, in-regional transportation studies which encourage and promote transit initiatives.~~ The County will continue to work with JTA, North Florida TPO, FDOT and other transportation agencies to ~~educate and encourage~~ and promote transit in the region.
- E) The County will continue to actively participate in the efforts of the North Florida Regional Transportation Study Commission (RTSC)

## EXHIBIT A

- ~~E)F)~~ The County shall continue to work with the Nassau County Council on Aging and support the Northeast Florida Regional Council in obtaining state grant money for the Transportation Disadvantaged Program.
- ~~F)G)~~ When issuing any permit for access to any State Road in Nassau, the County shall document that it has followed the criteria and procedures for State Highway System Connection Permits in F.A.C. Rule 14-96. In addition, the County shall require the applicant, to acquire all necessary permits from FDOT.

### Policy T.06.-0504

The County shall undertake the following actions aimed at assisting the private sector or other private or public non/profit organizations implement transportation operations that will serve as alternatives to the Florida Intrastate Highway System:

- A) The County shall continue it's coordination effort with the JTA and North Florida TPO to assess, where feasible, service options for transit.
- B) ~~Nassau~~ The County shall refer to the Nassau County Transit Study to coordinate efforts for transit options with JTA and the North Florida TPO.

## EXHIBIT A

The following Objectives and Policies of the Capital Improvements Element (CI) are hereby amended to read as follows:

### OBJECTIVE CI.01

Capital improvements shall be provided to: correct existing deficiencies, accommodate desired future growth and replace worn-out or obsolete facilities as indicated in the Schedule of Improvements. Capital improvements in the context of the Comprehensive Plan shall include the ~~traffic circulation transportation~~ system, potable water, sewage, solid waste, drainage, and recreation and open space facilities.

### Policy CI.01.10

The County shall consider ~~adoption~~ creation of an expanded 10 to 15 year capital improvements plan for ~~use in long-term concurrency management,~~ the purpose of projecting future infrastructure needs, estimating future costs and revenue, guiding future growth to appropriate areas, and use as a criterion for review of FLUM amendments.

## EXHIBIT A

### Policy CI.02.01(A)

Nassau County adopts the Level of Service (LOS) standards for public facilities and services as shown below:

#### A) Transportation

<u>Road Classification</u>	<u>Minimum LOS</u>		
	<u>Rural</u>	<u>Transitioning to Urban</u>	<u>Urbanized</u>
<b><u>Limited Access (Freeways)</u></b>			
<u>4-lane</u>	<u>C</u>	<u>C</u>	<u>D</u>
<u>6-lane</u>	<u>C</u>	<u>C</u>	<u>D</u>
<u>8-lane</u>	<u>C</u>	<u>C</u>	<u>D</u>
<b><u>Principal Arterials</u></b>			
<u>2-lane</u>	<u>C</u>	<u>D</u>	<u>D</u>
<u>4-lane</u>	<u>C</u>	<u>D</u>	<u>D</u>
<u>6-lane</u>	<u>C</u>	<u>D</u>	<u>D</u>
<b><u>Minor Arterials</u></b>			
<u>2-lane</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>4-lane</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>6-lane</u>	<u>D</u>	<u>D</u>	<u>D</u>
<b><u>Collectors</u></b>			
<u>Major</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>Minor</u>	<u>D</u>	<u>D</u>	<u>D</u>

*Notes:*

*1. Level of service letter designations are defined in the FDOT 2009 Quality/Level of Service Handbook.*

*2. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes*

## EXHIBIT A

### 1. LOS for County Roads

	Minimum LOS for Rural Segments	Minimum LOS for Segments that are in Areas Transitioning to Urban or Areas over 5000 not in Urbanized Areas
Minor Arterials	D	D
Collectors (Major and Minor)	D	D

### 2. LOS for State, SIS and FIHS Facilities

	SIS AND FIHS FACILITIES		TRIP-FUNDED FACILITIES AND OTHER STATE ROADS <sup>3</sup>	
	Limited Access Highway <sup>(4)</sup> (Freeway)	Controlled Access Highway <sup>(4)</sup>	Other Multilane <sup>4</sup>	Two-Lane <sup>4</sup>
Rural Areas	B	B <sup>1</sup>	B	C
Transitioning Urbanized Areas, Urban Areas, or Communities	C	C	C	C
Urbanized Areas Under 500,000	C(D)	C	D	D
Urbanized Areas Over 500,000	D(E)	D	D	D
Roadways Parallel to Exclusive Transit Facilities	E	E	E	E
Inside TCMAe	D(E)	E	-	- <sup>2</sup>
Inside TCEAs <sup>2</sup> and MMTDs <sup>2</sup>	-	-	-	-

*Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.*

*1. For rural two-lane facilities, the standard is C.*

*2. Means the Department must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMAe, MMTDs, or TCEAs respectively.*

*3. Means the level of service standards for non-TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055, F.A.C.*

*4. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.*

*NOTE: Level of service letter designations are defined in the Department's 2002 Quality/Level of Service Handbook.*

## EXHIBIT A

### ~~Policy CI.02.04~~

~~A development impacting one or more roadway segments operating below the adopted LOS may be allowed to proceed under the terms of a proportionate fair share agreement, or a Development of Regional Impact development order entered into pursuant to Sec. 163.3180(16), F.S. or Sec. 163.3180(12), respectively~~

### Policy CI.02.0504

The acreage, or equivalent funds, required for the necessary parks and recreation facilities and services is dedicated to, or acquired by, the County prior to the issuance of a residential certificate of occupancy.

### Policy CI.02.0605

Potable water, sewer, solid waste and stormwater management facilities must be in place and available for use prior to the issuance of certificates of occupancy.

### Policy CI.03.02

Nassau County shall continually review the established capital improvement prioritizing criteria on the basis of: the maintenance of LOS standards, ~~the Concurrency Management System~~, County comprehensive planning activities, cost feasibility and effectiveness, relative magnitude and term of need, intergovernmental agreements to use other jurisdictional capital improvements and overall budget impacts.

### ~~Policy CI.05.01~~

~~The County shall adopt, as part of the Land Development Code, a concurrency management system to guide the development approval process by conditioning development orders upon the availability of public facilities at the adopted Level of Service.~~

### Policy CI.05.0201

The County shall utilize existing and improved development permitting procedures to review development proposals for compliance with the County's adopted LOS, and where appropriate, the time frame for implementation of additional facility improvements shall be determined.

### Policy CI.05.0302

To the extent practicable, the County shall channel development into area where services are, or will be made, available at the adopted LOS.

### Policy CI.05.0403

County approval of proposed development or redevelopment projects shall be based on the condition that project-related infrastructure is, or will be available at the adopted level of service standards.

## EXHIBIT A

### Policy CI.05.0504

Land use decisions and timing shall be reviewed against existing and future facilities as proposed in the adopted Schedule of Capital Improvements for maintenance of the adopted Level of Service.

### Policy CI.06.02

The County may require the actual construction of off-site road improvements and/or dedications of right-of-way as mitigation for transportation impacts of new development in accordance with Sec. 163.3180(16). A dollar-for-dollar credit against impact fees shall be granted for such County-required contributions to the extent that all or a portion of the contribution is used to address the same capital infrastructure improvements contemplated by the impact fee.

### Policy CI.08.01

~~The County will develop and adopt a long term concurrency management system in coordination with the Florida Department of Transportation. The long term concurrency management system will include addressing designated districts, areas or facilities where significant backlog exists, the cost of eliminating the backlog, identification of tax, proportionate fair share or other revenue-raising efforts, and the inclusion of FDOT in review and approval of methodology for projects impacting S.R. 200. The County's long term concurrency management system shall be adopted by December 31, 2011.~~

### Policy CI.08.0201

The transportation improvements identified in the following tables shall be included as long term unfunded needs in the Nassau County Capital Improvements Element (CIE) and shall be considered by the County when it adopts annual updates to the Schedule of Capital Improvements. These lists of improvements shall also be considered in any transportation analysis as may be required for development within the East Nassau Community Planning Area (ENCPA).

## EXHIBIT A

Long Term Transportation Needs: Improvements to Existing Roadway Segments			
Link ID#	Road Segment	From	To
40	I-95	Duval County Line	SR 200/ A1A
41	I-95	SR 200/ A1A	U.S. 17/SR 5
44	SR 200/A1A	I-95	Yulee Rd
45/45A/46	SR 200/A1A	<u>U.S. 17/SR-5 Rubin Lane</u>	Blackrock Road
47/48	SR 200/A1A	<u>Old Nassauville Blackrock Rd</u>	Amelia Island Parkway
49	Pages Dairy Road	U.S. 17/SR 5	Chester Road
52	Chester Road	SR 200/ A1A	Pages Dairy Road
53	Chester Road	Pages Dairy Road	Blackrock Road
54A	Miner Road	Haddock Road	SR 200/A1A
55	U.S. 17/SR 5	Duval County Line	Harts Road
57	U.S. 17/SR 5	SR 200/A1A	Pages Dairy Road
58	U.S. 17/SR 5	Pages Dairy Road	Goodbread Road
59	U.S. 17/SR 5	Goodbread Road	I-95
60	U.S. 17/SR 5	I-95	State Line

Long Term Transportation Needs: New Roadway Segments Within Urban Development Area		
Road Segment	From	To
CR 108 Extension	Chester Road	U.S. 17
East Nassau Connector	CR 108	East Frontage Road
East Nassau Connector	East Frontage Road	I-95 (New Interchange)
East Frontage Rd	U.S. 17	SR 200/A1A

Long Term Transportation Needs: Long Range Transit Improvements		
Station Project Name	From	To
<u>Town Center JTA Commuter Rail North</u>	<u>ENCPA Regional Center TOD @ U.S. 17</u>	Duval County line*

\* Coordinate with Duval County City of Jacksonville and JTA for extension to Jacksonville International Airport



## EXHIBIT A

The following Policies of the Regional Coordination Element (RC) are hereby amended to read as follows:

### Policy RC.02.02

~~The County will develop and adopt a long term transportation concurrency management system in coordination with the Florida Department of Transportation. The long term concurrency management system will include addressing designated districts, areas or facilities where significant backlog exists, the cost of eliminating the backlog, identification of tax, proportionate fair share or other revenue-raising efforts, and the inclusion of FDOT in review and approval of methodology and analysis for projects impacting S.R. 200. The County's long term concurrency management system shall be adopted by Dec. 31, 2011.~~

### Policy RC.02.0302

The County shall coordinate with local governments that supply potable water and sanitary sewer services to the unincorporated area to implement level of service (LOS) standards and concurrency management systems, as provided for in the policies of the Public Facilities Element.

### Policy RC.02.0403

Public and private central sewage treatment systems and package systems shall maintain full compliance with applicable state regulations and permit conditions. Where noncompliance with applicable law continues, the County will seek enforcement in conjunction with state agencies to alleviate adverse environmental impacts.

### Policy RC.02.0504

The County shall enter into formal agreements with County municipalities to establish sanitary sewer and potable water extension policies to provide these services where needed and economically feasible.

### Policy RC.02.0605

The County shall continue to coordinate with its municipalities and surrounding jurisdictions to provide for sufficient disposal capacity to meet adopted level of service standards and secure agreements for procurement of long term disposal capacity in a regional landfill.

### Policy RC.02.0706

The County shall coordinate with non-governmental organizations, the School Board, municipalities in the County, and state and federal agencies on the implementation of a County-wide system of parks, recreation facilities and open space as provided for in the Recreation and Open Space Element.

## EXHIBIT A

### Policy RC.03.05

The County will coordinate transportation concurrency activities in the following manner:

- A) ~~Concurrence issues will be coordinated with adjacent local governments if a proposed development will have an impact on the adjacent local government.~~
- B) ~~The County will coordinate concurrence issues with FDOT level of service volumes, current traffic counts, and p.m. service factors for all state maintained roads.~~
- C) ~~De minimis impacts to the State's Strategic Intermodal System (SIS) facilities will be determined pursuant to Sec. 163.3180(6), Florida Statutes~~

### Policy RC.03.0605

The County shall coordinate with FDOT to address right-of-way and access issues on state roadways.

## EXHIBIT A

The following Policies of the Future Land Use Element (FL) are hereby amended to read as follows:

### Policy FL.01.02 (H)(1)

- ~~g) An area designated Multi-Use on the adopted FLUM may be authorized to use a proportionate share contribution in accordance with the provisions of Florida Statutes Chapter 163.3180(12) and pursuant to development order approval by the Board of County Commissioners.~~
- h)g) In conjunction with, or subsequent to, the adoption of a Comprehensive Plan amendment for the Multi-Use FLUM designation, all properties involving development applications shall be rezoned as one or more districts, consistent with the uses, densities and intensities of the underlying land use sub-category.

### Policy FL.08.01

The County shall ensure that development orders are conditioned upon the ~~concurrency of the~~ provision of adequate public facilities as identified in this plan.

## EXHIBIT A

The following Policies of the Coastal Management Element, Coastal Hazard Mitigation Sub-Element (CHZ) are hereby amended to read as follows:

### Policy CHZ.03.04

Consistent with Sec. 163.3180(6), F.S., No roadway impact will be considered *de minimis* if it would exceed the adopted level of service standard of any affected designated hurricane evacuation routes.

### Policy CHZ.03.0504

New or replacement bridges on evacuation routes spanning major or marked navigable waterways shall not be draw bridges.

### Policy CHZ.03.0605

Roadway segments located within low lying areas that are utilized for hurricane evacuation routes shall be considered for elevation increases during construction or reconstruction.

### Policy CHZ.03.0706

The Land Development Code shall establish minimum crown elevations for new road construction for roads constructed within Special Flood Hazard Areas and areas subject to flooding from a Category 1 hurricane, in the most recent Northeast Florida Hurricane Evacuation Study (HES).