

Exhibit “A” – NOTE: Underlined words constitute additions to the existing text of the City of Dunnellon’s Comprehensive Plan, ~~striketroughs~~ constitute deletions to the existing text.

TRANSPORTATION ELEMENT



Goals, Objectives and Policies

TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

GOAL

The goal of transportation planning for the City of Dunnellon is to provide a safe, convenient, and efficient multimodal transportation system for both resident and visitors.

Objective 1:

Throughout the planning period, the City will enforce requirements as set forth in the Land Development Code to support the establishment of a safe, efficient transportation network for motorized and non-motorized vehicles and for pedestrians.

Policy 1.1:

The City shall utilize level of service (LOS) “C” as a general guide for the purpose of coordinating with the TPO on short and long range transportation improvements. In order to encourage urban infill and economic development, the City shall not implement transportation concurrency or adopt LOS standards for regulatory purposes. This policy does not limit the City’s ability to utilize legislative discretion in approving or denying comprehensive plan amendments due to concerns regarding traffic impacts.

Policy 1.2:

Coordinate with Marion County and the TPO to ensure expansion of CR 484 is prioritized within the Traffic Improvement Program so that its expansion corresponds with future growth in the City and its environs.

Objective 2:

Ensure that transportation system needs are coordinated with the type and intensity of land use. Review of all development proposals and plans should include appropriate consideration of transportation impacts as related to access, operational conditions and safety. Provisions to ensure such consideration should be included in the land development regulations to be adopted by the statutory deadline.

Policy 2.1:

Proposed amendments to the Future Land Use Map and to Future Land Use Categories shall be evaluated to determine the associated impact on the transportation system. Applicants shall be required to include a traffic study to determine the impacts on the operating LOS of arterials and collectors within the City. The City shall provide a copy of the traffic study to the TPO for the purpose of coordinating on long term transportation needs.

Policy 2.2:

The Land Development Code shall contain provisions regulating site design, including on-site vehicular and pedestrian circulation and parking, and subdivision layout, including street pattern, consistent with the density, intensity, and character of the district, as defined in the Future Land Use Element.

Policy 2.3:

The Land Development Code shall include standards for access drives, number and location of roadways connections, and the need for and location of bicycle and pedestrian ways within or necessary to serve the site.

Policy 2.4:

The following access management alternative techniques will be employed on US 41 and CR 484 in an effort to control access and preserve level of service:

- A. limit access to roads consistent with the standards and guidelines as set by Chapters 14-96 and 14-97, F.A.C., by controlling the number and location of site access driveways and other intersecting roads;
- B. cross-access easement of adjacent properties where feasible; and
- C. use of frontage or backlot parallel access roads where feasible.

Objective 3:

Dunnellon shall coordinate with appropriate local and state agencies throughout the planning period to implement joint land use and transportation strategies.

Policy 3.1:

Through implementation of policies adopted in the Intergovernmental Coordination Element, continue and maintain coordination among Dunnellon, Marion County, Citrus County, Levy County, ~~the Turnpike Authority~~, and the Florida Department of Transportation for future transportation needs within or adjacent to Dunnellon.

Policy 3.2:

Monitor land development activities and land use plans in Marion County to ensure that impacts of activities near the City are evaluated by the City and the TPO to consider strategies for maintaining mobility.

Policy 3.3:

Monitor and provide city comments to the Florida Department of Transportation (the “Department”), the Ocala/Marion County Transportation Planning Organization, and/or any other

appropriate agencies concerning transportation plans for new limited access facilities, toll roads, turnpikes, and associated improvements (collectively, transportation facilities”) in the Dunnellon area to ensure that related impacts on the City transportation system are minimal, do not adversely impact the character and natural resources of the City, and that any identified impacts are planned for or mitigated by the Department and/or appropriate agency. properly planned for. Further, the Department shall design, develop, and maintain transportation facilities in a manner that will not negatively impact the economic vitality of the City of Dunnellon and not disrupt, or otherwise impede, local transportation infrastructure such as local roadways, multi-purpose and/or bicycle trails, and pedestrian walkways.

Policy 3.4:

Any new limited access facilities, toll roads, turnpikes, and associated improvements (collectively, “transportation facilities) shall avoid the Conservation, Agriculture, and Recreation future land use classifications. The Florida Department of Transportation (the “Department”) shall demonstrate that there are no feasible corridor alignments outside of such classifications. In the event the Department makes such demonstration, the Department shall design, develop, and maintain such transportation facilities in such a way as to minimize and mitigate negative impacts to vital farmlands, key environmental areas, and valuable open space, including, but not limited to ensuring preservation of natural and man-made resources; protecting, maintaining, and restoring the aquifer; protecting special species status; maintaining open space and recreation areas; discouraging sprawl; and ensuring provision of adequate screening and buffers between transportation facilities and such sensitive areas.

Policy 3.4: Policy 3.5

Monitor plans for the Dunnellon Airport to ensure that impacts on the land use and transportation facilities in the City resulting from airport improvements are properly evaluated through the interlocal agreement referenced in the Future Land Use Element and through coordination with the TPO.

Policy 3.5: Policy 3.6

The City shall coordinate with Marion County, the Marion County TPO and FDOT to consider jointly funding and preparing a mobility plan for lands within the City as well as unincorporated areas in proximity to Dunnellon. The City recognizes that US-41 is physically constrained and that land use and transportation strategies are necessary to promote economic development and facilitate multimodal options. The City also recognizes the need for a comprehensive mobility strategy for CR 484 as gateway corridor, which should be implemented in conjunction with future capacity improvements. The mobility plan would:

- A. define land use and transportation strategies to support and incentivize economic development/redevelopment in a form to improve multimodal options and mobility, while encouraging commuters to shop, dine and do other activities in Dunnellon;
- B. include a “complete streets” design element to incentivize development and redevelopment of the US 41 corridor and to improve its appearance, function and character to serve as Dunnellon’s main street;
- C. include similar strategies for CR 484 as a gateway corridor into the City;
- D. identify multimodal improvements, including operational/safety improvements and related linkages to Dunnellon’s neighborhoods, as well as streetscape/amenities to support pedestrian and bicycle trip making;
- E. provide guidelines to ensure the mobility plan enhances the historic character of Dunnellon; and
- F. identify joint funding and implementation measures to achieve implementation of the mobility plan within the City and along the corridors leading into the City.

Objective 4:

Ensure that current and future rights-of-way are protected from encroachment by structures or ancillary uses inconsistent with the designation as a right-of-way. This will be accomplished by appropriate provisions in the land development code to be adopted by the statutory deadline.

Policy 4.1:

Adopt land development regulations to protect existing rights-of-way by limiting use and/or encroachment by structures or ancillary uses.

Policy 4.2:

Adopt land development regulations to ensure the availability of future rights-of-way, based upon the Future Traffic Circulation Map.