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City of Ocala

PROPOSED EVALUATION AND APPRAISAL REPORT 2011

Growth Management Department
5/3/2011

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Chapter 1 – INTRODUCTION

Introduction

Chapter 163, Florida Statutes requires every municipality and county in the state of Florida to maintain a comprehensive plan. The Comprehensive Plan is the long range planning document in which a community establishes its goals for at least two planning periods, one being 5 years and one being 10 years after the plan's adoption. In an effort to provide long range planning, the City of Ocala has decided to pursue a 25-year planning period. This will provide an opportunity for coordinated growth with Marion County, the Transportation Planning Organization, and other local entities that have agreed on a 2035 planning horizon. The Comprehensive Plan is intended to be an evolving document. It is meant to be adaptable to a community's changes in circumstances and goals over time. Therefore, Florida Statutes Section 163.3191 establishes a method to periodically monitor the effectiveness of the Comprehensive Plan. This process, which occurs every seven years, is a multi-phase process. It begins with the preparation of the Evaluation and Appraisal Report (EAR), which is required to be adopted by City Council by April, 2011. After a finding of sufficiency is rendered by the Department of Community Affairs (DCA), the recommendations in the EAR are then required to be addressed in the EAR-based amendments within 18 months of the date of the DCA's finding of sufficiency. Subsequently the City's Land Development Regulations must be revised to be consistent with the EAR-based amendments within 12 months of the DCA's approval of the EAR-based amendments.

The EAR is a summary audit of the effectiveness of the Comprehensive Plan. The EAR assesses the successes and shortcomings of the goals, objectives, and policies of the Comprehensive Plan and provides recommendations for changes. These recommended changes provide the scope of work for the EAR-based amendments to the Comprehensive Plan. Once adopted, the EAR-based amendments will become part of the goals, objectives, and policies of the Comprehensive Plan.

The City of Ocala adopted its Comprehensive Plan in 1991. The City completed its only previous EAR in 1999. The following EAR-based amendments were adopted:

- Natural Groundwater Aquifer Recharge Sub-Element;
- Transportation Element;
- Conservation Element; and
- Capital Improvements Element.

The rest of the Comprehensive Plan elements were not amended per the adopted EAR. The City was selected as one of five communities in DCA's Sustainable Communities Demonstration Project in 1997. Due to this designation, the City was exempt from DCA review of large scale comprehensive plan amendments including the EAR-based amendments. As a result, many of

the goals, objectives and policies within the Comprehensive Plan elements are outdated and no longer relevant. In addition, as a result of the public participation process, Ocala 2035 Vision, the current Comprehensive Plan will require major changes particularly in the Land Use and Transportation elements to implement a changing paradigm. The findings of the Ocala 2035 Vision are to move away from the single use development, transportation concurrency driven policies of the past and move toward creating a vibrant mixed use community with multimodal transportation options.

The EAR analyzes three major issues that will be addressed in the EAR-based Amendments. These issues were identified through the Ocala 2035 Vision public participation process. Each issue and proposed actions are summarized below:

Economic Development

The City shall establish economic and employment opportunities within the City to:

- Integrate retail into mixed use environments particularly near job centers;
- Evaluate the potential for the creation of additional Community Redevelopment Areas (CRA);
- Identify and redevelop vacant and underutilized parcels for the purpose of attracting smaller businesses; and
- Promote the City's logistics and product distribution industrial sector.

Water Use and Conservation

The City will monitor its water supply needs to maintain its ability to support current and future population growth through the following methods:

- Improve the efficiency of its facilities to reduce water loss and improve the quality of water for its customers;
- Improve the management of the City's potable water supply to achieve 95% accountability;
- The City needs to expand reuse water by providing mandatory connection criteria and to partner with the private sector to make the expansion of re-use lines economically viable; and
- Provide for building and site design standards that provide for efficient water facilities.

Mobility/Community Connectivity

The City's Comprehensive Plan should be amended to include goals, objectives and policies related to the development of a multi-modal development pattern and that evaluates existing

streets to determine the necessary improvements needed to implement the following strategies of the Ocala 2035 Vision:

- Develop Streetscape Master Plans, including landscape and hardscape details, to improve visual aesthetics of City gateway corridors, including SR 200, SR 40, US-27, and US-441;
- Provide for an interconnected street system to relieve and distribute traffic volumes as an alternative to roadway widening;
- Require Complete Street evaluations for the viability of multimodal transportation and desirable visual aesthetics; and
- Establish a City-wide sidewalk improvement program to provide the pedestrian connectivity desired in the vision and that support neighborhood sub-area plans and the Parks Master Plan.

Organization of the EAR

The EAR is made up of seven chapters. The "Introduction" and "Public Participation" comprise the first two chapters. These chapters provide general information about the EAR and the level of community involvement that went into the visioning process.

The third chapter of the EAR is comprised of three subchapters and presents an analysis of three locally identified "Major Issues", as agreed upon by the City and the Department of Community Affairs (DCA). This chapter evaluates the current Comprehensive Plan goals, objectives, and policies in relation to these issues and identifies ways in which the Comprehensive Plan can better address these topics of concern.

Chapter four, the "Community-Wide Assessment", provides background and demographic information for the City through the analysis period, which is January, 2001 to June 30, 2010.

The fifth chapter of the EAR is the general assessment of elements. As required by the State, this section provides a brief assessment of the "Successes and Shortcomings" of each Element of the Comprehensive Plan.

The State requires that communities address certain topics in their EARs, in addition to major issues of concern. An analysis of these five topics comprises the sixth chapter of the EAR.

The last chapter of the EAR provides a report on the City's need to respond to changes in Florida Statutes, Florida Administrative Code, and the State Comprehensive Plan. Any updates to the Comprehensive Plan necessary to bring the plan into compliance with state law are reflected in this section of the EAR.

Chapter 2 – PUBLIC PARTICIPATION

Public Participation

Introduction

Section 163.3191(2)(j), Florida Statutes, establishes the provision to include a summary of the public participation program and activities undertaken by the local government during the Evaluation and Approval Report (EAR) process. The following is a description of the events leading up to the adoption of the EAR.

Ocala Vision 2035

The City of Ocala began the Ocala 2035 Vision process in April 2010 when it entered into an urban planning agreement with VHB-Miller Sellen. The purpose of the visioning process was to describe how the community wants the City of Ocala to look and function in the future.

To obtain diverse community feedback and encourage public participation, the City of Ocala invited key community members to participate on the "Community Form & Design Visioning Leadership Group". The Leadership Group is composed of community activists, business owners, institutional and non-profit organization representatives, and other key community members. The Leadership Group attended regular bi-monthly meetings with City staff and the Planning Consultant where they engaged in interactive, educational sessions regarding the City's current and future physical characteristics. The meetings focused on three vision design topics:

- Mobility/Community Connectivity
- Urban Form and Open Space
- Building and Site Design

The Leadership Group was also responsible for attending and participating in the City workshops, and to notify and encourage other citizens to actively participate.

Kickoff and Issues Identification Workshop

On June 8, 2010, two city-wide kickoff workshops were organized in order to identify community issues that should be addressed by the Ocala 2035 Vision.

Workshop attendees were asked to confirm and/or comment on preliminary issues identified by the Leadership Group, City Staff and the Planning Consultant (VHB-Miller Sellen), or to identify new issues that were not previously discussed. The public also used "dot density voting" to identify those issues they thought were most important.

Focus Groups

There were several small "Focus Group" meetings that were held to obtain additional public feedback to ensure that a diverse group of citizen comments were received during the visioning process.

Focus Groups included meetings with the following groups:

- Emerging Leaders of Ocala
- Lillian Bryant Center youth group
- Healthcare professionals
- Westport High School students
- Youth of United Way

Design Conference

The Leadership Group convened a two day Design Conference at the College of Central Florida campus to gain additional public input. Through interactive exercises and educational presentations about the purpose and advantages of the three vision design topics, attendees told the Leadership Group and City staff facilitators which community design components should be included in the Vision. Attendees then used maps to designate areas of the City where they believed changes in the urban form, site design, or transportation network should occur.

Key themes from the Design Conference included the following:

- There is a great deal of enthusiasm within the community to see positive change;
- There is a need to reconnect East to West, and North to South Ocala. There should be no physical, social, or cultural barriers; and
- Planning and design should consider the needs for people first, and the needs for automobiles second.

The Leadership Group reviewed the results of the Design Conference, Kickoff Workshops, Focus Group meetings, including all maps, drawings, and public comments. They also reviewed all of the public comments provided on the City's Ocala 2035 Vision website and Facebook page. The Leadership Group then used this public input to create an Ocala 2035 Vision Plan that was taken to a City Council workshop on September 28th and subsequently adopted by Council on October 19th, 2010.

After several months of public design workshops, community discussions, and research on other communities, the public reached consensus on the desired conditions in the City of Ocala in the year 2035 and beyond. The Vision provides a roadmap for the future, built upon

community consensus to promote continued support and implementation over time. It will be used to establish priorities for future community decision-making. Recommendations and findings from the Vision will be used by the City to update or create the following implementation documents:

- Community Issues for the Evaluation and Appraisal Report (EAR) of the Comprehensive Plan;
- Comprehensive Plan Amendments;
- Land Development Code revisions;
- Sub-area redevelopment plans for specific areas of the City;
- Recreation and Parks Master Plan; and
- Urban Form and Design Guidelines and Codes.

Major Issue Development

City staff took a draft of the major issues to City Council on May 18, 2010. The major issues were subsequently reviewed and discussed with the Leadership Group during bi-monthly meetings. The major issues were finalized and a letter of understanding was sent to the Department of Community Affairs (DCA) in July, 2010. The DCA sent a letter to the City confirming approval of the major issues in August, 2010.

EAR Transmittal Process

The Planning and Zoning Commission reviewed the first draft EAR as a discussion item at a regularly scheduled meeting on November 8, 2010. Staff made revisions to the draft and presented a subsequent draft to the Planning and Zoning Commission for a joint Planning and Zoning Commission/ Leadership Group Workshop on December 6, 2010. The draft was revised again and submitted for a recommendation action at the Planning and Zoning Commission's regularly scheduled December 13, 2010 meeting.

EAR Public Meetings

All meetings were advertised and open to the public.

1. City Council Presentation by VHB Miller Sellen regarding the Ocala 2035 Vision and Master Parks Plan—**Tuesday, May 18, 2010**

2. First Leadership Group meeting – **Tuesday, May 25, 2010 (Kickoff and Introduction) 4:00-6:00 pm Gateway Bank**

3. City-Wide Workshop meeting – **Tuesday, June 8, 2010 – 2:00 pm to 4:00 pm at the Lillian Bryant Recreation Center (Introduction, issues identification, and basic education on design topics)**

4. City-Wide Workshop meeting – **Tuesday, June 8,2010 – 6:00-8:00 pm at the IHMC (Introduction, issues identification, and basic education on design topics)**

5. Second Leadership Group meeting – **Thursday, June 24, 2010 – 4:00-6:00 pm (Urban Form and Open Space education and feedback) --- Chamber of Commerce**

6. Recreation and Parks Workshop – **Thursday, July 15, 2010 – 6:00 pm to 7:30 pm at the Ocala Golf Club Banquet Room**

7. Third Leadership Group meeting – **Wednesday, July 21, 2010 – 4:00-6:00 pm (Building and Site Design education and feedback) – Chamber of Commerce**

8. Fourth Leadership Group meeting – **Wednesday, July 28, 2010 – 4:00 to 6:00 pm (Mobility & Connectivity education and feedback; Prepare for City-Wide Design Workshop) – Chamber of Commerce**

9. City-Wide Design Conference – **Friday/Saturday, August 6 and 7 (All design topics education and feedback in three half-day workshop; break into small groups, report out to entire group at conclusion) – Ewers Center, College of Central Florida**

   Friday, August 6, 2010 – City-wide sessions (9:00 am to 3:00 pm)
   Saturday, August 7, 2010 – City-wide sessions (9:00 am to Noon)

10. Fifth Leadership Group meeting – **Wednesday, August 25, 2010 – 4:00 pm to 6:00 pm (Review Parks Master Plan and discuss Level of Service Standard for Parks) – Chamber of Commerce**

11. Sixth Leadership Group meeting – **Wednesday, September 1, 2010 – (Review and confirm results of City-Wide Design Workshop, prepare recommendations for City Council) – Chamber of Commerce.**

12. City Council Workshop — **Tuesday, September 28, 2010 (Ocala 2035 Vision)**

13. City Council – **Tuesday, October 19, 2010 (adoption of the Ocala 2035 Vision)**

14. Planning and Zoning Commission – Draft EAR for discussion purposes – **November 8, 2010**

15. Joint Planning and Zoning Commission and Leadership Group Workshop – Draft EAR – **December 13, 2010**

16. Planning and Zoning Commission – Proposed EAR for recommendation – **January, 2011**

17. City Council – Approved transmittal of Proposed EAR to the DCA for a draft review – **February, 2011**

18. City Council - Approved transmittal of Adopted EAR to the DCA for a determination of sufficiency - **April and May, 2011**

On-going Public Participation

One of the strategies identified by The Leadership Group is that they need to continue to be involved in the Planning process to ensure that the Vision is fully implemented. As a result, they will continue to guide the City in the analysis for the EAR and the EAR-based amendments and code revisions.

The City launched a website www.ocala2035vision.org to provide updates and input from the general public. In addition to providing information and scheduling, the website provides citizens the opportunity to post comments that will be reviewed by City staff as well as the Leadership Group. As the City moves forward with the EAR and EAR-based amendments, the website is being maintained for continued public input and updates regarding the comprehensive planning process.

Chapter 3 – MAJOR ISSUES

Major Issues

The Evaluation and Appraisal Report (EAR) provides the opportunity for an assessment of the Comprehensive Plan's abilities to address issues of local concern to the City of Ocala. Based on the assessment, the EAR recommends amendments to the Comprehensive Plan to address shortcomings and to steer the City toward its long term vision. It is important to recognize that the EAR does not develop or adopt the actual amendments required to address the shortcomings. The EAR provides the general recommendation and direction for the amendments to be prepared and subsequently adopted in the EAR based amendments, which occurs 12 months after a finding of sufficiency is issued by the Florida Department of Community Affairs (DCA).

The process to identify the major issues was a public process that was incorporated into the Ocala 2035 Vision Process, which took place from May 2010 to October 2010. The public process included the following:

- Eight Leadership Group Meetings (The Leadership Group is composed of community activists, business owners, institutional and non-profit organization representatives, and other key community members)
- Three Public Workshops
  - (2) City-Wide Kickoff Workshops
  - City-Wide Design Conference (2-day)
- Five small focus group meetings
  - Emerging Leaders of Ocala
  - Lillian Bryant Center youth group
  - Healthcare Professionals
  - Westport High School Students
  - Youth of United Way
- Public comments from electronic media
  - Project Website
  - Facebook Site

In July of 2010, staff submitted a letter of understanding to the DCA with three major issues of local concern listed below. A letter was subsequently issued by the DCA to the City in August acknowledging the issues.

The major issues of local concern are:

1. Economic Development
2. Water Use and Conservation
3. Mobility/Community Connectivity

Economic Development

One of the main issues that were brought up throughout the City's visioning process was the need to improve business and employment opportunities within the City.

Chart 1, on the following page, shows the top five employment sectors within the Ocala MSA (Marion County) as:

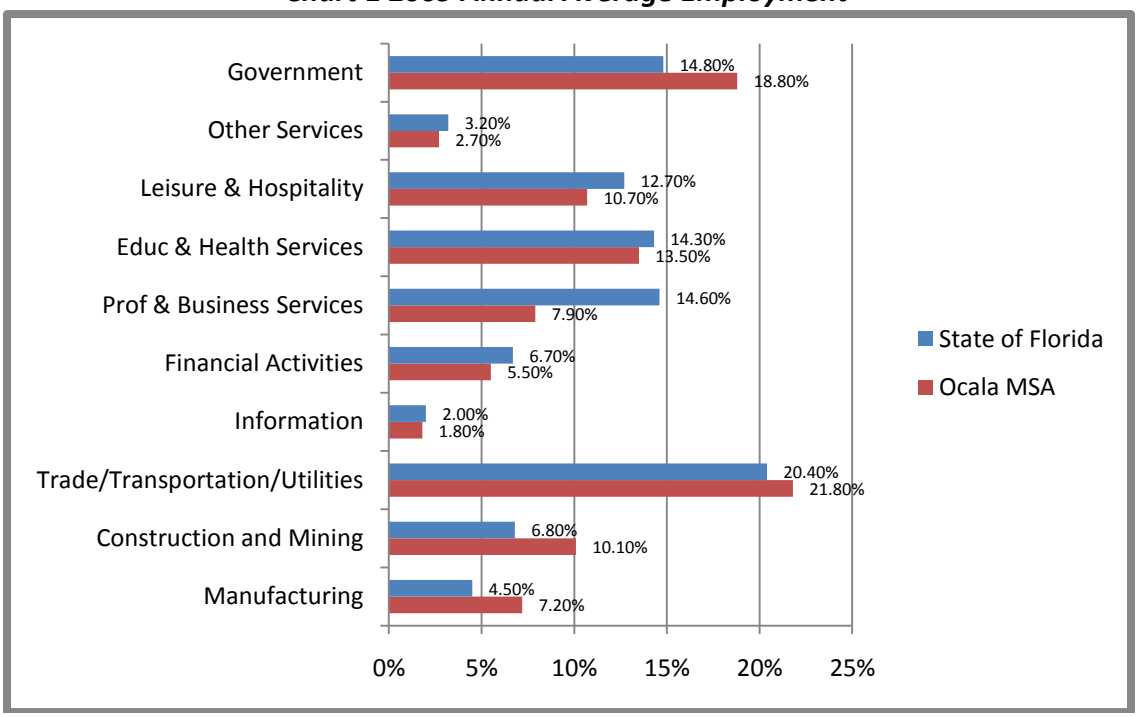
1. Trade/Transportation/Utilities
2. Government
3. Education & Health
4. Leisure & Hospitality
5. Construction & Mining

Chart 2, on the following page, shows a comparison between the City and the State in terms of the average wage for each economic sector. The average wage in the City of Ocala is approximately $8,000 less than the statewide average.

In June of 2010, The City of Ocala had an unemployment rate of 13.2% compared to a 4.7% rate in January of 2001. Beginning in 2008, the region has had unemployment rates that have consistently been higher than other major metropolitan areas as well as state and national averages.[1] One of the contributing factors to this high unemployment rate has been the region's dependence on the construction and manufacturing industries which are two of the sectors that have been hardest hit by the national economic downturn as evidenced by Chart 5 in the Community-Wide Analysis (page 31). As a result, diversifying our economy and finding ways to jumpstart business activity are foremost on the City's list of objectives.

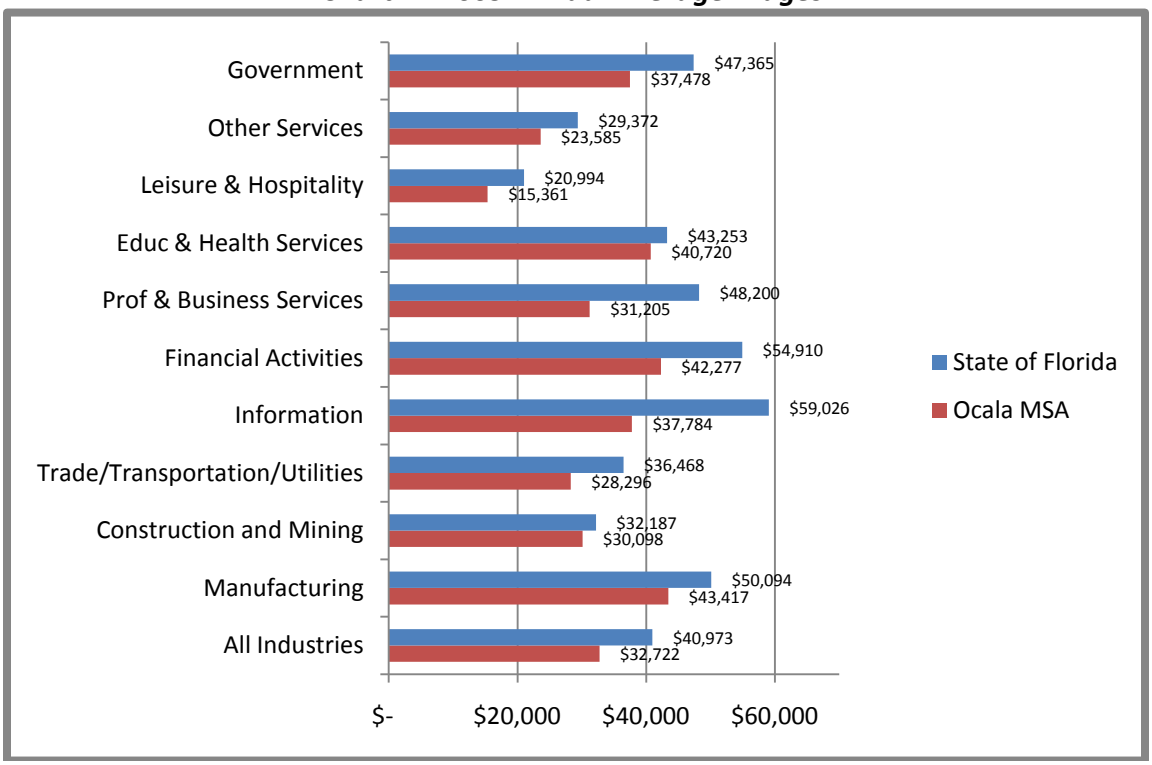
[1] Labor Market Info – Local Area Unemployment Statistics

Chart 1 2009 Annual Average Employment



Source: Florida Legislature—Office of Economic and Demographic Research (EDR)

Chart 2: 2009 Annual Average Wages



Source: Florida Legislature – Office of Economic and Demographic Research (EDR)

Given these economic conditions, there is a critical need to attract industries and other high paying employment opportunities to the City. As part of the Ocala 2035 Visioning Process, the City hired the Real Estate Advisory firm Robert C. Lesser & Co. (RCLCO) to provide a Real Estate Benchmark Analysis of the City of Ocala. RCLCO identified the following strengths and weaknesses in the City's Real Estate Market:

Strengths

- Well-known area for industrial with strong visibility from I-75;
- Transportation and accessibility benefits from central location in the State;
- Ocala is known as a nice area to live;
- Well-known for regional equestrian activity;
- Significant amount of residential communities in surrounding Marion County;
- Strong downtown area – needs to be supported and strengthened; and
- Active and engaged private citizens that work with local government to enhance the community.

Threats

- Focus on industrial along I-75 core could hurt market potential for uses further from the highway;
- Traditional downtown area is poorly connected from I-75;
- Community separated by physical barriers;
- County Comprehensive Plan encouraging competing development interests outside the city of Ocala;
- Continued economic downturn and loss of jobs; and
- Labor force is less educated than other areas in the State.

Building off of the Downtown

The proposed approach to encourage positive economic development and promote industrial and professional employment activity is to build off of the downtown area to create a true mixed use environment throughout the City. One of the recommendations in the RCLCO report was to integrate retail into mixed use environments particularly near job centers. This will involve making changes to the Future Land Use Element and ultimately the Land Development Regulations to eliminate the barriers associated with mixed use urban development patterns such as buffering, setbacks and parking requirements. Encouragement of positive economic development also means providing incentives to promote the preferred development pattern. One of the strategies identified in the Visioning process is to evaluate the potential for the creation of a Community Redevelopment Area (CRA) and/or other programs in the West Ocala area. In addition, the City is exploring ways to accelerate small business development by identifying and redeveloping vacant and underutilized parcels for the purpose of attracting smaller businesses. These programs would be part of a pedestrian oriented, mixed use sub-

area plan that would be designed to assist in the revitalization of the West Ocala area. The creation of CRA's and/or other programs shall also be evaluated for other areas of the City.

Current City redevelopment projects include:

- The Chamber of Commerce Site – a mixed use development on the town square
- The Sprint Site – a redevelopment site downtown
- North Magnolia Project #1 – a mixed use redevelopment in the business district
- Phoenix Heights – a residential redevelopment project in West Ocala

These redevelopment initiatives will result in greater utilization of existing infrastructure and increased tax and utility revenue to the City. In addition, these catalytic projects will likely increase other private investment, property values, job creation, and sales to existing businesses. The City needs to add goals, objectives and policies into the Comprehensive Plan that will help support these initiatives and monitor their progress.

Promote Logistics and Product Distribution

The I-75 corridor north of the Florida Turnpike is the gateway to the Southeast mega regions for product distribution. The track record of Ocala and Marion County for logistics and distribution will be critical in the emerging sectors for global trade. With this in mind and the projected increase in freight rail traffic on the CSX "S" line, the City intends to pursue the creation of an inland rail-port. The rail-port will serve as an intermodal container transfer facility providing an interface between truck and rail for the transport of ocean-going containers and may allow for the exporting and receiving of goods by users that do not currently have access to rail. In order to establish an inland rail-port, increased rail accessibility is needed for the industrial properties on the east and west side of the I-75 corridor. In addition, providing a rail spur will enhance the marketability of industrial parks such as the Ocala-Marion County Commerce Center (formerly Magna Business Park), Meadowbrook Commerce Park, Ocala International Commerce Park and the Ocala Business Park at Ocala International Airport and allow them to transport goods and services by a variety of multimodal options.

Develop Educational Partnerships

A deficiency of educational attainment has been identified in the RCLCO study as a potential drawback to economic development in the area. The College of Central Florida (CF) has recently transitioned into offering four-year college degrees which offers more educational opportunities for local residents. There are also seven other private technical schools that offer advanced degrees. As the center of the UF, UCF, USF University triangle, Ocala is well positioned to further diversify Marion County's economic base. The local governments and economic development community must partner with these educational institutions to target

companies that look for locations with close proximity to universities for talent recruitment and innovative research for product development.

Unanticipated Challenges and Opportunities

The most significant unanticipated challenge related to economic development is the nationwide recession. This economic crisis has created additional roadblocks in the ability to grow existing businesses within the City and to attract new businesses. The current economic climate has also provided a respite that allows the City an opportunity to re-focus and prepare an economic development plan.

Comprehensive Plan

The adopted Comprehensive Plan does not provide any specific objective or policies related to a focus on economic development planning or promotion. The Future Land Use Element provides for Industrial, Commercial, and Residential land use designations without a tie to an effective economic development program and without much consideration of coordination with the provision of supporting infrastructure.

Recommendations

The Comprehensive Plan shall establish goals, objectives and policies addressing economic and employment opportunities within the City to:

- Integrate retail into mixed use environments particularly near job centers;
- Evaluate the potential for the creation of additional Community Redevelopment Areas (CRA);
- Identify and redevelop vacant and underutilized parcels for the purpose of attracting smaller businesses;
- Pursue the creation of an inland rail-port;
- Promote the City's logistics and product distribution industrial sector;
- Provide increased rail accessibility to the City's industrial areas;
- Partner with educational institutions to recruit companies looking to locate in close proximity to universities for talent recruitment and innovative research for product development;
- Assist in the growth of existing businesses;
- Attract new businesses; and
- Provide an opportunity to increase the number and quality of jobs.

Water Use and Conservation

The City of Ocala is committed to plan for future growth and development in a comprehensive and responsible manner. A critical component of that planning effort is the conservation and management of the potable water supply to support both commercial and residential growth. Traditional water supply sources in some areas of Florida including Ocala/Marion County are showing to be insufficient to meet the future needs of the State's growing population and commerce. Based on the expected designation of all of Marion County as a Priority Water Resource Caution Area (PWRCA) in the Saint Johns River Water Management District's (SJRWMD or WMD) 2010 District Water Supply Plan (due June of 2011) the City will be required to develop a 10-year Water Supply Plan by August of 2012. The work plan must articulate the City's program to implement a combination of traditional and alternative water supply projects, reuse, and water conservation practices and/or projects that are necessary to meet the City's future water demands.

The City's current Consumptive use Permit (CUP) was issued in 2007 with certain restrictions that range from conservation to accountability to identification of alternate water sources. Since the issuance of the existing CUP, the City has experienced difficulties in obtaining approval for future land use map amendments due to a lack of potable water for future development. Through resolution of the proposed map amendments, several issues have come to light that point to the need for a long-term water supply plan, revision of policies within the Comprehensive Plan, land development regulations, and building design and standards. This underlines the need for the City to improve the link between the city's land use plan, the water management districts' regional water supply plan and a local 10-year water supply plan.

Water Supply

The City of Ocala is a public supply utility and currently receives the majority of its water supply from the Floridan Aquifer through a Consumptive Use Permit (CUP). The City's only alternate source is reclaimed water. There is a small number of private irrigation wells located within the City limits. The St. Johns River Water Management District issued the City a CUP in 2007, which expires in the year 2027. At that point, the City will no longer be able to pump additional groundwater from the Floridan Aquifer. Currently, the City's average water consumption is approximately 2 million gallons per day less than the allowable consumption as approved in the CUP as shown in Table 1 below.

Table 1: City Water Consumption

Year	AADF*	CUP Permitted AADF	AMDF**	CUP Permitted AMDF	Reserved Volume	Available Capacity AADF	Available Capacity AMDF
2007	11.701	11.598	15.570	17.396	.450	-.504	1.826
2008	10.952	11.882	15.859	17.824	.510	.529	1.965
2009	10.362	12.235	14.250	18.352	.720	1.472	4.102
2010	10.214	12.519	13.553	18.777	.765	1.904	5.224

*AADF is the Average Annual Daily Flow
**AMDF is the Annual Maximum Daily Flow
***The numbers represent Million Gallons per Day (mgd)

The established Level of Service (LOS) standard for "water systems" in the Capital Improvements Element is 176 gallons per capita per day. The Potable Water Sub-element identifies the LOS standard for "water demand" as 176 gpcd annual average day demand for both residential and non-residential uses which is equal to the 1989 LOS provided by the City.

Table 2 shows the projected water needs based on population increase and the existing level of service. The three time periods for evaluation show an adequate amount of water being available. Based on the City's adopted LOS of 176 gpcd, a total increase of 2.093 mgd will be needed to accommodate the estimated increase in population in the year 2035. As the table indicates, the City's water usage has declined from 2007 to 2009.

Table 2: Projected Water Demand; 5-Year, 10-Year and 25-Year Planning Periods

YEAR	Population Projection in TSA‡	LOS: gallons per capita per day (gpcd)	Cumulative Total Need based on LOS (mgd)	Historic Water Usage (mgd)	Permitted Average Daily Flow (mgd)	Projected Excess Water Availability (mgd)
2005	52,760					
2007				11.701	11.598	-0.103
2008				10.952	11.882	0.930
2009				10.362	12.235	1.873
2010	**57,372**	**176**	**10.097**		**12.519**	**2.422**
2015	**60,812**	**176**	**10.703**		**13.968**	**3.265**
2020	**64,203**	**176**	**11.300**		**15.545**	**4.245**
2025	68,234	176	12.009		16.956	4.946
2027					17.538	
2030	71,038	176	12.503		17.538	5.035
2035	**74,758**	**176**	**13.157**		**17.538**	**4.380**

‡ Population projections are based on those provided by Saint Johns River Water Management District and reflect the City and the Territorial Service Area outside of the City. Year 2035 was forecast from data provided from SJRWMD.
* The 2009 data is the latest whole year available for use in the calculations of water usage. SJRWMD requires the whole year data to be used due to fluctuations in rainfall and seasonal usage.
†The City's CUP expires in 2027. The permitted amount granted by SJRWMD is not expected to be increased at that time.

While the LOS for both water systems and demand are the same amount (176 gpcd), staff has historically used estimates provided by the City's Engineering Department when planning for future residential and commercial/industrial development. These estimates indicate daily water consumption at 100 gallons per person for residential uses or 240 gallons per day per household. Commercial/Industrial uses are estimated to use 16 gallons a day per 100 square feet of building area. The period from 2010 to 2035 shows an increase in population of 17,386. This translates into 7,244 new dwelling units requiring 1.739 mgd. Based on the estimated usage, the Commercial/Industrial uses during the same 25 year planning period would require an additional 1.697 mgd for a total need for 3.436 mgd. The permitted amount of water during this time period is 5.019 mgd leaving an excess of 0.639 mgd. This is a significant difference in the projected 4.380 mgd excess of water available utilizing the adopted LOS.

On a broader scope, SJRWMD has identified the changes in domestic water supply use and projections from 1995-2030. Of the 18 counties in the SJRWMD, nine counties showed an overall decrease from 1995-2030 but have a projected increase from 2005-2030 for Domestic Self-Supply (DSS)[2] Water Use. For DSS use, Marion County was identified as having the most stable water usage over the 35 year period with a decrease of 0.01 mgd[3]. This is in contrast to the usage from public supply water which shows an increase of 143% for the same period. For public supply water, the City of Ocala shows a 12% increase from 1995-2005 and a 114% overall projected increase from 1995 to 2030. This is only slightly less than the 118% district-wide projections. This would indicate that while Ocala has experienced a reduction in water usage in the last few years, the City should take the projected increase in usage into consideration when developing a 10-year water supply plan. Impacts on projected water usage include climate shortfalls (drought), greater than anticipated growth, inefficient usage within the service area, and other factors such as the economy.

Conservation

The City's adoption of a Water Conservation Plan in 2005 is seen as partially responsible for the recent lowered consumption rate of potable water. The Conservation Plan includes:

- A tiered rate structure;
- Elimination of master meters;
- Promotion of educational programs regarding water usage and conservation; and
- Continued development and accessibility of reclaimed water systems.

[2] Domestic Self-Supply water use is water used by individuals not served by a public water supply utility.
[3] St Johns River Water Management District: Table 1: Change in Domestic Self-Supply and Small Public Supply Water Use (DSS) in SJRWMD 1995-2030; DSS Discussion Draft, January 6, 2010; page 6.

The majority of the City's conservation efforts have been focused on reducing water use by the adoption of a tiered rate structure. There has been a noticeable reduction in water usage as individuals and businesses have endeavored to reduce use to obtain a lower rate.

The elimination of master water meters has provided a more accurate account of who uses water. This provides a more responsible atmosphere for property owners and occupants to conserve their personal usage.

Conservation methods have been employed by the City in an effort to reduce water demands and use. Through existing education programs, the City has encouraged residents to be more aware of watering restrictions on lawn and landscape irrigation. With a primary focus on irrigation, the City's education programs have not been entirely successful. In its continued efforts to further conserve the water supply, the City has proposed a landscape irrigation ordinance that mirrors the existing water management district's limitations on irrigation.

Other factors have also impacted the use of non-essential water use. As a result of the economic downturn, discretionary income has dwindled for area residents, who have cut back on expenses which includes some water usage. The amount of annual rainfall shows a direct correlation to the reduced amount of water used for landscaping. At present, the City does not have a way to differentiate between household water usage and irrigation usage. As indicated in the community-wide assessment/population projections, the City has also experienced a reduction in population in the last two years. The combination of external forces makes it difficult to measure the impact of the water conservation measures that the City has adopted.

Consumptive Use Permit

Conditions listed within the existing City's CUP include requirements to place limits on irrigation and utilize native vegetation as ways to conserve potable water. The current Consumptive Use Permit requires the City to use reclaimed water to the maximum extent possible. The City's Water and Sewer Department is working with a consultant in utilizing a combination of methods to audit water usage and determine the most fiscally responsibly locations for the extension of reuse lines.

Accountability

The monitoring of water taken from the Floridan Aquifer is not only an environmental concern; the accountability is a condition of the City's existing CUP. The City is required to account for at least 95% of its usage. Accountable water uses include: "essential use" (fire protection), water used in the dryer, water main breaks, flushing bulk water meter and lines, sewer cleaning, allowable line breaks and meter accuracy (10% or less), and metered use by customers. The City currently has an 87% accountability rate. In efforts to increase the level of accountability,

the City is investigating line leaks, and new/more accurate metering methods derived from new technology and the replacement of community/master meters with individual meters. Water and Sewer Department is coordinating efforts with the City Utility to identify excessive water use and possible unaccounted usage.

Alternative Water Supply

In compliance with the conditions of the current CUP, the City is working to develop alternative water supply sources to ensure that the water needs of future generations are met. The option identified with the highest probability of achievement is the excavation of the lower Floridan Aquifer. The City has constructed a test well and is currently analyzing the benefits of drilling into the lower Floridan Aquifer to determine if there is a potential to utilize the lower aquifer for future water consumption. The City is working with the SJRWMD to analyze water quality, available capacity and determining if there is a sufficient confinement layer from the upper Aquifer. The testing should be completed by the summer of 2011.

Capital Improvements Plan

The City will update its Capital Improvement Plan Schedule of Improvements to include the necessary utility improvements required to meet demand for future growth. The City's CIE Schedule includes all public and private improvements that are planned for the next 5 years. The City is currently developing a long-term improvement plan to stay ahead of demand and to stay consistent with the time horizon of the City's Comprehensive Plan. The City currently does not see an immediate need to use an alternative water supply, but recognizes the long-term need for an alternative water supply as additional growth occurs within the City and surrounding region. The work plan must articulate the City's program to implement a combination of traditional and alternative water supply projects, reuse, and water conservation practices and/or projects that are necessary to meet the City's future water demands.

Comprehensive Plan

The existing maximum Floor Area Ratio (FAR) and density identified in the Future Land Use Element is limiting in that we have not historically built out at the maximum level allowed in the Comprehensive Plan. However, the maximum intensity is the level at which we are required by State statute to plan for and reserve water usage. The FAR and densities have only a maximum amount and are calculated on a gross area. The use of a net FAR or a minimum intensity would provide a closer frame of reference for the planning framework.

The Potable Water Sub-element requires that all new residential, commercial or industrial structures connect to the City's water system if available within one-quarter mile. The connection of existing structures is provided for in the Code of Ordinances. It is unclear how many of the existing structures need to be connected to City services and/or are within the required distance. An accurate count of these structures and their locations need to be identified to more accurately plan for water needs.

The future land use plan is to be based on the availability of adequate water supplies and public facilities/services. While all future land use map amendments have been examined for the availability of water supply and facilities, the existing future land use plan which was in effect at the time of the text amendment were not fully reviewed for adequate supply and facilities. A future land use plan should also provide for an efficient use of water supply and facilities. The City's current land use plan is based on the traditional suburban build-out pattern and provides minimal guidelines for conservation methods in building design.

Existing Goals, Objectives and Policies Related to the Issue

The following is a list of GOPs that relate to water use and conservation:

- Future Land Use Element
  Goal 1; Objective 2
  Objective 5
  Objective 8
- Sanitary Sewer Sub-element
  Goal 1; Objective 3
- Potable Water Sub-element
- Conservation
  Goal 1; Objective 3
- Capital Improvements Element
  Goal 1; Objective 1
  Objective 3

Recommendations

While both the domestic self-supply and the public water supply have shown a reduction in recent years, the conservation efforts made by the City account for only a portion of the reduction; with external forces also contributing to the decrease in water usage. The increase in water usage projected by the SJRWMD for both the domestic self-supply water and the

public water supply would indicate that the existing conservation efforts of the City's public utilities will not be enough to adequately plan for the future.

As the City moves forward with the EAR-based Comprehensive Plan amendments it should take a broad view of the availability and conservation of water supplies while keeping the needs of the residents in mind. The development and maintenance of public facilities should be accomplished in a fiscally responsible manner. The City will continue to monitor its water supply needs to maintain its ability to support current and future population growth through the following methods:

- The City will continue to be involved with coordinating regional alternative water sources;
- Participate in various groups related to alternative water sources, promote education programs regarding water usage and conservation;
- Expand its central utilities to areas that currently utilize domestic self-supply;
- Improve the efficiency of its facilities to reduce water loss and improve the quality of water for its customers;
- Improve the management of the City's potable water supply to achieve 95% accountability;
- The City should take the projected increase in domestic self-supply usage identified by SJRWMD into consideration when developing a 10-year water supply plan;
- The City needs to expand reuse water by providing mandatory connection criteria and to partner with the private sector to make the expansion of re-use lines economically viable;
- Revise the level of service standard for potable water and public facilities to reflect current use patterns and proposed conservation methods;
- Provide for building and site design standards that provide for efficient water facilities;
- Provide for building and site design standards that promote conservation and reduction in potable water use for irrigation;
- Provide a minimum intensity and density level to more accurately predict water needs;
- Identify all existing structures that are not currently connected to City utility services and develop programs to facilitate connection of such properties in a fiscally responsible way;
- Provide a land use plan that provides for efficient installation and use of public facilities; and
- Develop a long-term capital improvements plan to better facilitate the expansion and maintenance of water supply facilities.

Mobility/Community Connectivity

As part of the visioning process, the City's current transportation system generated a lot of discussion and criticism. The primary shortcoming from the public's standpoint was the singular focus on roadway capacity and vehicular movement. The current Level of Service standard does not take into account multi-modal transportation such as pedestrian, bicycling or transit. As part of the visioning process, one of the design topics was to evaluate the future use and character of roadways, trails and transit in the City and the surrounding region. There was consensus among community members that the accepted paradigm of continually widening roadways to accommodate increased vehicular traffic was not sustainable. To address the issue of sustainability, there was a mandate among community members to provide increased connectivity with alternative modes of transportation.

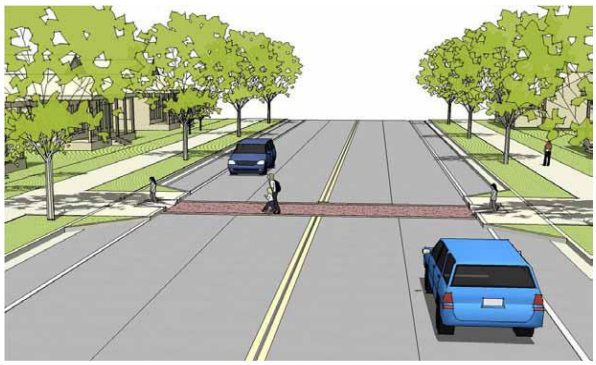
Two main tools were identified to promote these goals:

1) *Complete Streets,* are roadways that are designed and operated to enable safe access for all users. Complete Streets have the following characteristics:
   - Multi-modal, accommodating pedestrians of all ages and abilities, bicycles, public transit, and automobiles; and
   - Desirable appearance, including landscaping, shade, and design.

Conventional Street: all other modes are secondary to Vehicular traffic

Conceptual Complete Street: Includes sidewalks, shade landscaping, bicycle lanes

2) *Road Diets* are reductions to the number of travel lanes on an existing roadway cross section. Road Diets have the following characteristics:
   - Reduce automobile lanes and/or lane width;
   - Reduce travel speed;
   - Provides additional right-of-way for alternative modes of transportation; and
   - Improves pedestrian safety and comfort.



Conventional four lane street
Before Road Diet

Street after Road Diet: addition of bicycle lanes, reduces four travel lanes to two travel lanes and one turning lane

Increased use and accessibility of public transit was recommended to provide transportation choices and reconnect Ocala to neighboring communities throughout the region. Transit choices may include trolley, Bus Rapid Transit (BRT), light rail, and commuter rail.

Community members emphasized the need for a trail system that links neighborhoods, parks, schools, and businesses together. The creation of the trails system will be implemented through the Recreation and Parks Master Plan and the Mobility Plan. The Ocala 2035 Vision Map (Map #1), which shows conceptual locations of trails, transit lines and complete streets as well as a proposed intensity of development as part of the visioning process and adopted by City Council on October 19, 2010. Additional trails, transit lines and complete streets shall be identified as part of the implementation process.

The City has also been designated as a Dense Urban Land Area (DULA) as a result of the approval of the Community Renewal Act (SB 360) by the Florida Legislature in 2009. The impact of the passage of SB 360 is that the City is:

- No longer required to meet state mandated transportation concurrency requirements; and
- Required to create a Mobility Plan that implements multi-modal transportation.

The requirements of SB 360 provide additional support that further reinforces the desires of the community.

Comprehensive Plan

The implementation of the Future Land Use and Transportation Elements has created an undesirable development pattern relating to form and function. Based on the findings of the Ocala 2035 Vision Plan, the current structure of the Future Land Use and the Transportation Elements will require a complete rewrite to implement a changing planning paradigm for the City.

Existing Goals, Objectives and Policies Related to the Issue

The following is a list of GOPs that relate to mobility and connectivity:

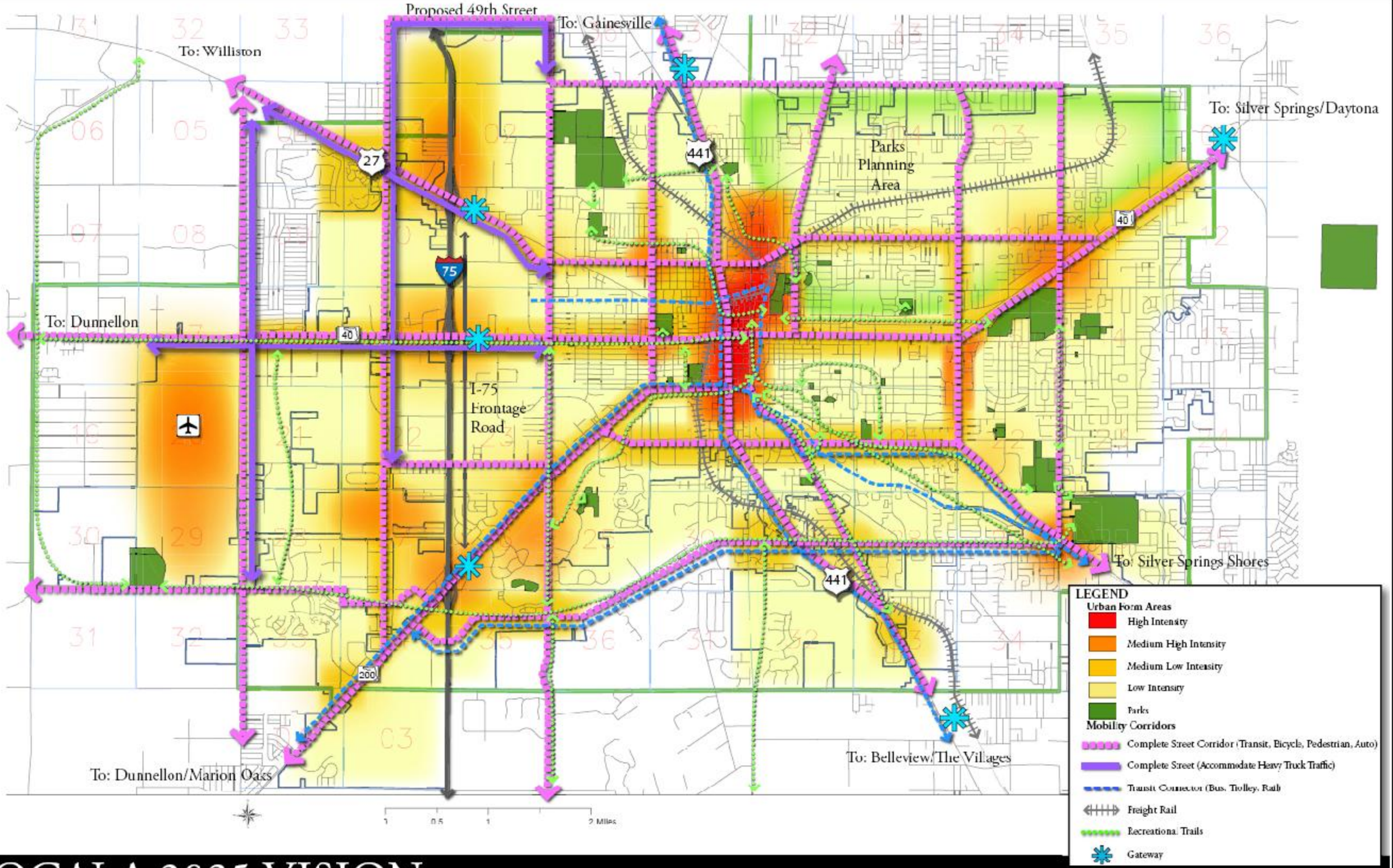
- Future Land Use Element
  Goal 1; Objective 2
  Objective 4
  Objective 5
  Objective 12
- Transportation Element
- Intergovernmental Coordination Element
  Goal 1; Objective 2
  Objective 3
  Objective 4
- Capital Improvements Element
  Goal 1; Objective 1
  Objective 2
  Objective 3
  Objective 4

Recommendations

The City's Comprehensive Plan should be amended to include goals, objectives and policies related to the development of a multi-modal development pattern and that evaluates existing streets to determine the necessary improvements needed to implement the following strategies of the Ocala 2035 Vision:

- Develop Streetscape Master Plans, including landscape and hardscape details, to improve visual aesthetics of City gateway corridors, including SR 200, SR 40, US-27, and US-441;
- Provide for an interconnected street system to relieve and distribute traffic volumes as an alternative to roadway widening;
- Require Complete Street evaluations for the viability of multimodal transportation and desirable visual aesthetics;
- Establish a City-wide sidewalk improvement program to provide the pedestrian connectivity desired in the vision and that support neighborhood sub-area plans and the Parks Master Plan;
- Acquire easements for sidewalks where they do not exist;
- Include sidewalk improvements in the annual Capital Improvement Program;

- Identify, reserve, and/or acquire transit corridor right-of-way for regional transit system connections to Belleview, Silver Springs Shores, Dunnellon, the Villages, Gainesville, Orlando, and Jacksonville;
- Identify, reserve, and/or acquire transit corridor right-of-way for transit system connections in the urban core;
- Evaluate the potential of providing trolley service that connects the North Magnolia business area, Downtown and the Hospital district;
- Evaluate the potential of providing trolley service that connects West Ocala to Downtown;
- Establish minimum residential densities and commercial intensities to support the use of public transportation along Complete Streets and Transit Corridors depicted on the Vision map; and
- Evaluate opportunities to reestablish passenger rail service connected to the national rail network.



OCALA 2035 VISION

MAP 1

Chapter 4 – COMMUNITY WIDE ASSESSMENT

Community Wide Assessment

Introduction

Ocala was established in 1846 by Matthew Edward Hall near the site of Fort King, a military outpost of the Seminole Wars. Ocala is a derivation of the Timucua word "Ocali" which is believed to mean the "Big Hammock". The City is approximately 45 square miles, with a population of more than 54,000 people and is located in Marion County in the north central part of the state.

Florida Statute 163.3191(2) requires that specific assessments be performed as a part of a Community-wide Assessment. In addition to examining the actions taken by the City of Ocala under the existing Comprehensive Plan, the assessment is intended to provide a basis for understanding the dynamics of growth within the City as well as the impacts to and from the surrounding areas. A review of the pertinent information will ensure the predictability, certainty and integrity in the growth management process.

Based on the Community-Wide Assessment, the EAR process and subsequent report will provide a clear vision of what's happening in the community, where the community is today and where the community wants to go in the future. The results will also provide a valuable analysis of major issues and to ensure that the community goals are consistent with state and regional plans and policies.

Analysis of Population Growth

The population analysis is the jumping off point for many of the elements in the Comprehensive Plan: future land use needs, mobility, housing, recreation, education, capital improvements, infrastructure, etc. Historic (1900 to 2000) growth, trends and distribution not only provide the existing environments; they also indicate the needs and desires of future generations. The US Census provides a decennial census of the population and is used as a basis for all projections. While Florida statute requires all population projections to be based on BEBR medium projections, those projections are limited to the State and County levels.

A comparison of a variety of population projection provided in Table 3 provides a representation of various methods and challenges to be dealt with during the planning process. In past years, the City of Ocala has provided its own population projections during the EAR process based on linear projections. A comparison of the various estimates and projections in Table 3 shows the City's projections from 1991 proved to be too high while the 1997 projection were too low. For the current set of projections, the forecast method was utilized. St. John's River Water Management District has provided projections based on professionally accepted methodologies but covers the area serviced by the municipal utility which services an area

larger than the City itself. These numbers will be invaluable when planning for water supply and infrastructure but do not represent a true picture of the City's population. The Marion County Public School District also provides a population projection of the City for the purposes of school planning. These numbers are based on BEBR mid projections and adjusted based on the number of building permits for residential dwelling units. Based on the Interlocal Agreement for School Concurrency (2008), these numbers are provided to all local governments for use in planning for school facilities. The estimates closely reflect the US Census data but do not provide a significant historic record nor does the US Census provide any projections past the current year. Therefore accuracy of the School District's numbers could not be determined. The School District shows a decline in enrollment for the 2008-2009 school year. This is reflection of the current economic conditions (discussed in Chapter 3, Major Issues – Economic Development). Although these numbers indicate unusual local conditions, schools are not restricted to students based on the city limits. The other source that was reviewed was the Shimberg Center for Housing located at the University of Florida. The Center uses BEBR mid projections as a starting point (as required by Florida Statute) and makes adjustments based on housing data (both building and demolitions). Shimberg was the only other resource that reflected the decrease in population noted by the Marion County School District. Based on *Population Estimates and Projection Techniques*, *A guide to methodologies for forecasting population growth for Florida's local planning agencies*, the City has determined that the Shimberg estimates and projections most accurately reflect local conditions and have the most defensible professional methodologies. Projections from the Shimberg Center will be used for all planning activities during the EAR process with the exception of water planning as previously discussed.

Table 3: Comparison of Population Projections for the City of Ocala

Source	Census 1990	Estimate 1995	Census 2000	Estimate 2005	Estimate 2008	Census 2010	Projection 2015	Projection 2020	Projection 2025	Projection 2030	Projection 2035
US Census	42,045	43207	45,943		54,495	56,315					
BEBR	42,045	43,207	48,594			54,141					
St Johns River WMD		43,207		52,760		57,372	60,812	64,203	68,234	71,038	
Shimberg Center/UF	41,973		45,833		54,260	53,945	56,676	60,222	63,615	66,792	70,769†
Marion Co. Pub Schools				49,439	54,462	53,801	60,263	66,252			
City of Ocala EAR 2010			45,943			55,561	58,804	62,363	65,838	69,106	72,120
EAR - 1997			45,017	46,561	47,488	48,106	52,467	N/A	N/A	N/A	N/A
EAR - 1991	46,859	51,262	54,011	58,091	60,683	62,411	66,731	N/A	N/A	N/A	N/A

* Shimberg stated their data source as BEBR Volume 39, Bulletin 144 & Volume 42, Bulletin 153
**Water customers in the Water and Sewer Territorial Services Area as determined by SJRWMD
****Marion County Pub Schools recorded a 1,360 student drop in enrollment during the 2008-2009 school year.
†2035 population projection was forecast from the existing Shimberg data.

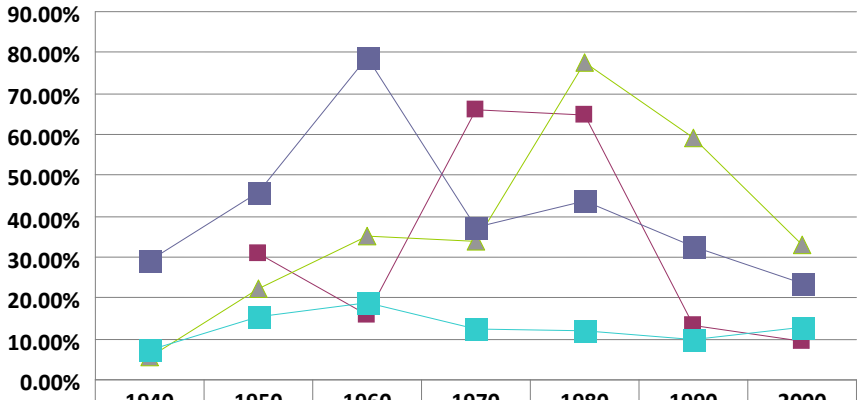
Table 4: Comparison of the City of Ocala, Marion County, Florida and the United States Population Growth 1900-2000

Year	City of Ocala Population	City of Ocala Rate of Growth	Percent of Marion County Population	Marion County Population	Marion County Rate of Growth	Percent of State Population	State of Florida Population	State of Florida Rate of Growth	Percent of United States Population	United States Population	United States Rate of Growth
1900	NA	NA	NA	24,403	NA	4.62%	528,542	NA	0.69%	76,094,000	NA
1910	NA	NA	NA	26,941	10.40%	3.58%	752,619	42.40%	0.81%	92,407,000	21.44%
1920	NA	NA	NA	23,968	-11.04%	2.47%	968,470	28.68%	0.91%	106,461,000	15.21%
1930	NA	NA	NA	29,578	23.41%	2.01%	1,468,211	51.60%	1.19%	123,076,741	15.61%
1940	8,986	NA	28.76%	31,243	5.63%	1.65%	1,897,414	29.23%	1.44%	132,122,446	7.35%
1950	11,741	30.66%	30.75%	38,187	22.23%	1.38%	2,771,305	46.06%	1.82%	152,271,417	15.25%
1960	13,598	15.82%	26.34%	51,616	35.17%	1.04%	4,951,560	78.67%	2.74%	180,671,158	18.65%
1970	22,583	66.08%	32.71%	69,030	33.74%	1.02%	6,791,418	37.16%	3.34%	203,165,573	12.45%
1980	37,170	64.59%	30.35%	122,488	77.44%	1.26%	9,746,961	43.52%	4.29%	227,224,681	11.84%
1990	42,045	13.12%	21.58%	194,835	59.06%	1.51%	12,938,071	32.74%	5.19%	249,438,712	9.78%
2000	45,943	9.27%	17.74%	258,916	32.89%	1.62%	15,982,824	23.53%	5.68%	281,421,906	12.82%

Sources: US Census and Shimberg Center, University of Florida

While the City of Ocala has continued to grow, the share of county population has changed over the years. Table 4 shows the population of the City in comparison to Marion County, the State of Florida, and the United States. The table shows that the City of Ocala had its highest percentage of County residents in 1970 with its lowest point in 2000. While the City has lost its

Chart 3: Comparison of the Rate of Growth City of Ocala, Marion County, State of Florida and the United States

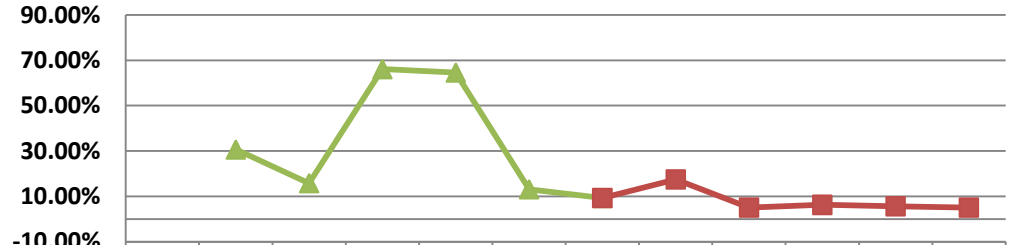


	1940	1950	1960	1970	1980	1990	2000
City of Ocala Historic Rate of Growth		30.66%	15.82%	66.08%	64.59%	13.12%	9.27%
Marion County Rate of Growth	5.63%	22.23%	35.17%	33.74%	77.44%	59.06%	32.89%
State of Florida Rate of Growth	29.23%	46.06%	78.67%	37.16%	43.52%	32.74%	23.53%
United States Rate of Growth	7.35%	15.25%	18.65%	12.45%	11.84%	9.78%	12.82%

Source: US Census & Shimberg Center, University of Florida

overwhelming percentage of the County population, it has retained its position as the work and retail center of the County with an estimated daytime population of over 96,000[4]. The significant increase in daytime population requires that the City be prepared to provide infrastructure and daytime services for approximately one-third of the County residents. Chart 3 shows that while the United States has held a relatively consistent growth rate over the past 70 years, the State of Florida, Marion County and the City of Ocala have all realized more volatile growth rates. Both Marion County and the City of Ocala have had drastic drops in growth rates since the 1980s. By the year 2000, the City of Ocala showed a slower growth rate than all other jurisdictions reviewed. During the first decade of the new century, the City experienced a building boom followed by a drop in both the housing market and the economy. Based on the historic data utilized in Chart 3, projected growth rates provided in Chart 4 show that the City experienced double-digit growth from 1950 until the late 1990s.

Chart 4: City of Ocala Historic and Projected Growth Rate



	1940	1950	1960	1970	1980	1990	2000	2010	2015	2020	2025	2030
City of Ocala Historic Rate of Growth		30.66%	15.82%	66.08%	64.59%	13.12%	9.27%					
City of Ocala Projected Rate of Growth							9.27%	17.42%	5.06%	6.26%	5.63%	4.99%

Source: US Census & Shimberg Center

The early years of the 21st century again saw rapid growth with a building boom mid-decade followed by a sharp decline. Economic conditions in the later part of the first decade caused high unemployment in Marion County which resulted in a short term increase in out-migration. The anticipated slow recovery of the economy is reflected in the drop in projected population in the short term followed by a more stable rate of growth from 2015 through 2030.

In addition to overall population projections, seasonal population data is important when determining the needs of the community. In the 1991 Comprehensive Plan the City estimated that there were approximately 3,308 additional people in seasonal population. Based on the number of hotel/motel rooms and campground spaces, which have an estimated occupancy

[4] US Census 2000 estimates the daytime population to be 81,838 (a 78.1% increase of the 45,943 census population data). Based on the Shimberg estimated population of 53,945 for year 2009, the percentage increase would result in a daytime population of 96,076.

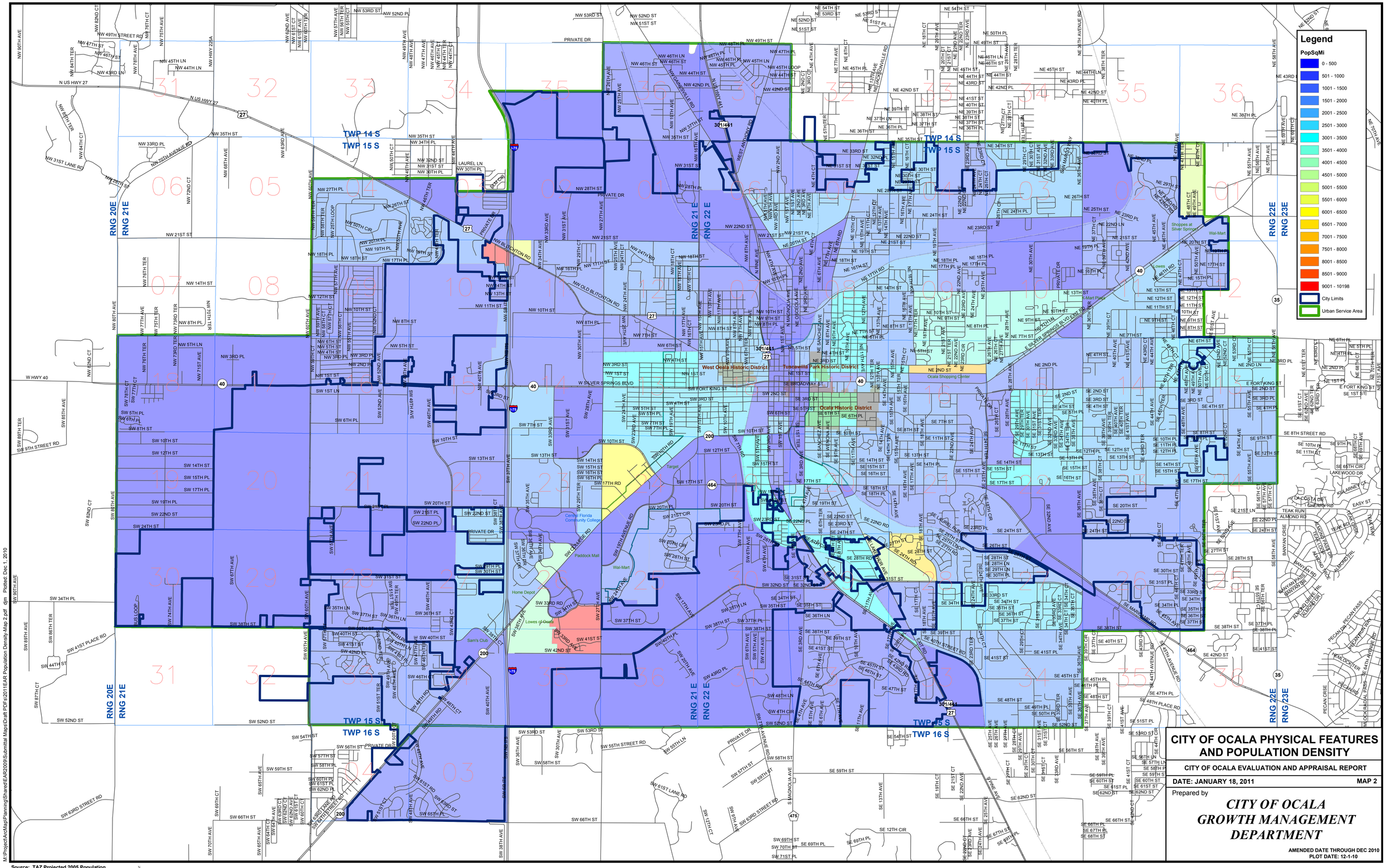
rate of 80%, the seasonal population is projected to rise to 8,906 by 2035. The City is impacted by tourist, seasonal residents and a migrant horse farm worker population during the winter. While many of these farm workers stay on the horse farms under county jurisdiction, they do contribute to an increased daytime population during the winter months. Horse Shows in the Sun (HITS) is a long term event which provides an increase in seasonal population from the middle of January thru the end of March of each year. In 2009, more than 3,500 horse and 7,500 horsemen participated in the 7 week event. (http://www.hitsshows.com/) The close proximity to the Ocala National Forest, Silver River State Park, Silver Springs and other scenic, natural habitats, well known regional events such as Bike Week and Biketoberfest in Daytona Beach, NASCAR Races, and in combination with the City's central location to both coasts and the many tourist attractions in Orlando presents Ocala with an influx of tourists year-round in addition to seasonal residential activity that is the traditional winter mainstay of the Florida economy.

Although an examination of the total population can be more easily reviewed and utilized for planning purposes, changes in the composition of the population alter the needs for public facilities and services. Young children require more schools and play grounds, young adults drive more than other groups and have a need for higher education be it provided locally or out of town, and the elderly often require more medical services and a wider range of housing needs. A review of age cohorts within the City will provide a more in depth way of looking at what is happening in the City and its relationship to both the State of Florida and the United States.

Cohort groups share not only the common characteristics of age but also shared experiences during a particular time span. The most recent declines in the size of cohort groups are largely attributable to the housing crisis and the economic recession that followed. While high unemployment has caused many to relocate out of state, others are not able to move or have moved in with family or friends. Still others have utilized the time to return to college or vocational training.

Table 5 shows recent historic and projected Cohort levels from 1990 through 2030. While the population groups over the age of 20 to 64 and 65 and over show an increase every year, youth under the age of 5 years and those aged 5 to 19 years show decreases in the 1990s and the 2000s respectively. Although those under the age of 5 years are projected to have a continued increase in raw numbers, they will be a declining percentage of the total population. The 5 to 19 year cohort peaked in the year 2000 at 20.3%. The 20 to 64 year Cohort is projected to peak in 2010 at 55.61% of total population. The 65 and over cohort declined in percentage from 2000 to 2010 but then return in a steady increase through 2030. The current level of 18.55% for those ages 65 and over is slightly higher than the State rate of 17.4% but significantly higher

2011 EAR - CITY OF OCALA PHYSICAL FEATURES & POPULATION DENSITY



than the national rate of 12.6% as projected by the US Census Bureau. With a rate of 17.4% of total population over the age of 65, the State of Florida led the nation in senior citizens and is well above the national level of 12.4% according to the 2000 US Census. The State is projected to remain the leading home for the elderly through 2030 when the State level is projected to reach 27.1% while the national level reaches only 19.7% of the total population over the age of 65 years.

Table 5: City of Ocala
Population, Percent Change, and Percent of Population by Age Cohort
1990 to 2030

Year	Total Population	Population by Age Group			
		Under Age 5	5 to 19	20 to 64	65 and Over
1990	41,973	2,925	8,123	22,163	8,762
2000	45,833	2,718	9,306	24,443	9,366
2008	54,260	3,455	10,669	29,982	10,154
2010	53,945	3,495	10,443	29,998	10,009
2015	56,676	3,655	10,952	31,483	10,586
2020	60,222	3,796	11,996	32,844	11,586
2025	63,615	3,865	12,638	34,042	13,070
2030	66,792	3,959	13,096	35,368	14,369
Decade		Percent Change by Age Group			
		Under Age 5	5 to 19	20 to 64	65 and Over
1990	2000	-7.08%	14.56%	10.29%	6.89%
2000	2010	28.59%	12.22%	22.73%	6.87%
2010	2020	8.61%	14.87%	9.49%	15.76%
2020	2030	4.29%	9.17%	7.68%	24.02%
Year	Total Population	Percentage of Total Population by Age Group			
		Under Age 5	5 to 19	20 to 64	65 and Over
1990	41,973	6.97%	19.35%	52.80%	20.88%
2000	45,833	5.93%	20.30%	53.33%	20.44%
2008	54,260	5.93%	20.30%	53.33%	20.44%
2010	53,945	6.48%	19.36%	55.61%	18.55%
2015	56,676	6.48%	19.36%	55.61%	18.55%
2020	60,222	6.30%	19.92%	54.54%	19.24%
2025	63,615	6.30%	19.92%	54.54%	19.24%
2030	66,792	5.93%	19.61%	52.95%	21.51%

Source: US Census Bureau

Population Density

The City of Ocala's population density as of 2010 was approximately 1,222 persons per square mile, based on a total land area of 44.67 square miles[5].

Map 2 depicts the population density of the City of Ocala from 2005 by traffic analysis zone as collected by the Ocala/Marion County Transportation Planning Organization (TPO). The number of persons per square mile is based on the values represented in the legend.

The most densely populated areas of the City are found in the western areas in close proximity to I-75. The I-75 interchange located at US-27 has a heavy concentration of hotels and along the SW 27th Avenue corridor; there are clusters of high density multifamily apartments and assisted living facilities. On the east side of the City there are smaller pockets of more densely populated areas due to high density income restricted apartments near NE 2nd/3rd Street and NE 25th Avenue and apartments and assisted living facilities on the east side of Lake Weir Avenue and the north side of SE 31st Street. The majority of the residential areas of the City however have developed as large lot single family residential subdivisions resulting in a population density of less than 2,000 people per square mile (approximately 1.31 gross dwelling units per acre) as shown in Map 2.

General Economic Conditions

Chart 5 shows the historical and projected total employment by industry within the Ocala Metropolitan Statistical Area (MSA) which spans all of Marion County. Employment growth is forecasted to begin in early 2011. As evidenced by the chart, the most significant growth is projected to occur in the Education and Health Services Industry.

In June of 2010, The City of Ocala had an unemployment rate of 13.2% compared to a 4.7% rate in January of 2001. Marion County as a whole had an unemployment rate at 13.9% as of June of 2010 compared to 4.6% in January of 2001.[6] Beginning in 2008, the region has had unemployment rates that have consistently been higher than other major metropolitan areas as well as state and national averages.[7] One of the contributing factors to this high unemployment rate has been the region's dependence on the construction, manufacturing and retail trade industries which are sectors that have been among the hardest hit by the largest economic downturn since the Great Depression.

The largest employers within the City are in the government and hospital/healthcare sectors. There are also a large number of employees in the service industry particularly Wal-Mart and Publix as shown in Table 6.

[5] Current Population based on BEBR estimate 2009.
[6] Labor Market Info-Local Area Unemployment Statistics
[7] RCLCO draft study, City of Ocala Real Estate Benchmarks, July, 2010

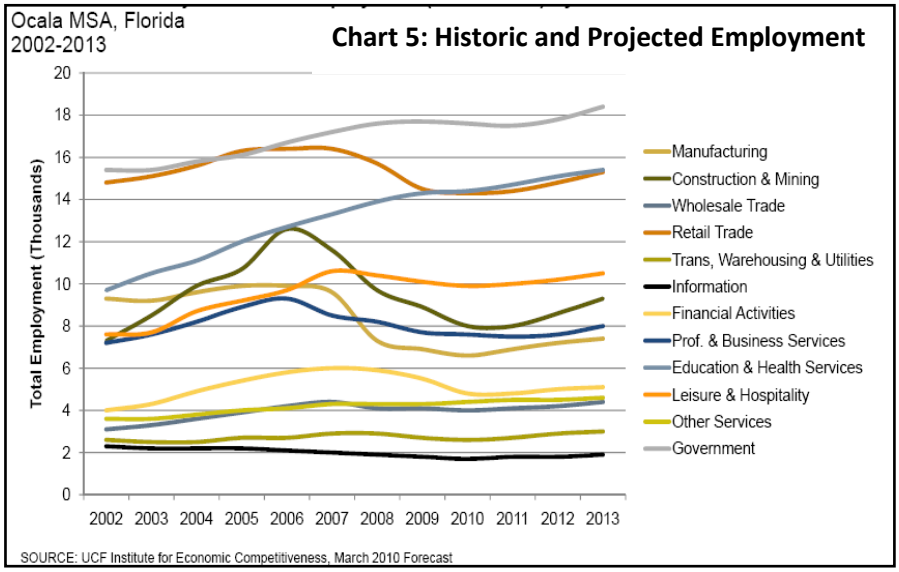


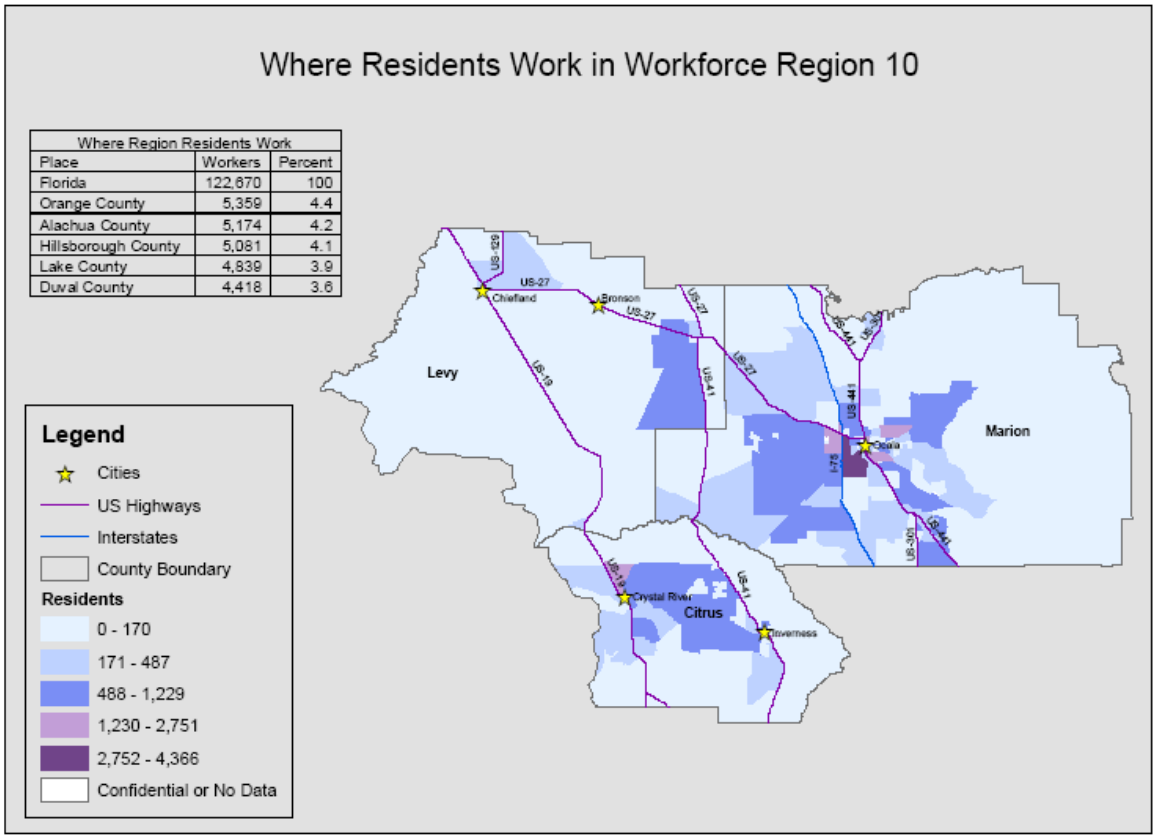
Table 6: Top 25 Local Employers

Company Name	Number of Employees	Business Sector
Marion County Public Schools	5,989	Education
State of Florida (All Depts.)	2,700	Government
Munroe Regional Medical Center	2,481	Healthcare
Wal-Mart (combined)	2,370	Retail Sales
US Government	1,600	Government
Marion County Board of County Commissioners	1,500	Government
Ocala Regional Medical Center & West Marion Community Hospital	1,300	Healthcare
Publix Supermarkets (combined)	1,275	Retail Sales
AT&T	1,000	Support Services
City of Ocala (All Depts.)	942	Government
Marion County Sheriff's Office	875	Government
E-ONE, Inc.	850	Manufacturing
Lockheed Martin	810	Manufacturing
Swift Transportation Company	524	Transportation
Cheney Brothers, Inc.	507	Distribution
The Centers	483	Healthcare
Closet Maid	460	Manufacturing
Hospice of Marion County, Inc.	418	Healthcare
College of Central Florida	401	Education
On Top of The World Communities, Inc.	348	Real Estate Developer
Signature Brands, LLC	303	Manufacturing
Custom Window Systems, Inc	302	Manufacturing/Distribution
Kmart Corporation	300	Distribution
Townley Manufacturing Company, Inc.	256	Manufacturing
Elster AMCO Water, Inc.	188	Manufacturing

Source: Ocala/Marion County Economic Development Corporation

The City of Ocala serves as the job center for Marion County with nearly 60% of the County's jobs.[8] Map 3, shows the location of where the residents in the region work. Region 10, as defined by the Florida Agency for Workforce Innovation includes Sumter, Levy and Marion Counties. The largest cluster of employment occurs along the eastern I-75 corridor between US 27 and the city limits at SW 42nd Street.

Map 3: Employment Locations



Note: Data are displayed by Census 2000 block groups from block level data.
Source: US Department of Commerce, Census Bureau, Local Employment Dynamics (LED), 2006 Origin Destination Data - Total Jobs.
Prepared by: Florida Agency for Workforce Innovation, Labor Market Statistics Center, September 2009

Educational Attainment

According to the Florida's Department of Education, Marion County's high school graduation rate for public schools in 2008-09 is slightly higher than state averages as evidenced by Table 7.

The City of Ocala and Marion County lag behind the state and other metropolitan areas in the area of educational attainment beyond a high school diploma as shown in Chart 6 and 7. This shortcoming has been acknowledged as a liability on several economic studies involving

[8] Claritas

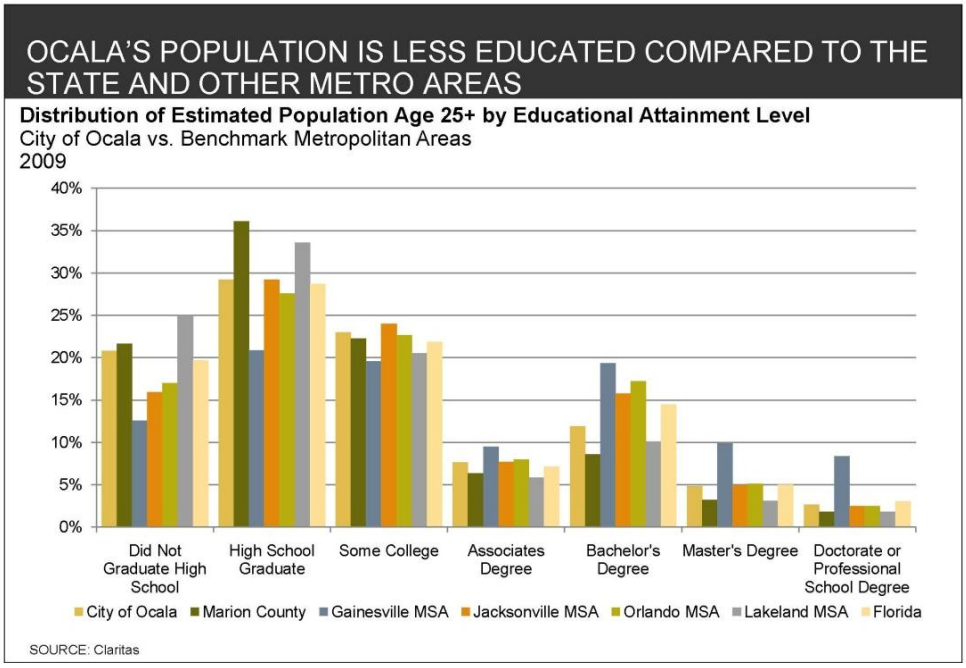
Ocala/Marion County. Although the City and County have shown an increase in educational achievement since 2000, they still lag behind state averages.

Table 7: High School Graduation Rates

Geographic Type	2000-01	2008-09
Marion County	65.2%	78.9%
State of Florida	63.8%	78.6%

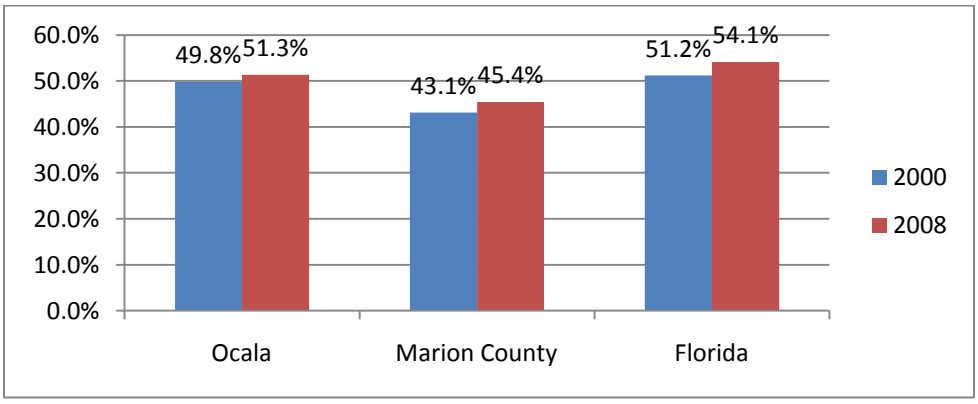
Source: Florida Department of Education-Education Information and Accountability Services; Florida's Five-year rate

Chart 6: Educational Attainment:



Source: RCLCO 2010 City of Ocala Real Estate Benchmarks Preliminary Study

Chart 7: Educational Attainment: Percentage of the Population achieving education beyond a High School Diploma



Source: 2008 American Community Survey and 2000 Census

Housing

The household size has increased in the City of Ocala from an average of 2.29 persons in 2000 to 2.38 in 2008. As expressed in Table 8, the majority of housing units in the City are single family detached. The proportion of these units compared to all of the dwelling units has dropped slightly since 2000 but still represents more than 50% of the occupied housing units in the City. Owner occupied homes in the City have dropped from 51.8% in 2000 to 44.4% in 2008. A contributing factor to this decline is the sharp increase in vacant residential units which has doubled in the past 8 years to 15%.

Table 8: Housing Unit Characteristics

	2000	% of total	2008	% of total
Total housing units	20,616	100.0%	25,020	100.00%
1-unit, detached	11,025	53.5%	12,713	50.80%
1-unit, attached	986	4.8%	749	3.00%
2 units	836	4.1%	1,212	4.80%
3 or 4 units	1,469	7.1%	2,370	9.50%
5 to 9 units	1,907	9.3%	3,046	12.20%
10 to 19 units	1,389	6.7%	1,616	6.50%
20 or more units	1,445	7.0%	1,619	6.50%
Mobile home	1,559	7.5%	1,695	6.70%

Source: American Community Survey 2008 and Census 2000

Table 9: Household Home Ownership Occupancy Rate

	2000	% of Total	2008	% of Total
Total housing units	20,616	100.0%	25,020	100.0%
Occupied housing units	18,804	91.2%	21,270	85.0%
Owner-occupied housing units	10,677	51.8%	11,112	44.4%
Renter-occupied housing units	8,127	39.4%	10,158	40.6%
Vacant housing units	1,812	8.8%	3,750	15.0%

Source: American Community Survey 2008

Table 10 shows the households in Ocala by income level and the percentages of income that those households paid for housing. Household's that pay more than 30% of their income for housing are considered "cost burdened" as defined by the Department of Housing & Urban

Development (HUD). Approximately 27% of households in Ocala are classified as cost burdened compared to 29% throughout the state. [9]

Table 10: Households by Income and Amount paid for Housing, 2008

Income Category	Household Income as percentage of Area Median Income (AMI)	0-30%	30-50%	50% or more	Totals
Extremely Low	<=30% AMI	777	313	1,268	2,358
Very Low	30.01-50% AMI	872	900	827	2,599
Low	50.1- 80% AMI	2,438	1,232	367	4,037
Moderate	80.1- 120% AMI	4,120	588	141	4,849
High	120+% AMI	7,766	260	100	8,126
Totals		15,973	3,293	2,703	21,969
Percentage of totals		72.7%	15.0%	12.3%	100.0%

Source: Shimberg Center, Univ of Florida

The households in the extremely low and very low category have a difficult time finding affordable housing in the City. 67% of the households within these categories are considered cost burdened which compares with 69% statewide.[10] The percentage of cost burdened households drops significantly for the low and moderate income households in Ocala where only 21% are cost burdened compared to 31% statewide.[11]

Table 11 shows that the percentage of very low income households that are cost burdened compared to the number of households in the City as a whole, is low in comparison to similar communities in Florida.

Overall, while affordable housing is a priority, particularly for households in the extremely low and very low categories, the City compares favorably to the state and other nearby metropolitan areas in terms of providing affordable housing.

[9] Shimberg Center Florida Housing Clearinghouse data 2008
[10] Shimberg Center Florida Housing Clearinghouse data 2008
[10] Shimberg Center Florida Housing Clearinghouse data 2008

Table 11: Households with Cost Burden Above 30% and Income Below 50% AMI - All Households, 2008

Place	Households	Percent of All Households (%)
Ocala	3,308	15.1
Gainesville	13,125	26.0
Daytona Beach	6,832	23.9
Lakeland	6,237	15.6
Orlando	17,892	17.5
Tampa	24,723	17.7

Source: Shimberg Center, University of Florida

Commuting to Work

The numbers in Table 12 indicate that Ocala commuters rely almost completely on the automobile. Commuters using cars has decreased slightly between 2000 and 2008 but carpooling has also decreased in the same time period. According to the American Community Survey, public transportation is not being used at all for work-related commuting. This is misleading, as the majority of the approximately 1,500 daily passengers of the regional public bus system (SunTran) are commuters. But it underscores the point that public transit is not considered an option except for a very small segment of Ocala commuters. Those who walk or bike represent less than 2% of the commuters. The percentage of people working at home has increased slightly since 2000.

Table 12: Commuting to Work

Year	2000	2008
Workers 16 years and over	18,439	21,757
Means Of Transportation To Work		
Car, truck, or van	93.10%	92.50%
Drove alone	81.40%	84.50%
Carpooled	11.80%	8.00%
In 2-person carpool	9.30%	6.50%
In 3-person carpool	1.40%	0.90%
In 4-or-more person carpool	0.60%	0.50%
Public transportation (excluding taxicab)	0.40%	0.00%
Walked	2.10%	0.60%
Bicycle	0.90%	1.10%
Taxicab, motorcycle, or other means	0.20%	2.40%
Worked at home	2.60%	3.40%
Other means	0.60%	0.00%
Mean travel time to work (minutes)	19.8	19.7
Place of Work		
Worked in the City		70.00%
Worked outside City		30.00%

Source: 2008 American Community Survey and 2000 Census

Table 13: Future Land Use Acreage within the City

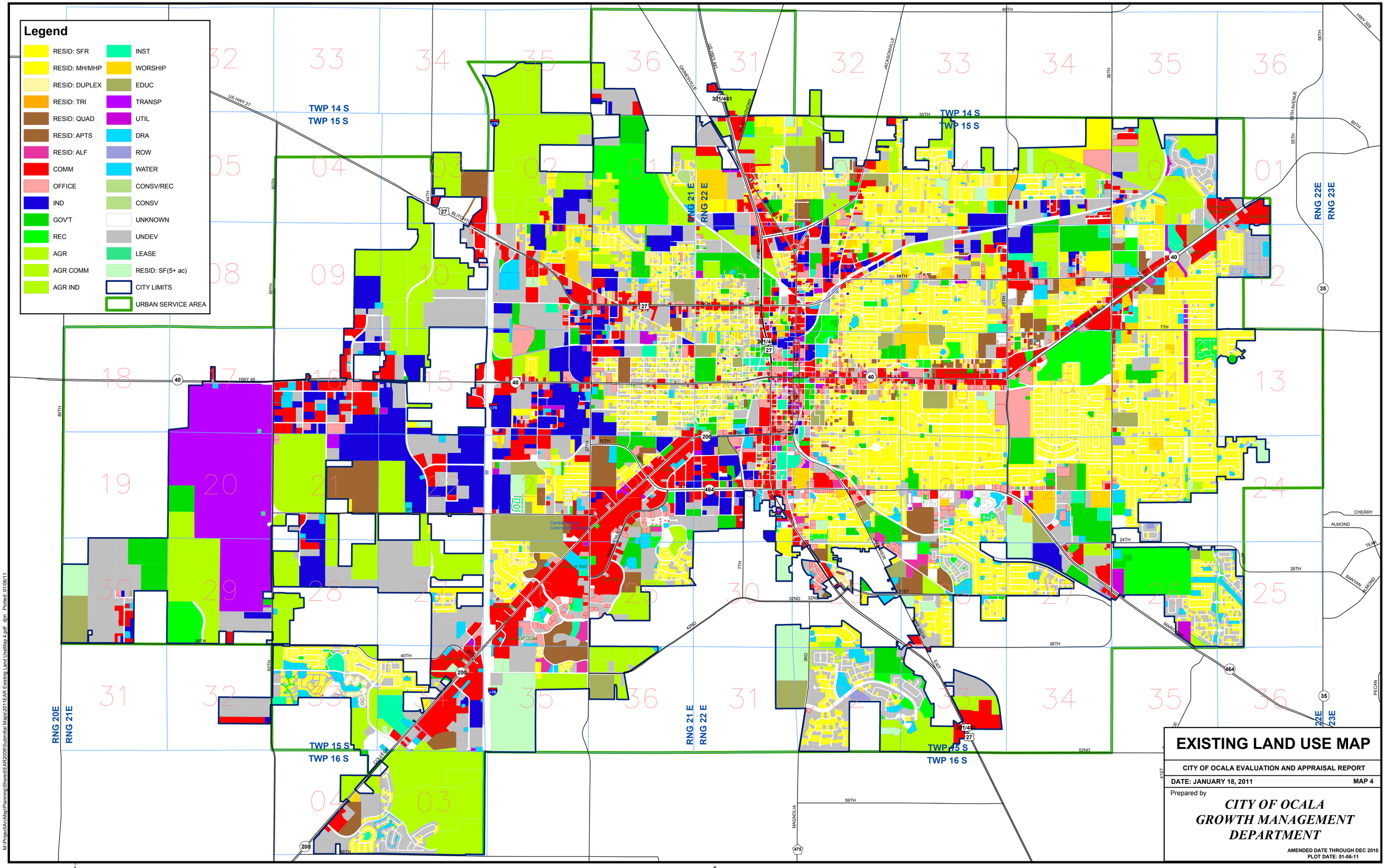
Future Land Use	Acreage
Agriculture	228.27
Downtown Commercial	69.36
High Density Residential	756.68
Heavy Industrial	208.97
Low Density Residential	7,769.57
Light Industrial	1,761.27
Medium Density	3,153.79
Medium Industrial	2,282.63
Mixed Use 1	37.43
Mixed Use 2	33.18
Neighborhood Business	108.81
Public Buildings &	3,823.31
Pending	170.44
Professional Services	665.63
Recreation and Open	664.58
Retail Services	2,790.19
Very High Density	5.98
Wholesale & Other	549.58
Totals	**25,079.68**

Source: City of Ocala Growth Management Department

Existing Land Use Analysis

The data shown in Table 14 shows the total amount of acreage and corresponding percentage of the total acreage for each existing land use for both the start and end of the study period. As shown in the Table, single family residential comprises the most acreage in the City with agricultural and undeveloped lands also having a high percentage. It is important to note that tax advantages are the main reason for the large amount of acreage that is classified as agricultural. A small percentage of land in the City (less than 1%) has a Future Land Use designation of agriculture as shown in Table 13. The amount of undeveloped land has increased by less than 100 acres but which accounts for approximately 2% less of the total land use acreage since the last EAR-based amendments were adopted in 2001. Commercial uses have increased by greater than 1% and Agricultural uses have decreased by slightly more than 3%. All other categories have minimal changes in the overall percentage of total land use. This is an indication that much of the land the City has annexed over the past decade has either not developed or is displacing development from other parts of the City. Maps 4 and 5 spatially display the existing land use for years 2010 and 2001 respectively.

2011 EAR - CITY OF OCALA EXISTING LAND USE



2011 EAR - CITY OF OCALA 2001 EXISTING LAND USE

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Table 14: Existing Land Use Classification
Based upon current Property Tax Classification

Existing Use Classification	2010 Acreage	2010 Percent	2001 Acreage	2001 Percent
Agriculture	4083.81	16.19%	4151.39	19.21%
Commercial	2337.74	9.27%	1704.21	7.89%
Conservation	8.07	0.03%	8.07	0.04%
Drainage Retention Areas	619.16	2.46%	366.85	1.70%
Education	631.95	2.51%	504.04	2.33%
Government	1049.82	4.16%	825.51	3.82%
Industrial	1585.25	6.29%	1297.66	6.00%
Institutional	296.69	1.18%	162.19	0.75%
Office	700.48	2.78%	610.83	2.83%
Recreation	926.68	3.67%	887.24	4.11%
Residential: Duplex	101.48	0.40%	96.81	0.45%
Residential: Mobile	322.94	1.28%	259.50	1.20%
Residential: Multifamily	790.55	3.13%	615.92	2.85%
Residential: Single Family	5,556.49	22.03%	4798.09	22.20%
Transportation/ROW	1143.70	4.54%	1082.14	5.01%
Undeveloped	4166.92	16.52%	3616.19	16.73%
Unknown	335.26	1.33%	185.85	0.86%
Utilities	106.54	0.42%	85.67	0.40%
Worship	454.49	1.80%	352.53	1.63%
Totals	**25,218.01**	**100.00%**	**21,610.69**	**100.00%**

Source: Marion County Property Appraiser
NOTE: totals may not add up to 100% due to rounding off.

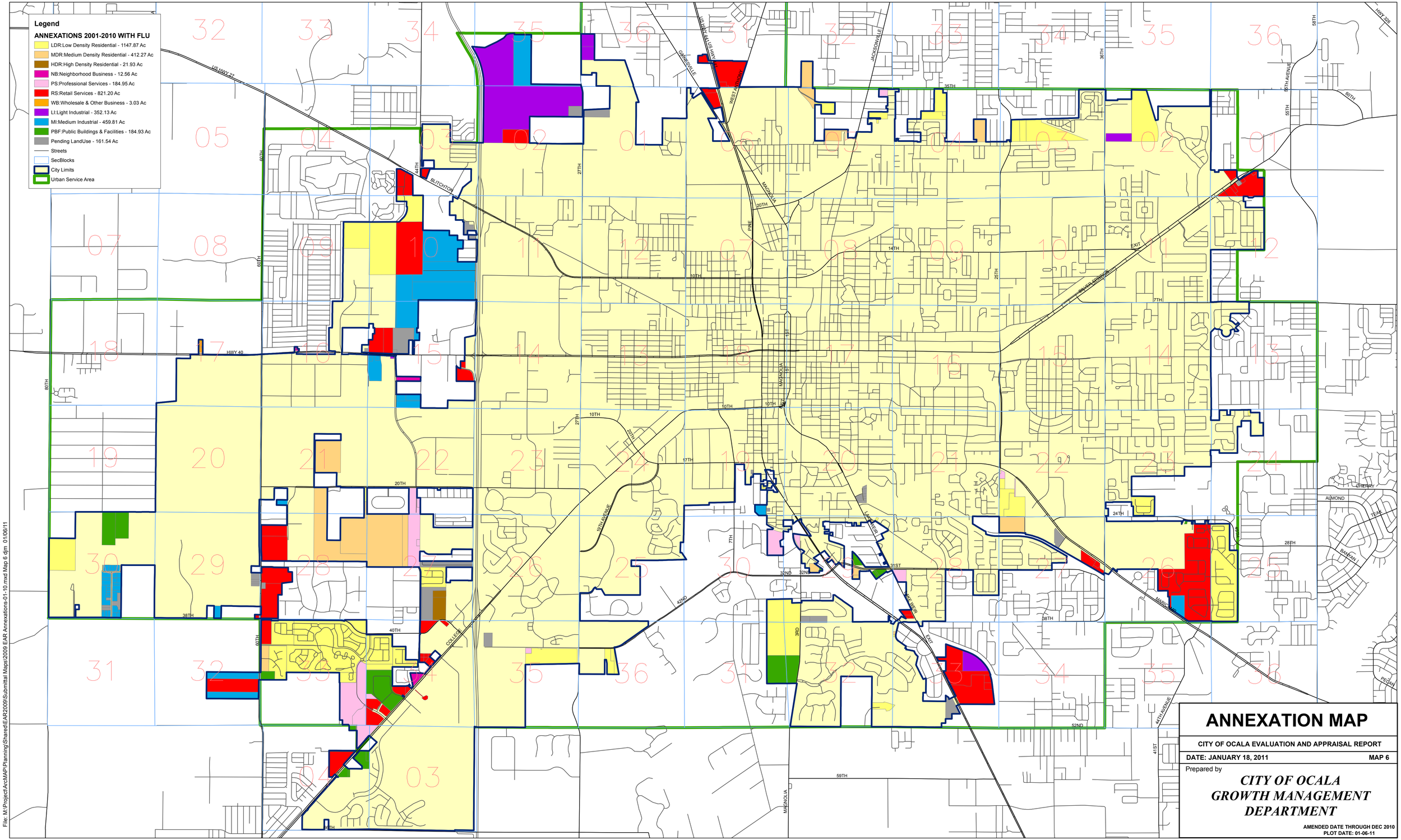
Annexation

Table 15 lists the acreage that has been annexed into the City during the study period and Map 6 shows the annexed properties with their corresponding Future Land Use Designation. The City annexed 3,762.24 acres between January 2001 and June, 2010 either through voluntary annexation or referendum. Annexation has expanded the City's boundaries to both accommodate new growth and absorb established commercial and residential areas previously outside the City limits.

As indicated in Table 15, the vast majority of the acreage annexed into the City has been designated for low density residential development. The City has also annexed a relatively large amount of property for retail services, the vast majority of which is located along arterial roadways such as US 441, SR 200, SR 40 and NW/SW 60th Avenue.

Undeveloped properties that were annexed into the City were in areas that were located at or near existing utility services. The terms of any future development of these areas would require that they connect to City services.

2011 EAR - ANNEXATIONS JAN 1, 2001- JUN 30, 2010



ANNEXATION MAP

CITY OF OCALA EVALUATION AND APPRAISAL REPORT

DATE: JANUARY 18, 2011 MAP 6

Prepared by

CITY OF OCALA
GROWTH MANAGEMENT
DEPARTMENT

AMENDED DATE THROUGH DEC 2010
PLOT DATE: 01-06-11

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Table 15: 2001 – 2010 Property Annexed into the City
With corresponding Future Land Use Designation and Acreage

Future Land Use	Acreage
High Density Residential	21.93
Medium Density Residential	412.27
Low Density Residential	1147.87
Light Industrial	352.13
Medium Industrial	459.81
Neighborhood Business	12.56
Public Buildings & Facilities	184.93
Professional Services	184.95
Retail Services	821.21
Wholesale & Other Business	3.03
Pending	161.55
Totals	**3,762.24**

Source: City of Ocala Growth Management Department

Table 16: Approved Comprehensive Plan Amendments

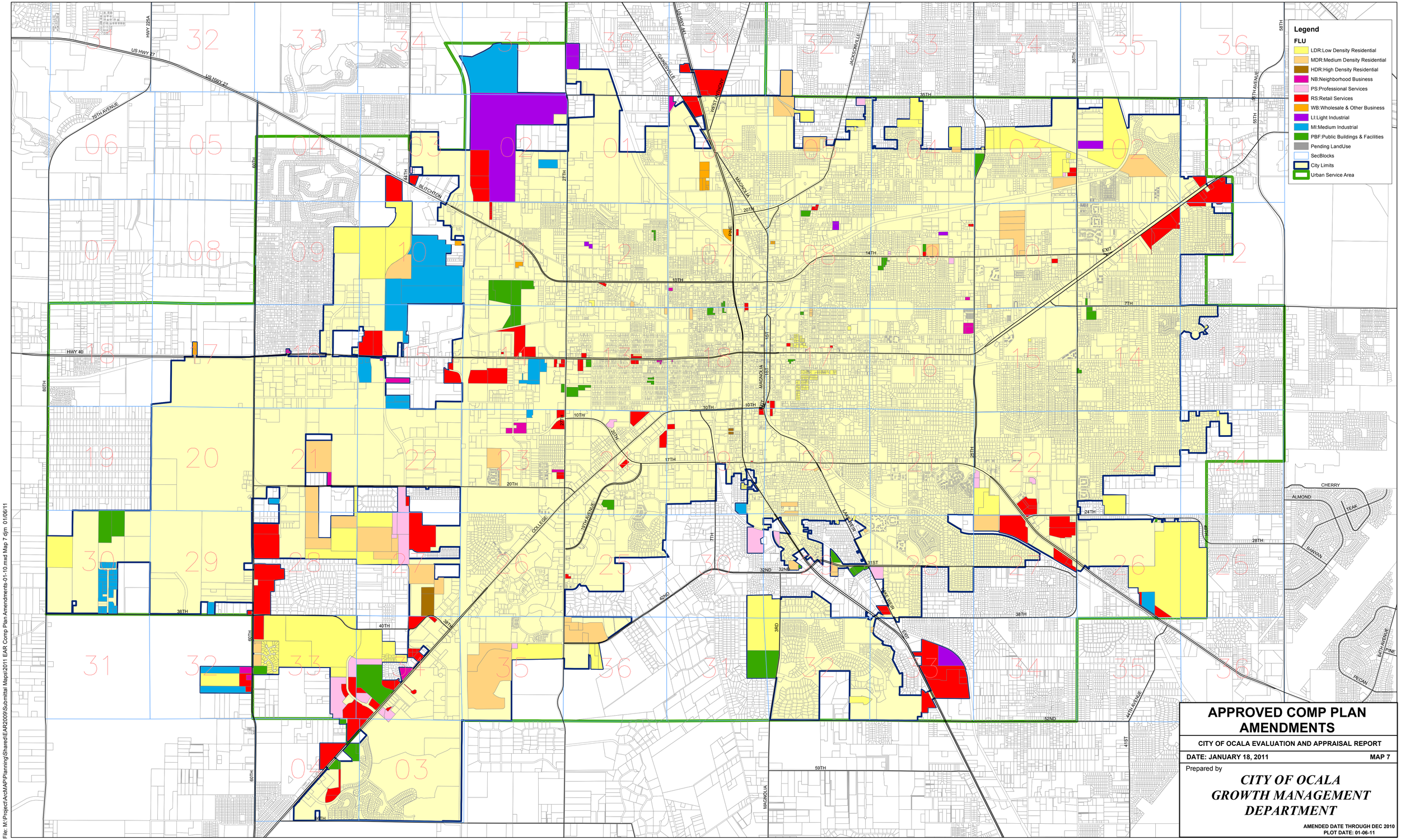
Future Land Use	Number of Amendments	Acres
Agriculture	1	5.000
Low Density Residential	43	1,473.320
Medium Density Residential	30	856.330
High Density Residential	3	42.070
Light Industrial	10	381.290
Medium Industrial	18	588.397
Neighborhood Business	15	61.310
Public Buildings and Facilities	35	340.710
Professional Services	17	186.700
Recreation and Open Space	2	37.310
Retail Services	71	961.050
Wholesale and Other Business	8	28.270
Downtown Commercial	2	1.760
Totals	255	4,963.500

Source: City of Ocala Growth Management Department

Comprehensive Plan Amendments

Table 16 shows the total number of Future Land Use amendments during the study period with Map 7 showing their spatial location. The 255 land use map amendments indicate a tendency towards incremental planning rather than comprehensive planning since the completion of the last EAR in 1998. Thirty-one of the adopted Future Land Use changes included parcel specific policies that were added to the Future Land Use element (under FLUE Policy 12). There were

2011 EAR - COMPREHENSIVE PLAN AMENDMENTS JAN 1, 2001- JUN 30, 2010



APPROVED COMP PLAN AMENDMENTS

CITY OF OCALA EVALUATION AND APPRAISAL REPORT

DATE: JANUARY 18, 2011 MAP 7

Prepared by

CITY OF OCALA
GROWTH MANAGEMENT
DEPARTMENT

AMENDED DATE THROUGH DEC 2010
PLOT DATE: 01-06-11

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2011 EAR - FUTURE LAND USE 2012

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also approximately twenty 163 Development Agreements that were adopted by the City during the planning time period.

The Future Land Use policies/163 Development Agreements restricted the development intensity/density, and mix of uses for the subject parcels. The vast majority of these amendments addressed five major issues: 1) limitations on intensity/density due to roadway capacity, 2) buffers and site issues, 3) signage, 4) traffic study/analysis and associated improvements, and 5) access management. Other issues that were addressed were construction standards due to proximity to the airport, underground utilities, and development agreements to address landscaping, site design, architectural characteristics, limitation on uses and development as a Planned Unit Development. These policies and development agreements dilute the City's land use designations and can cause confusion and a lack of surety in the development process. The largest amount of land use changes have been for Low Density Residential, comprising approximately 30% of the total land use changes during the study timeframe. Low Density is a single use residential category that allows mixed use only if the property is developed as a Planned Unit Development. Retail service represents the next highest amount of land use changes based on acreage. The retail services land use has resulted in mostly strip development along the City's arterial corridors. In many cases, these uses did not have cross-access to other retail services or to adjacent less intensive uses. This has resulted in a vehicular dominated development pattern with poor access management on many of the City's arterial roadways. In addition, the lack of connectivity to adjacent residential areas and less intensive uses results in a lack of a sense of place for large portions of the City. This condition is best represented by the SR 200 corridor from Pine Avenue to the western City limits.

Vacant Land for Future Development

The gross amount of vacant developable land in the City of Ocala is 8,374.88 acres. This figure was determined by adding together the acreage for the following three existing land use/property tax classifications as provided by the Marion County Property Appraiser's Office (as shown in Table 17): 1) vacant undeveloped properties, 2) agriculture, and 3) parcels greater than 5 acres with an existing land use designation of single-family. Approximately 1,000 acres of the developable property currently have approved development plans.

The agriculture land may have a different Future Land Use designation but is currently being used for agricultural purposes (exemption) such as pine tree harvesting.

Parcels greater than 5 acres with a single family residential designation and are currently developed with a single family residential unit but could be subdivided under their current Future Land Use designation.

2011 EAR - CITY OF OCALA VACANT LAND AND APPROVED DEVELOPMENT - JAN 2007 THRU JULY 2010

CITY OF OCALA
APPROVED DEVELOPMENT &
VACANT PROPERTY

CITY OF OCALA EVALUATION AND APPRAISAL REPORT

DATE: JANUARY 18, 2011 MAP 9

Prepared by

CITY OF OCALA GROWTH MANAGEMENT DEPARTMENT

AMENDED DATE THROUGH DEC 2010
PLOT DATE: 01-06-11

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Table 17: Vacant and Developable Land

Description	Count	Acres
Vacant Residential	3,379	1,636.52
Vacant Commercial	527	1,023.42
Vacant Industrial	250	1,006.77
Vacant Institutional	24	31.21
Agriculture	149	4,083.81
Single Family Residential Greater than 5 acres	23	593.15
Totals	**4,352**	**8,374.88**

Source: The City of Ocala Growth Management Department

As provided in Table 17 and shown spatially in Map 9, the largest amount of vacant land in the City is currently designated for residential uses. The large residential subdivisions of Bellechase, (in the south off of South Pine Avenue), BAYI in the northwest quadrant (off of US 27, west of I-75) and the Heath Brook DRI in the southwest (located off of SR 200, west of I-75) represent the largest concentration of vacant residential development. It should also be noted that much of the vacant residential property is located toward the fringes of the City within low density, large lot subdivisions.

The majority of vacant industrial land is located on the west side of the City in close proximity to I-75. The I-75 corridor is the primary north-south transportation route through Central Florida.

State arterial roadways, South Pine Avenue, Southwest SR 200 and East SR 40 are areas with the largest concentration of vacant commercial areas.

Approved Development by Type

Table 18: Approved Residential Units

Type of Unit	2007	2008	2009/2010
Apartment	370	867	-
Condominium/Townhouse	752	-	-
Single Family detached	1,961	834	289
Adult Congregate Living Facility	-	203	176
Motel	-	-	81
Totals	**3,083**	**1,904**	**546**

Source: City of Ocala Growth Management Department

Table 18, shows proposed projects, such as site plans and subdivisions that have been approved over the past three years but remain undeveloped. The three-year timeframe indicates recent planned development activity in the City. Over the last three years, 55.7% of the approved

residential development has been for single family housing units. This percentage is higher than the current ratio between single family homes and total residential which was provided in Table 6 which shows a ratio of 50.8%. It is important to note that almost 5,000 residential units were approved in 2007 and in early 2008 before the national economic crisis began to slow growth. The majority of these units has not been constructed but continues to maintain development approval. Since 2008, there has been a noticeable decrease in the approval of new residential units. New Adult Congregate Living Facilities has been the one residential use that still shows signs of activity due in large part to the aging population. The spatial location of the approved projects is shown on Map 9.

A similar trend is shown with non-residential projects in the City. As the residential market became oversaturated and began to slow, more commercial projects were submitted to the City as evidenced by the increase in commercial square footage in 2008. Table 19 shows that since 2008, there has been a noticeable decrease in the approval for commercial and other non-residential activity. The exception is a number of industrial projects that have been approved; due in large part to tax and other incentives that have been offered by the City of Ocala, Marion County and the State of Florida.

Table 19: Approved Square Footage of Non-Residential Projects 2007-2010

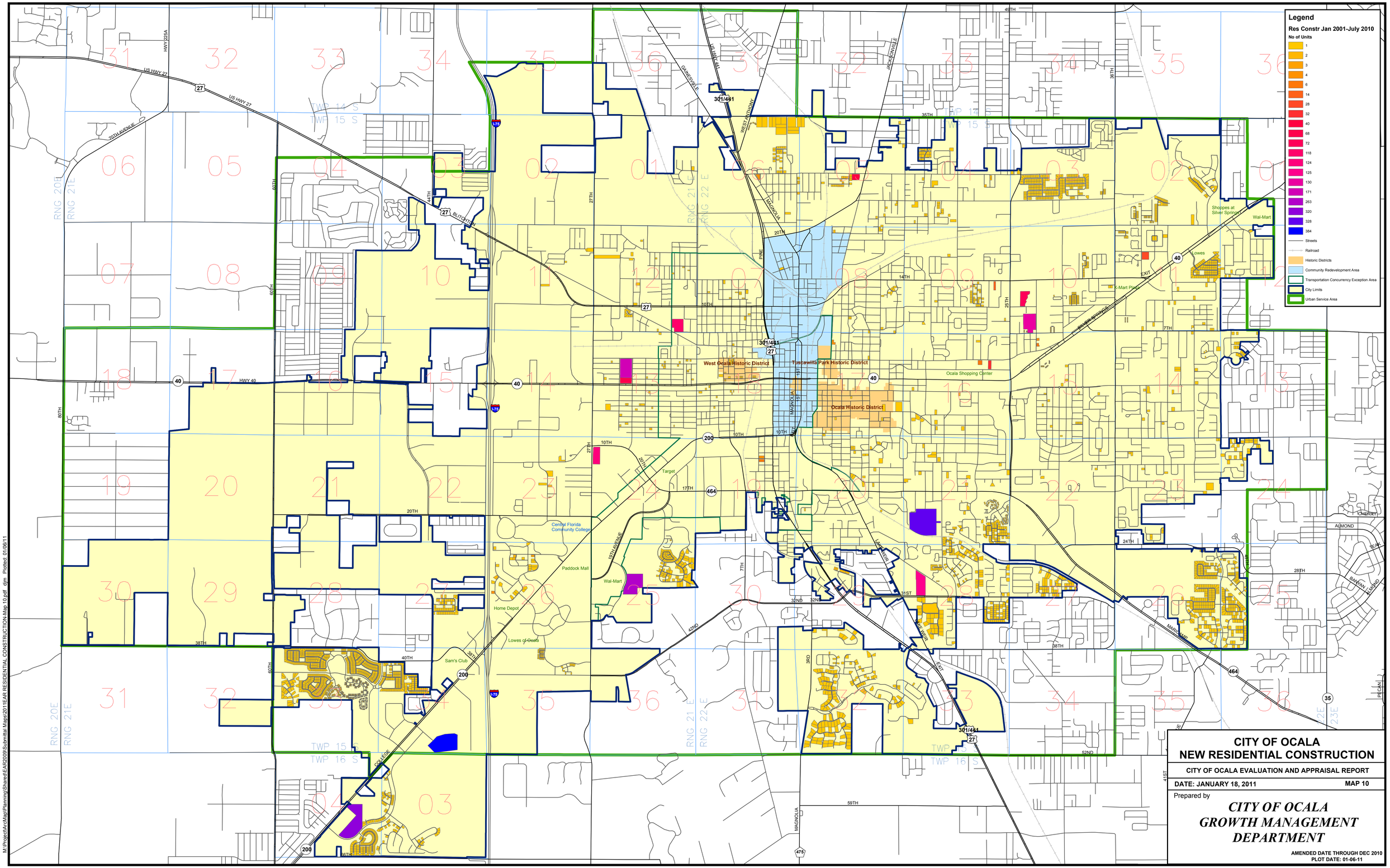
Use Type	2007	2008	2009/2010
Commercial	270,067	460,620	50,585
Professional Office	226,038	42,833	6,593
Industrial	346,611	280,600	640,766
Education	42,349	-	23,647
Government	38,972	18,384	-
Institutional	5,536	-	-
Recreation	11,894	-	-
Totals	**941,467**	**802,437**	**721,591**

Source: City of Ocala Growth Management Department

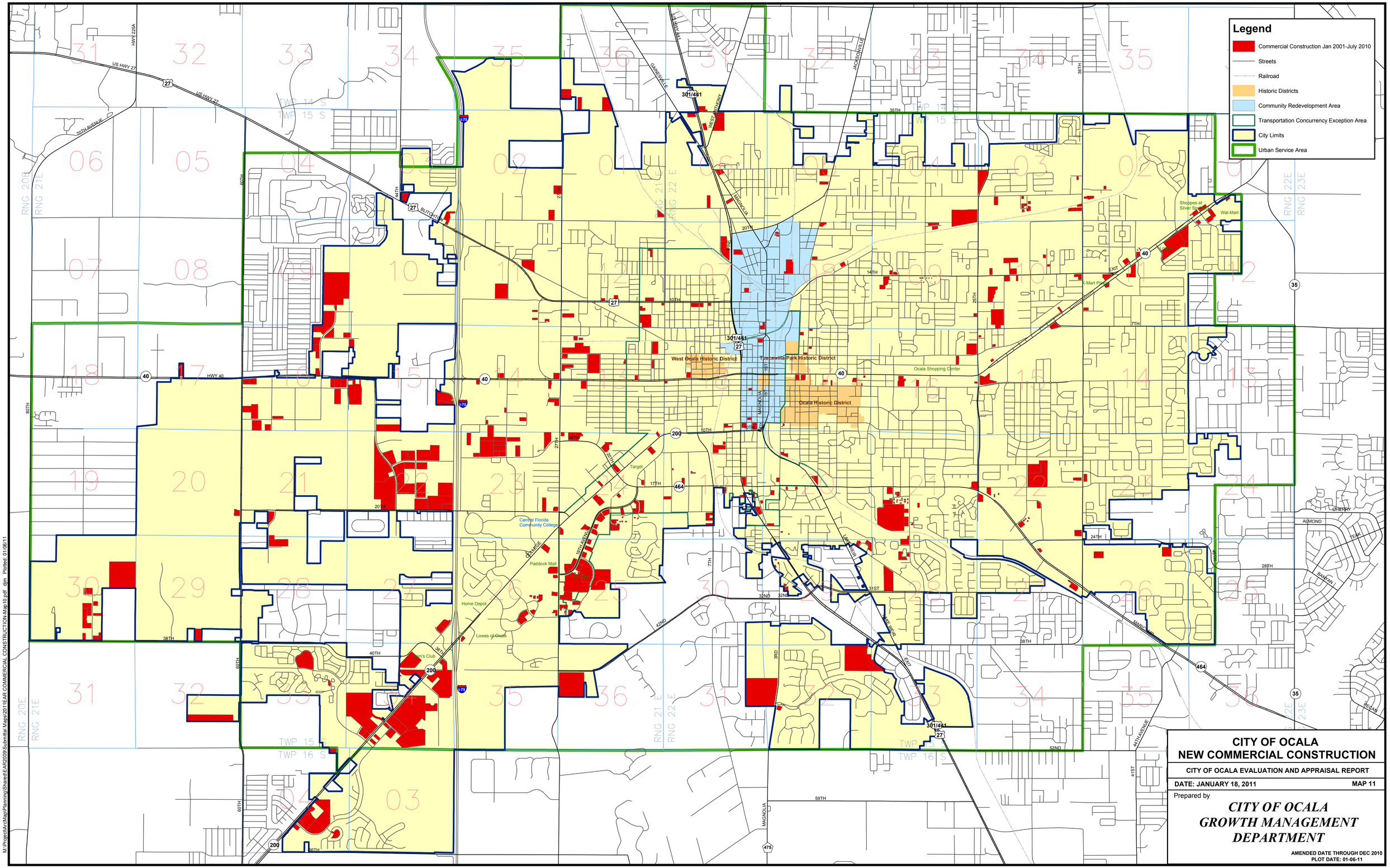
Location of Development Relative to Location Anticipated in the Comprehensive Plan

As evidenced by the Future Land Use Map (Map 8) and the New Construction Maps (Map 10 & 11) that spatially provide the location of approved certificate of occupancies by use type, development has generally occurred in areas where infrastructure capacity was available or anticipated in order to accommodate growth. In 1996, the City entered into a Water and Wastewater Territorial Service Agreement with Marion County which includes a territorial boundary that delineates the City and surrounding area where the City has the right of first refusal for all development looking to connect to a central water and sewer system. The City has grown within this boundary (shown on submittal maps as the Urban Service Area) with the following exceptions:

2011 EAR - CITY OF OCALA NEW RESIDENTIAL CONSTRUCTION - JAN 2001 THRU JULY 2010



2011 EAR - CITY OF OCALA NEW COMMERCIAL CONSTRUCTION - JAN 2001 THRU JULY 2010



- Approximately 800 acres of the Heath Brook DRI development on SR 200;
- Approximately 65 acres of land with a future land use designation of industrial and commercial located in the 5000 Block of SW 60th Avenue;
- Approximately 25 acres of land with a future land use designation of residential on NW 44th Avenue; and
- Approximately 17 acres of land with a future land use designation of residential located at NW 2nd Avenue and NW 35th Street.

Non-residential Uses:

Retail, service and wholesale commercial uses have been constructed predominantly on SR 200, East SR 40 and SW 19th Avenue Road. Two large shopping malls, Berkshire Oaks and Heath Brook Commons have been constructed on SR 200 west of I-75 which has contributed to the changing character of that area from agriculture, low intensity uses to big box retail and higher intensity uses. Big box retail development has also begun to encroach into low density residential areas in the east and south east areas that had resisted non-residential uses in the past. The most notable of these developments include the Lowes Commerce Center and the Alderbrook commercial subdivision on East SR 40 and the Publix at Park View Commons (under construction) at SE 30th Avenue and SR 464.

Industrial development has occurred predominantly west of I-75 in the build-out of industrial subdivisions such as Meadowbrook and the Ocala International Commerce Park. More industrial subdivision development is planned with the future development of the Magna Business Park and the Ocala Business Park at Ocala International Airport in the northwest and southwest quadrants respectively.

Residential Uses:

Single-family:

As illustrated in 10, the majority of single family residential units have been constructed in the southeastern and southwestern quadrants of the City. The most development activity has occurred in the following two planned developments:

- Fore Ranch, located off of SR 200 and SW 48th Avenue (west of I-75); and
- The Magnolias, located off of Maricamp Road and SE 24th Street (southeast quadrant).

The majority of the single family units in the northeastern quadrant have been constructed in the following two subdivisions:

- Autumn Ridge, which is located behind Lowes on SR 40; and
- Raven Glen, located on NE 28th Street just west of NE 36th Avenue.

There has been very little single-family development in the Northwest quadrant during the 9 year study period.

Multi-family:

Table 20 provides a list of large multifamily projects that have been completed during the study period.

Similar to the single family residential pattern the majority of new units are located in the southern quadrants. However, the southeast quadrant has generally had very few large apartment complexes due to neighborhood opposition. The majority of large multifamily projects in this quadrant have consisted of Adult Congregate Living Facilities (ACLF) which has less impact on surrounding neighborhoods. The lone exception to this pattern is the Deerwood Apartment complex which is located off of SE 17th Street and involved an extensive public hearing process prior to approval. One of the highest concentrations of density in the City is located along the Southwest 27th Avenue corridor north of SR 200. This is the location where many of the developments in the southwest have been constructed such as Magnolia Walk and Green Gable Apts.

The Northwest has two large multifamily projects: Blitchton Station and Laurel Park Apartments. The construction of both phases of Triple Crown Apartments represents the largest multifamily project in the northeast; however there are a number of smaller apartment complexes in this quadrant particularly along NE 2nd/3rd Street west of NE 25th Avenue.

Table 20: Multifamily Projects Greater than 40 Units

Name	Address	Acres	Units
NE Quadrant			
Triple Crown Apartments	2701 NE 7TH ST	12.54	130
Triple Crown Apartments Phase II	2631 NE 10TH ST	5.97	72
Twin Oaks Apartments	830 NE 28TH ST	2.58	40
Sub-totals		**21.09**	**242**
NW Quadrant			
Blitchton Station Apartments	1741 NW 7TH ST	7.95	118
Laurel Park Apartments	100 NW 23RD AVE	13.81	171
Laurel Park Apartments Phase II	100 NW 23RD AVE	3.27	68
Sub-totals		**25.03**	**357**
SE Quadrant			
Deerwood Apartments	1850 SE 18TH AVE	35.42	328
Hampton Manor ACLF	1810 SE 16TH AVE	2.67	42
Windsor of Ocala ACLF	2650 SE 18TH AVE	3.13	84
Ocala Retirement Residence ACLF	1661 SE 31ST ST	12.50	125
Sub-totals		**53.72**	**579**
SW Quadrant			
Heath Brook Estates	4900 SW 46TH CT	24.22	384
Heath Brook Highlands	5101 SW 60TH ST RD	25.54	320
Grand Reserve Apartments	3001 SW 24TH AVE	18.28	263
Magnolia Walk Apartments	2601 SW 10TH ST	2.48	144
Magnolia Walk Apartments Phase II	2603 SW 10TH ST	3.19	64
Green Gable Apartments	2600 SW 10TH ST	6.64	124
Sub-totals		**80.35**	**1,299**
Totals		**180.19**	**2,477**

Source: City of Ocala Growth Management Department

Chapter 5 – SUCCESSES & SHORTCOMINGS

Assessment of Comprehensive Plan: Successes and Shortcomings

The following provides a brief summary of the successes and shortcomings of the implementation of the objectives and policies of each of the eleven elements of the City's Comprehensive Plan. Additional amendments needed for these elements are also identified within Chapter 7 which details the Regulatory Changes in Growth Management Laws.

Future Land Use Element

As demonstrated in the analysis earlier in the Community-Wide Assessment regarding the location of development, the Future Land Use Element was successful in directing development into areas where existing infrastructure was available in the City. The implementation of the Element created an undesirable development pattern relating to form and function. Based on the findings of the Ocala 2035 Vision Plan, the current structure of the Future Land Use Element will require a complete rewrite to implement a changing planning paradigm of the City. The Future Land Use Element will need to be revised to meet the following outcomes:

- Implement the Vision Map that was created through the Ocala 2035 Vision process. The Map specifies the desired development intensity and transportation pattern throughout the City;
- Identify and promote neighborhood sub-areas of the City. An evaluation process with extensive public participation shall be undertaken to create a sense of place based on the unique identity of these communities;
- Future Land Use Designations shall be revised and consolidated to encourage more mixed use and flexibility in development patterns;
- Strengthen the urban development of the Downtown and other higher intensity areas as identified through the Visioning process;
- Implement strategies to promote energy efficient land use patterns such as mixed-use, infill, redevelopment, and higher intensity development;
- Provide for the protection of the significant natural resources of the City;
- Create a methodology to analyze potential annexation areas by evaluating the compatibility of land uses and fiscal impacts; and
- To assure compliance with the Ocala 2035 Vision principles related to site development, the Element shall:
    - Identify and provide for architectural design standards;
    - Provide site layout standards to achieve the desired function and form; and
    - Provide for the identified level of connectivity.

Because of this clear need for the overall rewrite of the Future Land Use Element, the identification of the successes and shortcomings are not provided.

Transportation Element

With the exception of the following state maintained roadway facilities the City's existing Level of Service for roadways meets the adopted standards[12]:

- SR 200 from SW 35th Terrace to SW 27th Avenue
- SR 464 from SR 200 to SW 7th Avenue
- SR 464 from SE 11th Avenue to SE 25th Avenue

As a result of the passage of Senate Bill 360, the City is a Dense Urban Land Area (DULA) and as a result:

- The City is no longer required to meet state mandated transportation concurrency requirements.
- The City is required to create a Mobility Plan that implements multi-modal forms of transportation.

Successes

The primary success of the implementation of the Transportation Element is that roadway facilities are currently meeting adopted Level of Service standards. This is due to the City's coordination with Marion County in the implementation of transportation impact fees and developer mandated improvements to the City's roadway network.

Shortcomings

The primary shortcoming of the Transportation Element is its singular focus on roadway capacity and vehicular movement. The current Level of Service standard does not take into account multi-modal transportation such as pedestrian, bicycling or transit.

Recommendations

The results of the Ocala 2035 Vision directed the City to offer viable multi-modal transportation options and move away from a single use vehicular dominated development pattern. The visioning process as well as the City's new designation as a Dense Urban Land Area has resulted in a paradigm shift in how the City addresses transportation related issues. A complete rewrite of the current Transportation Element will be required.

[12] Ocala/Marion County TPO Road Segment Data, 2008

Housing Element

The stated goal of the Housing Element is: "To encourage and promote the availability of affordable, decent, safe and sanitary housing to meet the needs of present and future population of the City."

Although not specifically mentioned in the Housing Element, the City provides the following state and federally funded services:

- *CDBG Housing Rehabilitation Program* repairs houses for low-income owners to bring the houses back to standard condition. Includes roof repairs, heating, plumbing and electrical work, floors and structural repairs, and handicapped accessibility.
- *HOME Investment Partnership Program* is a joint effort with Marion County through a Marion County Consortium to expand the supply of decent, safe, sanitary and affordable housing.
- *State Housing Initiatives Partnership (SHIP)* promotes strategies to increase home ownership opportunities and affordable housing units in the City. In partnership with local mortgage lenders, builders, non-profit developers, and real estate agents, the program provides down payment and closing cost assistance for low-income, first-time home buyers building a new or buying an existing house.
- *Community Development Block Grant (CDBG)* is received by the City from the U.S. Department of Housing and Urban Development to provide decent housing, create suitable living environments and expand economic opportunities for low and moderate income persons. City CDBG projects include housing rehabilitation, clearance and demolition, recreation upgrades, economic development and qualified public service.

In addition, the City has created, funded and administered the following programs for housing rehabilitation and infrastructure improvements in blighted and at-risk neighborhoods:

- ***Houses to Homes:*** The City provides additional resources to assist income qualified neighborhood residents participating in the City's existing CDBG Housing Rehabilitation Program.
- ***Affordable Housing Incentive Fund:*** The City provides additional resources to encourage new construction and rehabilitation of affordable housing by offering funds to offset City-imposed development charges and allowing relaxation of certain development requirements for developers of new affordable housing units.

Successes and Shortcomings

The Housing Element has not been updated since initial approval of the Comprehensive Plan in 1991. The current objectives and policies are outdated and no longer relevant to the city's

mission regarding Housing. As a result, the identification of the successes and shortcomings are not provided.

Recommendations

Because the existing Housing Element does not address the current programs available in the City there is a clear need for the overall rewrite of the Housing Element.

Sub-Elements (Infrastructure)

Infrastructure is included in the following Sub-elements:

- Sanitary Sewer
- Solid Waste
- Stormwater Management
- Potable Water
- Natural Groundwater Aquifer Recharge

Sanitary Sewer

Successes

In 2007, The City adopted an ordinance requiring that operating septic tanks be discontinued. Depending on the location and the proximity to the City's wellhead, the septic tanks are required to be discontinued or removed within 1 to 7 years ending in 2014.

Shortcomings

There are currently only a limited number of reuse water meters in use.

The majority of objectives and policies that are provided in the sanitary sewer sub-element were accomplished prior to the planning period (2001) such as connection to City sewer for new development, interlocal agreement with Marion County to establish a territorial service boundary etc.

Recommendations

- Include policies to remove septic tanks that are consistent with the Land Development Regulations ordinance.
- Eliminate objectives and policies that have been met and are no longer applicable; and
- The City needs to expand reuse water by providing mandatory connection criteria and to partner with the private sector to make the expansion of re-use lines economically viable.

Solid Waste

Successes

The City continues to operate under a contractual agreement for unlimited tonnage.

Shortcomings

The contractual agreement expires in the year 2013. The Solid Waste Element does not address recycling.

Recommendations

Expand current recycling efforts to comply with the provision of HB 7243.

Stormwater Management

Successes

The City has implemented Land Development Regulations that require stormwater collection facilities to provide capacity for the runoff for a 100-year, 24-hour design storm for closed basins which is consistent with the St. John's and Southwest Florida Water Management District Requirements.

The City has constructed and/or expanded the following facilities for additional stormwater flood relief and improved water quality:

- Tuscawilla
- Thompson Bowl
- SW 17th Street Pond
- City Yard

The expansion of these facilities has been instrumental in removing one of the barriers to downtown development and redevelopment.

In July of 2009, the City passed a Florida friendly fertilizer ordinance as an effort to reduce nutrient runoff to surface water and leaching into ground water through such policies as stormwater management, water conversion, conversion from septic systems to central sewage treatment, public education and development standards.

Shortcomings

In 2008, the City adopted the revised Flood Rate Insurance Maps (FIRM) effective date (August, 2008) from FEMA. The maps increased the number of affected parcels in the City from

approximately 300 to 3,000. The City has hired a consultant Black & Vetch to evaluate the Flood Rate Insurance Maps and to ensure that the affected parcels are being correctly analyzed in regards to potential flooding.

Recommendations

In accordance with Ocala 2035 Vision, include Goals, Objectives and Policies to:

- Evaluate the potential of creating multi-use stormwater facilities;
- Vegetate stormwater facilities;
- Utilize sustainable eco-friendly design; and
- Evaluate the siting of regional treatment and storage facilities.

Potable Water

Successes

The City of Ocala provides potable water and wastewater services to the City of Ocala and the surrounding area (USA). The City adopted a Water Conservation Plan in 2005. The Conservation Plan included:

- A tiered rate structure;
- Elimination of master meters;
- Promotion of educational programs regarding water usage and conservation; and

The per capita consumption for water usage in the City is approximately 107 gpcd (gallons per capita per day) for residential customers. The amount of consumption has been steadily decreasing over the last several years. It is difficult to determine how the above water conservation measures impacted the consumption. There are outside factors such as the economic slowdown and fluctuations in the amount of annual rainwater that affect consumption but there was a noticeable decline in water consumption in 2005, immediately after the tiered rate system was adopted and prior to the economic slowdown. A more detailed analysis is provided in Chapter 3 regarding Water Conservation.

Shortcomings

The City needs to make more progress on expanding the infrastructure for reclaimed/reuse water lines for non-municipal projects. There are currently only a limited number of reuse water meters in use.

The landscape ordinance was not amended to allow xeriscaping as an alternative to irrigation as stated in the existing policies.

Recommendations

- Expand water conservation measures to reflect specific opportunities, including but not limited to; reuse and alternative water supplies;
- Implement a 10-year water supply work program consistent with the St. Johns River Water Management District updated Regional Water Supply Plan;
- Add an objective and policy to require the water accountability rate in the City to 95%;
- The City needs to expand reuse water by providing mandatory connection criteria and to partner with the private sector to make the expansion of re-use lines economically viable; and
- Revise landscape ordinance to allow xeriscaping and require more efficient irrigation requirements that meets the Water Management District standard.

Natural Groundwater Aquifer Recharge

Successes

The City continues to protect the prime groundwater and natural drainage features. The City works with the St. Johns River and Southwest Florida Water Management Districts and the Florida Department of Environmental Protection to address and mitigate impacts.

The City continues to maintain State standards to assure protection of public supply well fields.

The City recently passed an irrigation ordinance that provides for local implementation of the water conservation rule for landscape irrigation provided by the St. Johns River Water Management District.

Recommendations

Include a policy that requires the removal of inactive municipal non-filtered wells.

Conservation Element

The City's goal is "to protect, preserve, conserve, restore, enhance, and appropriately use the natural and man-made resources of the Ocala planning area in a manner that will allow their use for present and future generations." The City is home to numerous significant environmental resources that require appropriate conservation and management.

Successes

The City currently exceeds air quality standards outlined by the Florida Department of Environmental Protection.

As directed by the Comprehensive Plan, the City continues to maintain and enforce a landscaping ordinance that protects and preserves the City's trees. The City has been designated as a "Tree City USA" by the National Arbor Day Foundation.

As directed by the Comprehensive Plan, the City continues to consistently implement the wetland protection requirements of the Land Development Code and relies on the permitting activities of the Southwest Florida Water Management District, St. Johns River Water Management District, Florida Department of Environmental Protection, and the U.S. Army Corps of Engineers to assure the protection, as well as appropriate mitigation, of wetlands.

As directed by the Comprehensive Plan, the City's efforts in combination with external factors have reduced the per capita amount of raw water between 2001 and 2010 for residential uses.

Shortcomings

As was stated in the Needs Assessment section of the EAR, the City's growth over the past decade has been predominantly a vehicular dominated, single use oriented development pattern which has resulted in an inefficient land use pattern that has adversely impacted the City's natural resources such as wildlife, trees and other vegetation.

The City currently does not have an active curbside recycling program.

Currently the City's re-use water lines are isolated in small areas of the City and serve only a small percentage of users.

Recommendations

The primary amendments needed to the Conservation Element are:

- Expand water conservation measures to reflect specific opportunities, including but not limited to; reuse, stormwater capture, and alternative water supplies;
- Implement the water and energy conservation measures identified in Florida House Bill 697;
- Implement a 10-year water supply plan consistent with the St. Johns River Water Management District regional water supply plan;
- Continue to educate City staff and the public on environmental and conservation measures related to tree and ecosystem protection;
- The City needs to expand reuse water by providing mandatory connection criteria and to partner with the private sector to make the expansion of re-use lines economically viable;
- The City shall upgrade the recycling program to comply with the provisions of Florida House Bill 7243; and

- The City shall implement a municipal urban forestry program that addresses: Energy Conservation, Air Pollution, Water Quality Enhancement, Enhanced Property Values, Enhanced Economic Benefits, and City Beautification.

Recreation & Open Space Element

In October of 2010, the City approved a Recreation & Parks Master Plan that is repositioning its approach to recreation and open space. The new approach has outlined the following objectives:

- Public parks and recreation spaces should be designed as organizing elements within the Ocala community;
- Parks should be located within walking distance of every neighborhood and walking distance of one another. The desired maximum walking distance between parks is not to exceed ½ mile;
- The Parks Level of Service for acreage and connectivity shall be met for each City quadrant and the downtown area;
- Develop public greenways and trails to interconnect neighborhoods, parks and commercial areas;
- The development of joint-use facilities with the Marion County School Board should be considered to help alleviate the need for additional park facilities including the expansion of recreational opportunities within neighborhoods where many of the schools are located; and
- To implement the Ocala 2035 Vision that includes the creation of desired greenways and trails to provide greater connectivity through the City.

Successes

The City's adopted Level of Services for parks is 4.6 acres of developed park land for every 1,000 residents. This number is based only on developed park land owned by the City of Ocala. For this calculation only parks designated as Neighborhood or Community are included. Special Use Parks (golf courses, the livestock pavilion) are not included. The City of Ocala currently has 357.6 acres of Neighborhood and Community Parks. This equates to an LOS of 6.0 which is in excess of the adopted LOS standard.

Shortcomings

An analysis done as part of the Recreation and Parks Master Plan shows that, the City currently meets the overall LOS for parks on a city-wide basis, but shows a deficiency of 75 acres of neighborhood parks and a surplus of 157.6 acres of community parks. In addition, when the analysis is broken down into geographical regions, the southwest quadrant has almost no

acreage dedicated to neighborhood parks and conversely the northeast quadrant has no community parks.

In addition to the concerns about the amount of park land, is the concern for walkability. Many of the existing parks are in remote areas that are far away from residential areas which causes residents to have to drive instead of have the option to walk or bike to recreational areas.

Recommendations

Based on the Recreation & Parks Master Plan, substantial changes to the Recreation and Open Space Element will be required. Parks Levels of Service (LOS) for acreage and connectivity shall be met for each City quadrant and the downtown.

Intergovernmental Coordination Element

The City's goal is to "establish and maintain efficient, effective and useful procedures to address multi-jurisdictional planning issues." The City has worked with Marion County, Florida Department of Transportation, (FDOT), Transportation Planning Organization (TPO), and the Withlacoochee Regional Planning Council (WRPC) to address a variety of multi-jurisdictional planning issues ranging from transportation, solid waste, orderly annexation, public schools and Developments of Regional Impact.

Successes

In 2008, the City coordinated with Marion County, the Transportation Planning Organization (TPO) and other cities in Marion County to develop a joint planning process for public school facilities as mandated by Section 1013.33, of the Florida Statutes. The efforts have led to increased sharing of information between the entities so that there is a consistency in the data that is being presented to the public.

The City maintains a Water and Wastewater Territorial Services Area agreement with Marion County for the area immediately adjacent to the City limits, which was adopted in 1996.

In 2002, traffic study guidelines were developed through a coordinated process between staff from the City, County and TPO. As part of the traffic study review process, the City coordinates and includes the County and the TPO comments in the review.

Shortcomings

The creation of a joint planning area for the purpose of addressing annexations, land use designations, infrastructure, permitting, and DRIs has not been accomplished but is being discussed.

Recommendations

Collaborate with Marion County in the development of an interlocal agreement to establish a joint planning area for the purpose of addressing annexations, land use designations, infrastructure, permitting, economic development and DRIs as previously required by policy 3.2 and 3.3.

Evaluate the feasibility of working with Marion County and other governmental entities in the creation of a mobility plan as required by SB 360.

Community Redevelopment Area Element

The CRA Element was originated in 1991 to increase opportunities and incentives for the downtown area as a focus for government, business, cultural and civic pride. Since that time, there have been no changes to the Element's goal, objectives and policies despite having expanded the original boundaries of the CRA to include the North Magnolia business district in 1999. The expansion not only doubled the size of the CRA, but it also brought new challenges due to the industrial nature of the expansion area. The Element is organized around sub-categories with a single goal and associated policies. The categories are: Future Land Use; Traffic Circulation; Housing; Infrastructure; Conservation; Recreation and Open Space; and Intergovernmental Coordination. The effectiveness of the individual Elements related to the sub-areas have greatly contributed to the success of the CRA and the CRA Element.

Successes

Many blighted structures have been either revitalized or demolished. Increased code enforcement has also resolved building and site related issues that contribute to blight. The integration of mixed-use buildings has added to the vitality of the downtown area. Infrastructure elements such as lighting, sidewalks, bike lanes, crosswalks, refuge islands, bulb-outs, streetscapes, drainage, and parks and open space have been added or improved in the CRA.

In accordance with Objective 3, of the Community Redevelopment Area Element of the Comprehensive Plan, the City has provided additional stormwater flood relief and improved water quality through the expansion and re-permitting of stormwater treatment facilities that service the downtown CRA.

In accordance with Objective 4, of the Community Redevelopment Area Element of the Comprehensive Plan, the City adopted a Downtown Master Plan in 2004 that provides an economic analysis, and revitalization and implementation strategies. The Plan included a phased plan covering a 10-year time period. To date, the Plan has resulted in the reuse of a

vacant library building, demolition of vacant or underutilized structures in preparation for redevelopment, preservation of the historic Marion Theater, major streetscape improvements and parking improvements. The plan continues to provide direction for a mixed-use cultural and activity center that has spurred economic development in the CRA.

Shortcomings

This failure to update the Element after the 1999 expansion of the CRA has resulted in the inability of the goals, objectives and policies to adequately address the industrial nature of the North Magnolia business district. There are also many outdated policies to be achieved by a date certain that have been accomplished and are no longer needed.

Specific land development regulations pursuant to Objective 2 of the Community Redevelopment Area Element of the Comprehensive Plan were not comprehensive in nature and failed to address the unique needs of the downtown area.

Recommendations

As it moves toward the Ocala 2035 Vision, the City is looking at the need and feasibility of creating a new CRA(s) and/or expanding the existing boundaries. As previously noted and based on the adopted Vision Plan, the City's change in planning paradigm will require a complete rewrite of the Future Land Use Element. The re-write will address new Future Land Use designations, sub-area plans, and building/site design standards that are specific in nature to the sub-areas and will implement the Ocala 2035 Vision. In support of a longer-term planning period, it has been determined that the CRA Element should be eliminated and that the existing categories of the Element be incorporated into the corresponding Elements and/or into a new Economic Development Element. This methodology will provide a more comprehensive and coordinated review of the City's current and future needs.

Historic Preservation Element

The City of Ocala has a strong sense of history that led to the creation of the Historic Preservation Element in 1991 with "the purpose of ensuring the continued existence of the past in the future." Through a set of 8 goals, Ocala has preserved and protected many of its various historic architectural and archaeological sites.

Successes

Ocala has successfully preserved and protected much of it historical and archaeological sites. The City currently has 4 historic districts listed on the National Register of Historic Places (2 of which carry a local historic district designation), 8 properties individually listed on the National Register and 12 properties listed as locally significant. The Fort King archaeological site was

acquired through joint efforts of the City and Marion County and designated as a National Landmark by the National Park Service in 2004. Several grants allowed the City to conduct archaeological digs and research with an end goal of providing exhibits to the public. Through the cooperation of the City, the Historic Ocala Preservation Society, and Newspaper in Education (Ocala Star Banner) a newspaper that chronicled the historic context and impact that the Fort had on the development of the City and surrounding areas was created for educational use in Marion County Public Schools. Community based efforts are currently underway to obtain National Park status for the Fort King site.

Improvements to all historic districts have been made which have revitalized both residential and commercial areas. The recent report on Economic Impacts of Historic Preservation Update 2010 shows that property values in the two locally designated historic districts has risen faster than comparable neighborhoods during the 2001-2009 time period. Through the use of grant funds and other City incentives, the National Register districts have aided in the preservation of the historic character of the City. Grants-in-aid through the Florida Division of Historical Resources have provided restoration to the Union Train Station and the Marion Theater – both a big part of the downtown historic character. In addition to grants, strong community efforts led to the preservation of the Snowden House which has been the home of the Historic Ocala Preservation Society and was the catalyst for further preservation efforts in the Tuscawilla Park Historic District. Historic styled street lights and signs have been added to all historic districts. Various publications have been created to showcase the historic properties through walking tours, driving tours and educational media.

The City has become a Certified Local Government and actively participates in activities such as the annual Florida Trust for Historic Preservation conference and workshops. A historic preservation ordinance was written in 1985 and together with the existing Comprehensive Plan policies have successfully guided redevelopment in the locally designated districts. After a 3 year process, in November 2010, the City adopted major revisions to the ordinance to strengthen the implementation strategies of the Historic Preservation Element and better protect Ocala's historic resources.

Shortcomings

Since the Element's original adoption in 1991, no text amendments have been made, leaving many due dates long past and most of the identified tasks completed. Other than the Fort King site, parks have not been identified or designated based on any historical significance. The protection of historic buildings inside existing parks and cultural aspects of park facilities such as shuffle board courts have not been addressed by the Element or the preservation community. The downtown area around the town square has been preserved through a National Register District but in-fill opportunities threaten the preservation of the historic

character. Promoting historic properties through markers and special events was strong in the early phases of preservation but has slacked off in recent years.

Several issues currently face the preservation of Ocala's historic resources. There is a threat to structures not viewed as historic by many who have grown up with them – primarily in mid-twentieth century neighborhoods. While the phenomena of tear-downs and construction of larger homes that are out of scale, size and/or scope of the other homes in the neighborhood has slowed down due to current economic conditions, the occurrence of this is expected to return with an improved economy.

Recommendations

The Historic Preservation Element has successfully preserved and protected the historic resources of the City. While challenges remain, many of those that face historic preservation can, and have been addressed through ordinances. Through a paradigm shift in land use and a move toward sub-area plans, the City feels that the overall needs of historic and cultural preservation can best be accomplished through GOPs in the Future Land Use Element and the use of sub-area plans as opposed to continuing a separate Historic Preservation Element. These needs include:

- Protection of mid-century architecture/neighborhoods
- Protection of cultural heritage
- Design guidelines for in-fill development in or near historic areas

Capital Improvements Element

The City Council is a strong steward of the limited financial resources available to the City. Based on this strong stewardship, the City maintains a healthy financial status and is able to meet the overall infrastructure needs of the City. The Capital Improvements Element (CIE) is critical to successful implementation of the Ocala 2035 Vision and the Comprehensive Plan. While the CIE has worked well for the City, there are new challenges and directions that the City has envisioned. Based on the adopted Vision, the Level of Service (LOS) standards will require revisions in some cases. Policies meant to maintain a high quality of life while addressing an increase in intensity/density, a mobility plan to move people not cars, and water and energy conservation will all add to the need to change some of the existing LOS standards. The City was designated as a Dense Urban Land Area (DULA) under the provisions of the Community Renewal Act (2009, SB360). As a DULA, a comprehensive look at the City and how it interacts with the broader region is critical not only to infrastructure and capital improvements projects but also to intergovernmental coordination.

The City's public-private partnerships in meeting the infrastructure needs under the adopted concurrency methodology to finance infrastructure have worked well in the past. The City's adopted Schedule of Capital Improvements FY 2010-2014 was determined to be financially feasible in 2009. However, the City will face challenges as the implementation of new policies concerning level of service standards – particularly for mobility – is realized. It has been discussed that the existing use of impact fees and concurrency management will need to be coordinated with the County and other local agencies if a regional mobility plan is achieved. Another major challenge facing the City is the current economic situation which places a focus on continued budget constraints and the development of a long term improvements plan.

Shortcomings

There are several statutory requirements regarding mandatory updates that have not been addressed in the CIE.

Recommendations

- Update the LOS standards for public facilities;
- Review and revise policies relating to financial feasibility and debt management as necessary to maintain fiscally responsible policies;
- Enhance the Concurrency Management System (CMS) to reflect new development practices;
- Adopt a financially feasible Capital Improvements Plan on an annual basis; and
- Address the inclusion of mandatory update requirements under Ch 163, F.S. in the Element.

Public School Facilities Element

The Public School Facilities Element (PSFE) is the newest of the City's Comprehensive Plan Elements. Added in 2008, the PSFE currently meets all statutory requirements. The mandated updates to the School District's 5-year Work Program are completed as a part of the annual CIE Update. The Element currently contains maps for Concurrency Service Areas on a district-wide basis. Under the provisions of the Interlocal Agreement (effective date: September 30, 2008) with the Marion County School Board, Marion County, and local government agencies, maps for a less than district-wide concurrency service area have already been adopted. All agencies that are a party to the Interlocal Agreement (ILA) are currently in discussion to determine any necessary changes to the adopted maps. If all parties agree that revisions are not necessary, the maps adopted as a part of the ILA will be effective and adopted into the Future Land Use map series by August 30, 2011 as required by statute.

Recommendations

The planning process for the PSFE provided an opportunity for all agencies to gain a better understanding of the issues that face our public schools and community. Issues such as sidewalks and transportation of school children to school will be investigated as part of the proposed sub-area plans (in FLUE), and subsequent design standards in the Code revisions. The School District currently meets the adopted level of service standards and has no need to utilize concurrency for school facilities. Therefore, it has been determined that there is no text amendments needed to the PSFE at this time.

Chapter 6 – STATE REQUIRED ISSUES

State Required Issues

Florida Statute 163.3191(2)(k) requires that local governments include certain special topics in the Evaluation and Appraisal Report. The City of Ocala has identified the following special topics to be included:

- Transportation Concurrency Exception Area (TCEA);
- Urban Infill and Redevelopment Area (UIRA);
- Public School Facilities Planning;
- Common methodology for measuring impacts on transportation facilities; and
- Financial feasibility.

Transportation Concurrency Exception Area/Urban Redevelopment Area

Background

As provided in section 163.3180(5), F.S., a local government may grant an exception from the concurrency requirements for transportation facilities if the proposed development is otherwise consistent with the adopted local government comprehensive plan and is a project that promotes public transportation or is located within an area designated in the comprehensive plan for:

1. Urban infill development;
2. Urban redevelopment;
3. Downtown revitalization; or
4. Urban infill and redevelopment under s. 163.2517.

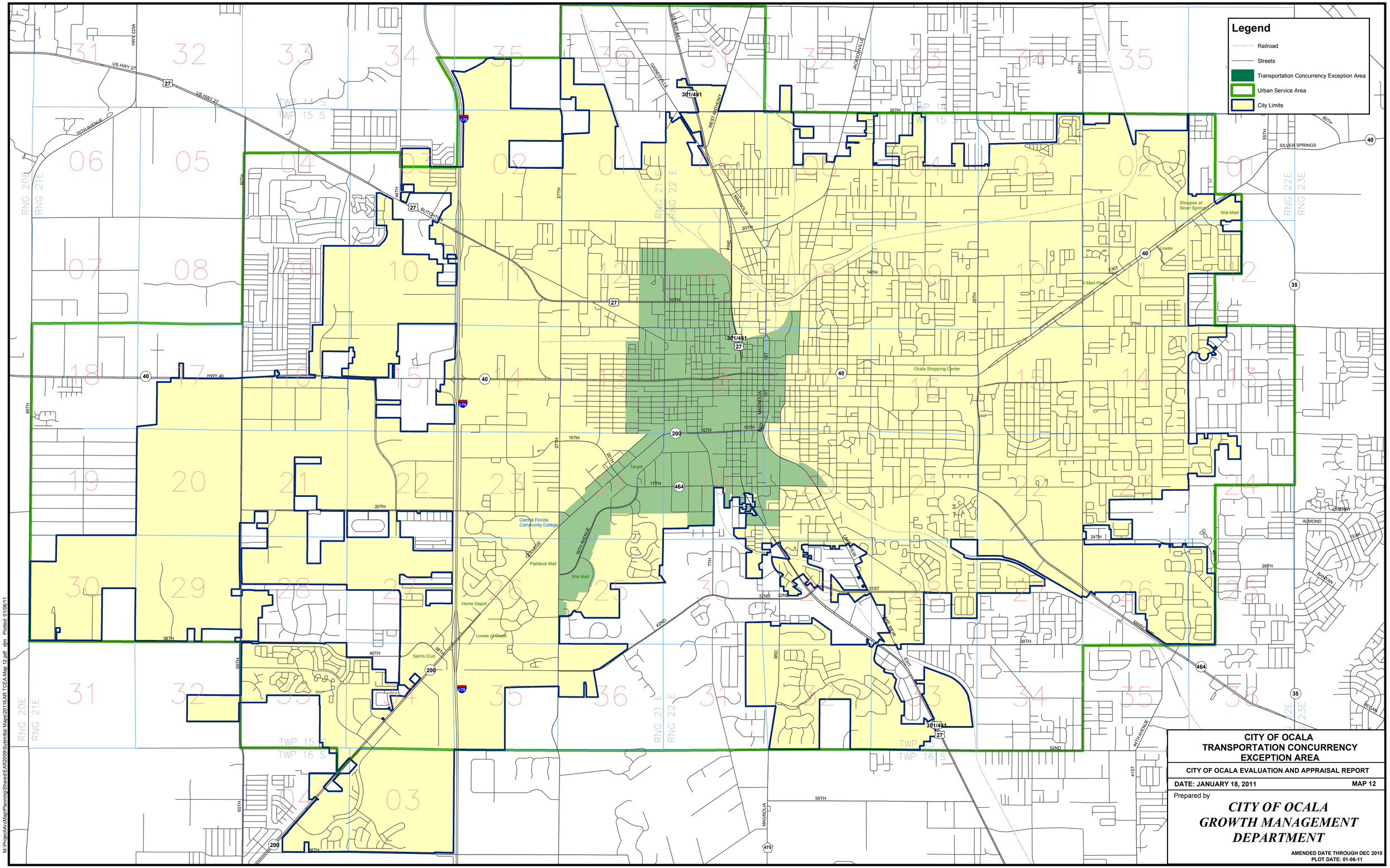
The City of Ocala originally established a Transportation Concurrency Exception Area (TCEA)/Urban Redevelopment Area (URA) on December 19, 1995 which was repealed and replaced on November 5, 1996 (Map 12). The purpose of the TCEA was to discourage sprawl; reduce development pressures on rural lands; maximize the use of existing public facilities; and centralize government, commercial, retail, residential and cultural activities.

The City of Ocala's TCEA is generally bound by NW 17th Place to the north and SW 34th Avenue to the south, SW 27th Avenue to the west and NE/SE 7th Avenue to the east.

Analysis

A TCEA created for urban redevelopment must be supported by data and analysis demonstrating conformance to the minimum criteria provided in Section 163.3180, F.S. and Rule 9J-5.0055(6)(a)(2), F.A.C. These regulations require that the TCEA does not contain more than 40% vacant developable area. As indicated in Table 21, the 2010 TCEA conforms to the

2011 EAR - TRANSPORTATION CONCURRENCY EXCEPTION AREA



CITY OF OCALA
TRANSPORTATION CONCURRENCY
EXCEPTION AREA

CITY OF OCALA EVALUATION AND APPRAISAL REPORT

DATE: JANUARY 18, 2011 MAP 12

Prepared by

CITY OF OCALA
GROWTH MANAGEMENT
DEPARTMENT

AMENDED DATE THROUGH DEC 2010
PLOT DATE: 01-06-11

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M:\Project\ArcMap\Planning\Shared\EAR2009\Submittal Maps\2011EAR TCEA-Map 12.pdf djm Plotted: 01/06/11

minimum vacant developable area provided in Section 163.3180, F.S. and Rule 9J-5.0055, F.A.C.:

Table 21: TCEA Existing Land Uses

Existing Land Use	Acres	% of Total
Institutional	91.66	3.85%
Commercial	595.52	25.00%
Government	74.80	3.14%
Industrial	192.32	8.07%
Institutional	112.67	4.73%
Multi Family Residential	13.88	0.58%
Recreation and Open Space	140.86	5.91%
Right-of-Way	518.98	21.78%
Single Family Residential	259.67	10.90%
Utility	3.30	0.14%
Vacant	319.13	13.40%
Drainage Retention Areas (City-owned)	59.60	2.50%
Total Land Area	**2382.39**	**100.00%**

NOTES
1. Total Land Area includes all property (parcels and ROW) within the TCEA boundary.
2. Acreage is based on property information from the Marion County Property Appraiser's Office.

TCEA Criteria

As shown in Table 21, the area contains not more than 40% vacant developable land (Rule 9J-5.0055(6)(a)(2.). The amount of vacant property has decreased from 19.71% in 1996, when the TCEA was adopted to 13.4% in 2010.

Objective 1: Adopt policies for the TCEA/URA which encourages urban infill and urban redevelopment to promote economic development, increase housing opportunities, maximize the use of existing public facilities and services, and encourage the use of alternate transportation modes.

Table 22 compares new construction data for land within and outside of the TCEA. The Floor Area Ratio (FAR) and Density data is the ratio between new construction and the land area inside and outside of the TCEA. The data indicates that as a percentage of land area, there is more non-residential development activity and less residential development within the TCEA. The majority of commercial activity within the TCEA has occurred along SW 19th Avenue Road. The largest developments include Wal-Mart and the Boyd Market Center which encompass roughly half of the total development in the TCEA. There has been a rather sparse amount of

commercial redevelopment in the downtown core and West Ocala. The majority of the residential development in the TCEA is occurring in West Ocala on the north side of SR 40. Blitchton Station, a 118 unit apartment building makes up more than half of the total residential dwelling units.

Table 22: New Construction between 2001 and 2010

	Non-Residential SF	FAR	Residential Units	Density
Within TCEA	889,448	0.86%	192	0.08
Outside TCEA	6,796,939	0.60%	5,585	0.22

Objective 2: To provide a safer walking and bicycling environment in the TCEA

Walking Environment

New and Redeveloping properties are required to install sidewalks with benches that meet or exceed 200 linear feet on all rights-of-way. The City has provided:

- Refuge medians at Pine Avenue at SW 5th and 8th Street
- Lighting and streetscape enhancements on SR 40 and SE/SW 1st Street from SE 4th Avenue to Pine Avenue include:
    - Brick pavers at cross walk locations;
    - Decorative lighting; and
    - Street trees and groundcover.

Bicycle Facilities

All new roadway projects within the City are required to include bicycle safe designs in their roadway details.

- A multiuse path has been installed on SW 19th Avenue Road.

Objective 3: Implement Senate Bill 360 adopted by the Florida Legislature. SB 360 established the City as a Dense Urban Land Area and therefore a City-Wide TCEA.

The City responded to this legislation by adopting a comprehensive plan text amendment that delineated between the existing "geographic TCEA" and the rest of the City. The plan was amended to preserve the goals, objectives and policies for the TCEA to apply to the "geographic" TCEA only and that the rest of the City would be required to continue to meet the state concurrency requirements. The City adopted this ordinance as a transitional step to adopting a mobility plan for the City as a whole as required by the Community Renewal Act.

Analysis

The data in Table 22 indicates that the TCEA has not achieved its primary objective of inducing urban redevelopment and infill. The majority of construction has occurred at the edge of the TCEA on green fields in a suburban vehicular dominated development pattern. A comparatively small amount of development activity has occurred in the downtown or in neighborhoods directly west of downtown which are the areas where there is existing infrastructure, a gridded network of streets, higher densities and more multimodal activity. In short the more "urban" areas of the TCEA have not benefitted from the designation. While there have been examples of investment into the TCEA as evidenced by the SR 40 and Pine Avenue projects, the overall investment has been relatively small. The main benefit of the TCEA has been the lack of transportation concurrency requirements which has primarily enhanced opportunities for the larger retail developments along SW 19th Avenue Road and SR 200. In addition, the transportation mitigation requirements have been based on a proportionate fair share formula (pursuant to policy 1.2.2 in the Transportation Element) that has resulted in very low transportation mitigation requirements for developers. This has resulted in an insufficient amount of money necessary to fund projects that have been identified. Currently, the Marion County transportation impact fees are not associated with the improvements proposed in the TCEA. Coordination is needed between the City and the County to create a mobility fee system that guides and incentivizes development to areas that are planned for development and redevelopment.

As part of the Ocala 2035 Vision, the City created a map (see Chapter 2, Public Participation) that addresses proposed transportation improvements such as future on and off-road trails, bike lanes, transit and rail corridors. The Vision plan also designates certain roadways as "complete streets." These roadways will be evaluated to determine the appropriate multi-modal improvements to provide transportation options and change the City's vehicular-dominated roadway pattern. The City has begun discussions with Marion County and the Ocala/Marion County Transportation Planning Organization (TPO) regarding the development of a regional mobility plan. Items to be discussed include determining the appropriate boundaries of a joint mobility plan, potential roadway improvements and funding sources. At the present time, SB 360 has been declared unconstitutional and therefore the future of the bill and the impact that it will have on the City and the surrounding community is uncertain. Regardless of the result of the pending judicial proceedings regarding SB 360, the City is committed to the development of a mobility plan that is focused on developing an interconnected street system with an emphasis on multi-modal transportation options.

Recommendation

Based on the recommendations of the Ocala 2035 Vision coupled with the requirements of Senate Bill 360, the City has determined a clear need for the overall re-evaluation of mobility within the City of Ocala. The TCEA, in its current form shall be eliminated. The TCEA will be replaced by a mobility plan that will encompass the entire City and may include a larger area that extends into the urban areas of the County. The mobility plan will be an intergovernmental coordinated enterprise that will be designed to provide a functional roadway system that is focused on providing a viable multi-modal transportation network. The mobility plan will be completed as part of the EAR-based amendments and will need to meet the following outcomes:

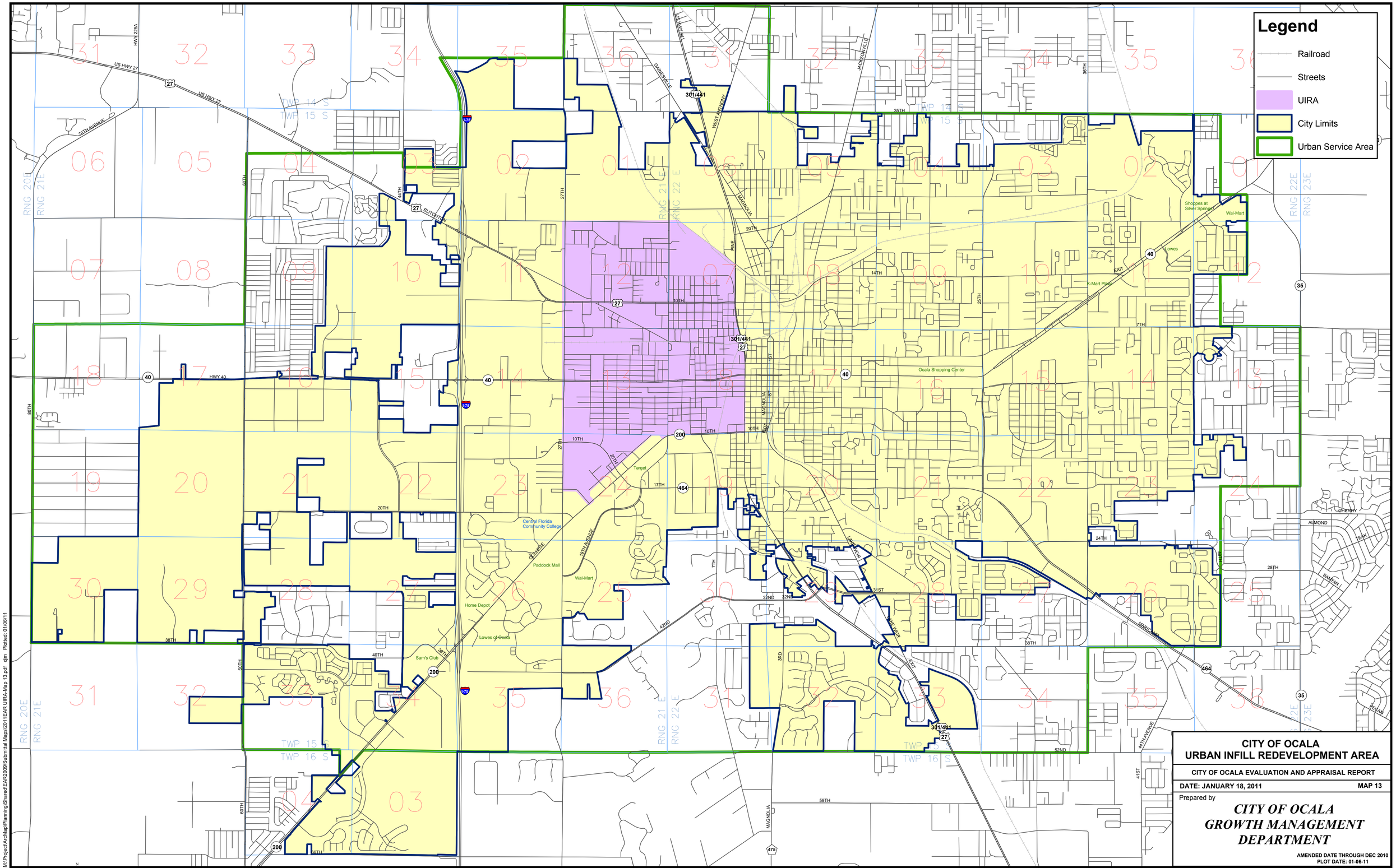
- Implement the Ocala 2035 Vision Map. The Map specifies the desired mobility and connectivity patterns and improvements throughout the City;
- Require building design and site layout requirements that encourage and enhance multimodal transportation; and
- Establish minimum residential densities and commercial intensities in specified areas to support public transportation.

West Ocala Neighborhood Urban Infill and Redevelopment Area

Chapter 163.2517 requires the evaluation of designated urban infill and redevelopment areas (UIRA). The amount of combined annual residential, commercial, and institutional development is to be evaluated to determine if it has experienced at least a 10 percent increase over the evaluation period.

The West Ocala Neighborhood was designated as an Urban Infill and Redevelopment Area (UIRA) in February 2001 (Map 13). Over the past nine years the City and residents have focused primarily on cleaning up the community and making preparations for an aggressive redevelopment phase. Crime has been reduced, vacant structures have been demolished, infrastructure improvements have been made, affordable housing has been added in the area, recreation and parks have been improved, and most importantly, community participation has increased. Impacts during the last year include the designation of an Enterprise Zone covering a significant portion of the UIRA, the local community college located adjacent to the UIRA became a four-year college and a land use change for a 400+ acre industrial site adjacent to the northwest boundary of the UIRA was approved. While great strides have been made in the community, still more needs to be done. After working with a dedicated group of neighborhood individuals for the past two years concerning redevelopment potential and

2011 EAR - URBAN INFILL REDEVELOPMENT AREA



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strategies, the City has enlisted the help of a planning consultant (VHB-MillerSellen) to move forward with a sub-area vision and plan with specific implementation strategies, revisions to the land use and zoning designations, a form based code and design guidelines to meet the needs and desires of the community and the City as a whole.

In compliance with state rules which require an assessment of new development to be performed for all locally designated "urban infill and redevelopment areas" and in accordance with Section 163.2511, F.S. a review of existing plans and policies was conducted. The Urban Infill and Redevelopment Area (UIRA) application, the UIRA Plan and the Future Land Use Element policies that were adopted to implement the strategies of the plan were reviewed to determine the level of success of the various initiatives associated with the West Ocala Neighborhood UIRA. Much like the study/application for the UIRA designation, the City was the primary investigator and data gathering source for the UIRA Plan and development of Comprehensive Plan goals and policies. While there was public participation, it leaned heavily toward reviewing, prioritizing, information sharing and communication of existing programs and services. There appeared to be little investigation as to if or why the existing programs worked or fulfilled the needs of the community. The primary funding sources for initiatives associated with the plan came from the City of Ocala and the various programs and grants for which they had fiscal responsibility. Some of the goals and implementation strategies identified in the UIRA Plan and the Future Land Use Element goals, objectives and policies have not been implemented but are still viewed as being a desired direction.

The majority of the UIRA plan's goals and implementation steps centered on meetings, reviews, and prioritizing lists – most of which was accomplished within the first 6 months of the plan (mid 2002). The plan did have successes in the area of crime, housing, code enforcement and infrastructure improvements.

The Police Department, Code Enforcement and the Recreation and Parks Department have successfully reached out to the community and helped residents create a safer neighborhood. West Ocala was included as a part of the City's designated Weed and Seed Community in 1994 and became a graduated site in 2008. The program funding provided the community with additional police patrols which along with increased code enforcement efforts resulted in a reduction in crime and a safer neighborhood. Despite the loss of the funding for additional police patrols the community has maintained a good relationship with the police department and code enforcement officers. In 2009 a new program called Drug Marketing Intervention was introduced into the community. This program "is about changing neighborhoods, transforming communities and advancing community and economic development efforts in cities nationwide through a partnership committed to the same goal—eliminating the open-air drug market. Efforts to implement the DMI Initiative in Ocala are the result of a collaborative effort between

the Ocala Police Department, the State Attorney's Office (5th Judicial Circuit), College of Central Florida, and the Governor's Front Porch Florida Initiative."[13] As a result of this program and coordination with the City's Recreation and Parks Department, neighborhood parks have been returned back to the residents where children and families now play in parks once inhabited by drug dealers.

The UIRA Plan's goal of creating and maintaining a safe housing stock has had mixed results during the last nine years. A total of 39 single-family houses were demolished while 92 were constructed. A total of 540 new subsidized multi-family units built under the Community Reinvestment Act were added to the UIRA since 2001. The community has expressed a concern about the number of multi-family units being concentrated in the area and the image that it projects. A significant number of housing units are below current building standards with some being in need of demolition. Table 23 shows the quantity of development that has occurred within the UIRA during the 9-year period from 2001-2010. As seen in the Table, the average development of 2.54% does not meet the Statute requirement of a 10% increase in development. The City will therefore need to identify alternate ways in which to increase attractiveness of the UIRA to future development through the Comprehensive Plan.

Table 23: Total Development within the West Ocala Urban Infill & Redevelopment Area (2001-2010)

Year	Residential	Commercial	Institutional	Yearly Total
2001*	0.13%	3.29%	1.10%	4.52%
2002	0.12%	1.46%	0.00%	1.57%
2003	0.03%	0.74%	0.43%	1.19%
2004	1.98%	3.24%	2.03%	7.25%
2005	2.34%	0.41%	1.58%	4.33%
2006	3.20%	0.00%	0.88%	4.08%
2007	1.04%	0.93%	0.00%	1.97%
2008	0.25%	0.00%	0.28%	0.54%
2009	0.00%	0.00%	0.00%	0.00%
2010†	0.00%	0.00%	0.00%	0.00%
AVERAGE				**2.54%**

The West Ocala Historic District was listed on the National Register in June 2002. It was anticipated that the designation would help revitalize the area. Local designation was not pursued by the neighborhood due to residents' concerns for financial constraints from zoning

[13] Ocala Police Department; www.ocalapd.com accessed October 14, 2010.

code regulations on development and maintenance of historic structures. While improvements have been made, it has not experienced the same level of success and increase in property values as the City's other historic districts that were locally designated. While a number of homes have been demolished, Houses to Homes, a City sponsored program that teamed with home owners and non-profit organizations has resulted in construction of a total of 14 period appropriate in-fill homes, 1 home moved onto a vacant lot and 10 façade grants to restore existing homes in the historic district.

Efforts by Habitat for Humanity have yielded a total of 28 homes in the UIRA with 15 of them being in or adjacent to the West Ocala Historic District. One of Habitat's more notable projects in the UIRA is the construction of eight homes in Phoenix Place scheduled for construction in 2011. Phoenix Place is adjacent to old "company housing" for employees of the Royal Oak charcoal plant which was shut down in 2005 due to environmental concerns. The City has worked with current owners in the renovation of existing units and construction of new units in an effort to clean up and revitalize the area. Habitat has an additional 13 in-fill lots available in the UIRA for home ownership.

Despite efforts to improve housing stock, there are still only two main types of housing: single-family detached homes and multi-family apartments. Developers and community residents have been slow to accept alternate types of housing units.

Outside forces continue to challenge the neighborhood. The College of Central Florida (CF) was recently made a four-year college which will bring new demands for student and faculty housing, retail and restaurant demands as the students move toward a 24-hour/7-day week lifestyle. Florida Statute has placed demands on cities to deal with major issues such as the inclusion of efficient land use patterns to improve mobility and address environmental concerns. A large industrial park is being planned in the northwest portion of the City and will have an impact on housing and transportation facilities in the UIRA and has the potential to draw development away from the area. Redevelopment in the UIRA is uncertain due to the slow recovery of current economic conditions and the real estate market. Education and training continue to be a challenge for local residents.

The slow economy is providing a window of opportunity for the City and residents to turn challenges into opportunities. The recent designation of the Enterprise Zone (EZ) will provide incentives that were not previously available to encourage new businesses in the area. Due to EZ incentives, the possibility of a business incubator is now closer to a reality than ever before. Vacant/abandoned properties will provide an opportunity for new in-fill projects and assembly of land for larger projects. The demand for a more vibrant lifestyle from future CF students will drive development near the college campus and further into the UIRA. This will have a big impact on the UIRA which will lend itself to a variety of housing options and commercial needs.

Increased educational opportunities could result in retaining the creative class in the community. Under Florida Statute, Ocala was designated as a Dense Urban Land Area (DULA) and is required to develop a mobility plan for the entire City. The development of such a plan can provide opportunities for west Ocala residents to access educational and employment opportunities that were previously not available to them. The current real estate conditions, vacant lots and small parcel sizes can all be utilized as an opportunity to address environmental concerns in a comprehensive manner. Not only will this provide an opportunity to include necessary infrastructure improvements but it will also lend itself to providing housing and mobility options.

Public School Facilities Planning

Coordinated efforts between the City of Ocala, Marion County School Board, Marion County, the cities of Belleview, Dunnellon, Reddick, and McIntosh, resulted in the adoption of a Public School Facilities Element (PSFE) into the City's Comprehensive Plan in 2008. Local governing entities have also entered into an Interlocal Agreement (ILA) effective September 30, 2008 to further ensure that sufficient facilities are provided in compliance with all applicable statutes, criteria and standards. The PSFE and the ILA outline procedures for coordination of population projections, and joint efforts in siting of new schools. An investigation of the existing schools shows them to be located within close proximity of residential neighborhoods. All schools currently meet the adopted level of service standards for all school types. Provisions of the ILA and the PSFE require that the School District's 5-year Work Program be adopted into the City's Comprehensive Plan on an annual basis as a part of the Capital Improvements Element update. Based on ongoing efforts by all local entities, the City does not anticipate any deficiency in capacity during the upcoming planning period.

Common Methodology for Measuring Impacts on Transportation Facilities

The City has worked closely with Marion County and the Ocala/Marion County Transportation Planning Organization to develop traffic study guidelines and align concurrency requirements. In September of 2005, Guidelines for Traffic Statements, Traffic Assessments and Traffic Studies was adopted by the City of Ocala. This collaborative effort was an attempt to streamline the transportation mitigation process and avoid conflicts between different traffic study guidelines for projects that affect roadways both inside and outside of the City. The City traffic coordinator distributes a copy of all new traffic studies to the county and TPO for review and incorporates their comments to the applicant.

Financial Feasibility

Chapter 163.3191(2)(c) requires that the EAR provide an assessment of "the financial feasibility of implementing the comprehensive plan and of providing needed infrastructure to achieve and maintain adopted Level of Service (LOS) standards and sustain concurrency management systems through the capital improvements element, as well as the ability to address infrastructure backlogs and meet the demands of growth on public services and facilities."

The City of Ocala's Comprehensive Plan adopted LOS standards for public facilities intended to provide adequate supplies and facilities concurrent with development. The LOS standards are located in the Capital Improvements Element (CIE) as well as individual elements that address the various public facilities. These standards include roadway facilities, airport facilities, stormwater drainage and water quality, water supply, sanitary sewer, parks and recreation facilities, solid waste system and public school facilities. The LOS for public facilities listed in the Capital Improvements Element have two categories: A) for development orders issued by the City after April 30, 1992 as adopted by City Council, adopted into the City's annual budget, adopted into the Capital Improvements Program and other elements of the Comprehensive Plan; and B) for development orders issued by the City after April 30 1992 but do not apply to the City's annual budget or Capital Improvements Program. Category B includes Federal, State and County roadways. The CIE contains the Schedule of Capital Improvements as it relates to a five-year work plan which is intended to achieve and maintain standards for existing and future populations, and to repair or replace existing public facilities. The City's 5-year Schedule was financially feasible at the time of the 2009 update.

The following sections identify the various Level of Service standards adopted in the Comprehensive Plan and discuss the City's capacity to achieve those standards. During the EAR process, it has become evident that portions of the Comprehensive Plan contain inconsistencies and shortcomings with regards to the LOS standards. While those areas are identified in this section of the EAR the analysis of these issues are discussed in the Major Issues and summary of the Plan Element sections of the EAR. All projections are based on population projections identified in the Community Assessment section of this report. In reviewing the City's infrastructure needs, three time periods were reviewed: 5-year, 10-year and 25-year.

A. Transportation Facilities

The Capital Improvements Element establishes the LOS standards for functionally classified State-mandated and County-mandated roadways in the City. Those projects included in the Capital Improvements Program after 1992 (Category A) are:

City road facilities:	Peak Hour LOS "E"
Constrained facilities:	Peak Hour LOS "Maintain"

Roadway Segments will not be allowed to increase more than 10% of the LOS maximum daily volumes.

Fort King St between E 1st Ave and SE 16th Ave LOS "E+10%"

Those projects not included in the Capital Improvements Program after 1992 (Category B) are:

Federal and State Road Facilities

Freeways: Peak Hour LOS "C"

Other State facilities:

Urbanized Area: Peak Hour LOS "D"

Transitioning Urbanized Area: Peak Hour LOS "C"

Constrained Facilities: Peak Hour LOS "Maintain"

Roadway Segments will not be allowed to increase more than 10% of the LOS maximum daily volumes.

SR 200 between I-75 and US 441 LOS "D+10%"

SR 40 between US 441 and NE 25th Ave LOS "Existing Volume (33,966)+10%

US 441 between US 27 and SR 200 LOS "D+10%"

SR 464 between SW 7th Ave and SE 11th Ave LOS "D+10%"

1st Ave between SW 10th St and NE 5th St LOS "D+10%"

Magnolia Ave between SW 10th St and SW 20th St LOS "D+10%"

Backlogged Facilities: LOS "Maintain and Improve"

Traffic volumes on these segments will not be allowed to increase more than 10% of the adopted LOS maximum daily volumes.

US 441 between NE 28th St and US 27 LOS "D+10%"

County Road Facilities: Peak Hour LOS "E"

The Ocala/Marion County TPO in coordination with FDOT and Marion County provide monitoring information on which this information is based. The City's roadways currently meet the Level of Service for all roadways with the exception of the following state maintained roadways (see Table 24):

Table 24: Road Segment LOS Failures

City of Ocala – Road Segment LOS Failures Federal Functionally Classified Roadway Segment Information Updated through September 29, 2009 (2008 Traffic Counts Ocala/Marion County TPO)														
Road Segment and Segment #	From	To	Seg Lgth	FIHS	SIS	Area Type	Func Class	Thru Lanes	FDOT Grp	LOS STD	LOS CAP	2008 AADT	V/C Ratio	Current LOS
SR 200														
38	SW 35th Terr	SW 27th Ave	1.11	No	R	U	PA	6	SA C2	D	49,200	54,100	109.96	F
SR 464														
48	SR 200	SW 7th Ave	0.95	No	R	U	MA	4	SA C2	D	32,700	40,500	123.85	F
50	SE 11th Ave	SE 25th Ave	1.35	No	R	U	MA	4	SA C2	D	32,700	37,000	113.15	F

The Ocala/Marion County TPO Transportation Improvement Program (TIP) 2010/2011 – 2014/2015 show projects to address the current roadway failures on SR 464. Corridor Improvements for the SR 464 roadway from US 441 to SE 25th Avenue are funded for FY 2011/2012 that includes project design for "operations and access management" (FDOT FM# 408905-2). For FY 2015, the TIP priority projects list includes the roadway segment of SR 464 from SR 200 to SE 31st Street for the project development and environmental study for the addition of 2 lanes. There are currently no projects listed in the City's CIP or the Ocala/Marion County TPO's TIP for the SR200 segment from SW 35th Terrace to SW 27th Avenue.

The intent of the City's concurrency management system is to ensure that transportation facilities and services needed to support new developments and redevelopments are available concurrent with the impacts of such projects. The basic method to evaluate impacts on transportation facilities is the establishment of level of service (LOS) standards, which in turn set off a series of transportation mitigations needed to support those standards. Specific projects are identified and discussed in the review of the Capital Improvement Element.

Although the City was declared a dense urban land area as a result of SB 360 and is no longer subject to transportation concurrency requirements, the City opted to re-adopt the existing concurrency management system until such time that a city-wide mobility plan is adopted. The concurrency management system ensures that new developments do not generate any LOS failures. The City's concurrency management system is consistent with the City, TPO and FDOT 2009 Quality/Level of Service Handbook, which allows proposed development to provide more detailed LOS analysis. These analysis (referred to as ARTPLAN and HIGHPLAN) are tools by which roadway segments may be analyzed in more specific detail to establish the appropriate LOS capacities for a particular roadway segment.

While the City's transportation LOS was determined to be financially feasible for FY 2009-2010, longer periods of time (10-year and 25-year) have not been adequately addressed by the City. The Transportation and Capital Improvement Elements of the Comprehensive Plan, only address a LOS for roadways. Although the Airport Master Plan was adopted by reference and projects were included in the Capital Improvements Schedule, no LOS for the airport, transit or any other transportation mode has been adopted. The City's required mobility plan will include an analysis of the LOS standard and of long-term financial feasibility for multi-modal transportation.

B. Stormwater Drainage and Water Quality

The adopted LOS standard for drainage facilities (stormwater) in the Capital Improvements Element is "10 year, 24 hour storm." The Stormwater Management Sub-element also calls for "water retention areas [to] be constructed to provide flood protection" for the same "10-year,

24-hour storm" period. The sub-element does not refer to this as a LOS standard but rather as a way to "correct the existing drainage basin deficiencies identified in the sub-element."

Stormwater treatment and disposal facilities in the Capital Improvements Element and the Stormwater Management Sub-element are required to "meet the design and performance standards established in Chapter 17-25, F.A.C., with treatment of the first inch of run-off onsite to meet water quality standards required by Ch. 17.302, Section 17.302.500, F.A.C. Stormwater discharge facilities must be designed so as not to degrade the receiving water body below the minimum conditions necessary to assure the suitability of water for the designated use as in Chapter 17.302, F.A.C. Onsite treatment is not required if a City retention facility is available with sufficient capacity to meet the LOS standard contained in this Policy." Again, the sub-element does not refer to this as a level of service standard but rather as a way to "correct the existing drainage basin deficiencies identified in the sub-element."

The majority of the Stormwater Management Sub-element was written prior to 1992 and has not been updated to reflect current regulations. References to Chapter 17 of the Florida Administrative Code "design and performance standards" are no longer valid and need to be updated to reflect the standards put in place in 2005 under Chapter 62, F.A.C. The City's Code of Ordinances does reflect the current standard for stormwater treatment and facilities. Section 114-62(g) states: "All storm runoff from the difference between the post-condition runoff and the pre-condition runoff of the one hundred-year, 24-hour storm or the water quality volume, whichever is greater. Design calculations for storm sewers, shall be based on a ten-year, 24-hour design storm. In a tax increment-financing district, the developer shall be required to utilize regional drainage facilities."

Continued application of drainage regulations for new and redeveloping properties will provide adequate drainage facilities for properties as they are developed. However, in redevelopment areas, particularly those with small lot sizes, an analysis of an overall drainage system needs to be conducted in order to determine the needs of those properties. This will also be an opportunity for a comprehensive drainage system that will meet environmental concerns and provide for a more efficient land use pattern.

The Capital Improvements Schedule includes projects that replace lift stations and make force main improvements as well as sewer line extensions, extension of reuse lines, and improvements to water reclamation facilities. These projects are funded though bonds that have an end date of 2016. Capital improvement projects concerning the lift stations have been re-scheduled in a long-term plan (30 year) that more closely reflects their 30-year lifespan. Future bonds are being reserved for impending regulations on nutrient criteria issued by the EPA and the City's need for alternate water supply sources by 2027.

C. Water Supply

The established LOS standard for "water systems" in the Capital Improvements Element is 176 gallons per capita per day. The Potable Water Sub-element identifies the LOS standard for "water demand" as 176 gpcd annual average day demand for both residential and non-residential uses which is equal to the 1989 LOS provided by the City. The minimum design flow, storage capacity, and pressure for potable water facilities is not addressed in the Comprehensive Plan as required under *9J-5.011(2)(c)2.d, F.A.C*.

The City currently has 2 water treatment plants (WTP) that provide for the needs of the City. Based on the latest full year calculations (as required by the Saint Johns River Water Management District), the volumes and capacities of these facilities as of January, 2010 are provided in Table 25:

Table 25: Water Treatment Plant Capacity

FACILITY	**ANNUAL AVERAGE DAILY FLOW (MGD)**	**PERMITTED ANNUAL DAILY FLOW (MGD)**	RESERVED VOLUME FROM PERMITS (MGD)	**AVAILABLE CAPACITY BASED ON AVERAGE (MGD)**	% CAPACITY USED BASED ON AVERAGE	AVAILABLE CAPACITY BASED ON MAXIMUM (MGD)	% CAPACITY USED BASED ON MAXIMUM
WTP 1	**10.362**	**24.420**	0.679	**13.379**	45.212	9.491	61.135
WTP 2	**0.077**	**2.520**	0.000	**2.443**	3.039	2.240	11.111

SOURCE: City of Ocala Water and Sewer Department; January 27, 2010.

As discussed in the "major issues" the City has both adequate water supply and facilities for the 5-year, 10-year and 25-year planning periods. The City's Consumptive Use Permit (CUP) was renewed in 2007 and is valid until 2027. The Schedule of Capital Improvements includes projects that address lower aquifer testing, system upgrades, water main extensions, and water treatment plant expansions. The City is currently working toward a water supply plan to address requirements of the CUP and regional water issues. The development of the plan will allow the City a more comprehensive view of the facilities improvements necessary during the planning period.

D. Sanitary Sewer

The established LOS for sanitary sewer systems in the Capital Improvements Element and the Sanitary Sewer Sub-element is 95 gallons per capita per day. This is an amount equal to the 1989 LOS provided by the City's wastewater utility. The LOS does not distinguish between different types of land uses. The average and peak flow design capacity for sanitary sewer facilities is not addressed in the Comprehensive Plan as required under *9J-5.011(2)(c)2.a, F.A.C*.

Table 26: Sanitary Sewer Capacity

FACILITY	**ANNUAL AVERAGE DAILY FLOW (MGD)**	**PERMITTED ANNUAL DAILY FLOW (MGD)**	RESERVED VOLUME FROM PERMITS (MGD)	**AVAILABLE CAPACITY BASED ON AVERAGE (MGD)**	% CAPACITY USED BASED ON AVERAGE	AVAILABLE CAPACITY BASED ON MAXIMUM (MGD)	% CAPACITY USED BASED ON MAXIMUM
WRF 1	**0.894**	**2.460**	0.137	**1.429**	41.894	1.275	48.151
WRF 2	**2.369**	**6.500**	0.100	**4.031**	37.983	3.413	47.494
WRF 3	**2.009**	**4.000**	0.449	**1.542**	61.444	1.607	59.819

SOURCE: City of Ocala Water and Sewer Department; January 27, 2010.

The LOS analysis information (see Table 26) shows that there is a total of 6.295 mgd available capacity based on maximum usage as of January 2010. WRF1 is scheduled for decommissioning in FY2011 which will reduce the total capacity to 5.02 mgd. With a projected population growth of 17,386 people by 2035 in the Territorial Service Area, there is an anticipated need for an additional 1.651 mgd. The adopted Capital Improvements Schedule FY 2010-2014 shows multiple upgrades to lift stations across the service area, force main improvements and extensions, and sewer main extensions. On subsequent Capital Improvements Schedules, the City will be moving some of the lift station and force main projects to a long-range plan due to capital fund concerns while still maintaining the adopted LOS standard.

E. Recreation and Parks Facilities

The adopted LOS for recreation and park facilities as shown in the Capital Improvements Element is 4.6 developed park acres per 1,000 population. The Recreation and Open Space Element shows the adopted LOS to be 4.6 acres per 1,000 persons for City-wide community and neighborhood parks. The terms “community” and “neighborhood parks” are not defined within the Comprehensive Plan but are generally understood to be parks that have been developed with active and passive facilities.

The City is in the process of developing a Master Parks Plan to facilitate projected growth for the next 25 years. The draft plan shows that there are 47 existing parks within the Ocala parks system ranging in size from 0.1 acre to 180 acres that would meet the definition of community and neighborhood parks. This excludes Urban Open Space, golf courses, ball fields and lands generally not open to the public. The projected 2035 population of 70,769 persons will require a total of 325.54 acres of developed parks under the current LOS. This is less than the current amount of 357.63 acres of developed parkland. While the City currently meets and is projected to meet the 25-year needs of the City, the distribution of parks across the City is currently unbalanced based on population density. It is the goal of the proposed Master Parks Plan to

identify parks and facilities projects that will be included in the Capital Improvements Schedule for the long-term planning period.

The City acknowledges the need to review and update the LOS for consistency between elements as well as for any changes to the LOS as determined in the proposed Master Parks Plan.

F. Solid Waste

The established Level of Service for solid waste in the Capital Improvements Element and the Solid Waste Sub-element is:

Residential – 3.54 lbs per capita per day
Non-residential – 0.0112 lbs per sq ft of occupied building space per day.

The City provides for the collection of solid waste. A contract with an outside vendor provides for unlimited tonnage. The expiration date of the current contract is 2013. At that time, the City anticipates provisions of a renewal contract or one with a new vendor to provide the same or similar services to meet the 5-year planning period. Due to the utilization of outside sources, the City does not have any Capital Improvements projects planned. The Comprehensive Plan does not address the design capacity for solid waste facilities as required under *9J-5.011(2)(c)2.b, F.A.C*. due to the utilization of an outside vendor for disposal services.

G. Public School Facilities

Public School Facility Element (PSFE) was added to the City's Comprehensive Plan in 2008. Consistent with the Interlocal Agreement, the established LOS standards are (see Table 27):

Table 27: Public School Level of Service Standards

TYPE OF SCHOOL	LEVEL OF SERVICE STANDARD
Elementary	105% of FISH permanent capacity*
Middle	105% of FISH permanent capacity*
High	100% of FISH permanent capacity*

*As adjusted by the School Board annually to account for measurable programmatic changes.

The LOS in the PSFE is currently based on district-wide with less than district-wide concurrency service areas required to be adopted by August 30, 2011. Under the Interlocal Agreement, two concurrency service areas for each school level have been adopted. All agencies that are a party to the Interlocal Agreement (ILA) are currently in discussion to determine any necessary changes to the adopted maps. If all parties agree that revisions are not necessary, the maps adopted as a part of the ILA will be effective and adopted into the Future Land Use map series by August 30, 2011 as required by statute.

Table 28 shows the anticipated enrollment projections for schools district-wide through Fiscal Year 2014. The tables are a part of the Marion County School District 5-year Work Plan and are adopted into the Capital Improvements Element update by reference. The overall school facility utilization for the year 2014 is at 89.39% and therefore meets the adopted LOS.

Table 28: Marion County Anticipated Enrollment Projections

Tracking

Capacity Tracking

Location	2009 - 2010 Satis. Stu. Sta.	Actual 2009 - 2010 FISH Capacity	Actual 2008 - 2009 COFTE	# Class Rooms	Actual Average 2009 - 2010 Class Size	Actual 2009 - 2010 Utilization	New Stu. Capacity	New Rooms to be Added/Removed	Projected 2013 - 2014 COFTE	Projected 2013 - 2014 Utilization	Projected 2013 - 2014 Class Size
HOWARD MIDDLE	1,567	1,410	1,007	68	15	71.00 %	-89	-3	1,146	87.00 %	18
ANTHONY ELEMENTARY	426	426	300	23	13	70.00 %	-18	-1	314	77.00 %	14
BELLEVIEW ELEMENTARY	892	892	695	48	14	78.00 %	-162	-8	727	100.00 %	18
BELLEVIEW-SANTOS ELEMENTARY	966	966	876	51	17	91.00 %	-276	-14	714	103.00 %	19
REDDICK-COLLIER ELEMENTARY	707	707	379	39	10	54.00 %	0	0	416	59.00 %	11
DUNNELLON MIDDLE	1,141	1,027	694	52	13	68.00 %	-60	-3	742	77.00 %	15
EAST MARION ELEMENTARY	828	828	691	45	15	83.00 %	-76	-4	730	97.00 %	18
EIGHTH STREET ELEMENTARY	362	362	331	19	17	91.00 %	0	0	335	93.00 %	18
FESSENDEN ELEMENTARY	608	608	460	32	14	76.00 %	-120	-6	484	99.00 %	19
FORT KING MIDDLE	1,402	1,262	1,214	61	20	96.00 %	-9	0	1,209	96.00 %	20
WARD-HIGHLANDS ELEMENTARY	977	977	851	56	15	87.00 %	-94	-5	791	90.00 %	16
LAKE WEIR MIDDLE	1,557	1,401	1,389	67	21	99.00 %	-60	-3	1,287	96.00 %	20
MADISON STREET ACADEMY OF VISUAL AND PERFORMING ARTS	569	569	460	29	16	81.00 %	-22	-1	520	95.00 %	19
DR N H JONES ELEMENTARY	774	774	742	41	18	96.00 %	0	0	794	103.00 %	19
NORTH MARION SENIOR HIGH	1,852	1,759	1,425	78	18	81.00 %	-19	-1	1,401	81.00 %	18
OAKCREST ELEMENTARY	800	800	548	43	13	69.00 %	0	0	635	79.00 %	15
MARION TECHNICAL INSTITUTE	324	243	307	14	22	126.00 %	0	0	394	162.00 %	28
OSCEOLA MIDDLE	1,033	930	941	46	20	101.00 %	0	0	904	97.00 %	20
SPARR ELEMENTARY	509	509	346	28	12	68.00 %	-36	-1	409	86.00 %	15
SOUTH OCALA ELEMENTARY	738	738	603	41	15	82.00 %	-41	-4	618	89.00 %	17
STANTON-WEIRSDALE ELEMENTARY	605	605	546	33	17	90.00 %	8	1	558	91.00 %	16
WYOMINA PARK ELEMENTARY	662	662	505	35	14	76.00 %	-132	-6	529	100.00 %	18

VANGUARD SENIOR HIGH	2,011	1,910	1,567	81	19	82.00 %	0	0	1,553	81.00 %	19
HILLCREST SCHOOL	305	305	158	28	6	52.00 %	-70	-5	188	80.00 %	8
NORTH MARION MIDDLE	1,112	1,001	806	49	16	81.00 %	0	0	839	84.00 %	17
LAKE WEIR SENIOR HIGH	1,996	1,896	1,644	85	19	87.00 %	0	0	1,750	92.00 %	21
PHOENIX CENTER	125	0	0	5	0	0.00 %	-125	-5	0	0.00 %	0
DUNNELLON SENIOR HIGH	1,590	1,511	1,419	66	22	94.00 %	-333	-14	1,095	93.00 %	21
FORT MCCOY SCHOOL	1,408	1,267	1,070	65	16	84.00 %	36	2	1,159	89.00 %	17
OCALA SPRINGS ELEMENTARY	808	808	619	44	14	77.00 %	-180	-10	647	103.00 %	19
SHADY HILL ELEMENTARY	777	777	630	40	16	81.00 %	-28	0	683	91.00 %	17
EMERALD SHORES ELEMENTARY	730	730	705	39	18	97.00 %	-4	0	724	100.00 %	19
SUNRISE ELEMENTARY	1,034	1,034	960	56	17	93.00 %	-170	-9	837	97.00 %	18
EVERGREEN ELEMENTARY	751	751	612	41	15	82.00 %	50	3	744	93.00 %	17
HARBOUR VIEW ELEMENTARY	784	784	672	42	16	86.00 %	0	0	698	89.00 %	17
MAPLEWOOD ELEMENTARY	1,069	1,069	864	64	14	81.00 %	-254	-13	789	97.00 %	15
ROMEO ELEMENTARY	833	833	753	44	17	90.00 %	-66	-3	761	99.00 %	19
BELLEVIEW MIDDLE	1,380	1,242	1,136	60	19	91.00 %	-22	-1	1,224	100.00 %	21
DUNNELLON ELEMENTARY	763	763	718	41	18	94.00 %	-54	-3	714	101.00 %	19
COLLEGE PARK ELEMENTARY	851	851	650	46	14	76.00 %	0	0	805	95.00 %	18
COMMUNITY TECHNICAL & ADULT EDUCATION CENTER	788	1,182	34	34	1	3.00 %	-142	-20	48	5.00 %	3
BELLEVIEW SENIOR HIGH	1,750	1,663	1,405	71	20	85.00 %	-55	-4	1,119	70.00 %	17
GREENWAY ELEMENTARY	1,009	1,009	996	54	18	99.00 %	-214	-11	795	100.00 %	18
SADDLEWOOD ELEMENTARY	638	638	591	37	16	93.00 %	212	12	765	90.00 %	16
WEST PORT SENIOR HIGH	2,672	2,538	1,754	116	15	69.00 %	0	0	2,063	81.00 %	18
FOREST HIGH SCHOOL (NEW)	2,537	2,410	2,331	106	22	97.00 %	0	0	2,448	102.00 %	23
HAMMETT BOWEN JR. ELEMENTARY	1,013	1,013	902	54	17	89.00 %	-208	-10	685	85.00 %	16
Horizon Academy at Marion Oaks	1,355	1,220	1,219	61	20	100.00 %	0	0	1,196	98.00 %	20
LIBERTY MIDDLE	1,305	1,175	1,103	56	20	94.00 %	0	0	1,137	97.00 %	20
	50,693	**48,835**	**40,628**	**2,434**	**17**	**83.19 %**	**-2,833**	**-150**	**41,123**	**89.39 %**	**18**

Chapter 7 – RELEVANT CHANGES TO GROWTH MANAGEMENT LAWS

Table : Changes to Chapter 163, F.S. 2001-2010				
Changes to Chapter 163, F.S. 2001-2010		**Chapter 163, F.S. Citations**	**Addresses (where/how)**	**Amendment Needed By Element**
2001: [Ch. 2001-279, s. 64, Laws of Florida]				
1	Created the **rural land stewardship area** program.	163.3177(11)(d)	N/A	No action required
2002: [Ch. 2002-296, ss. 1-11, Laws of Florida]				
1	Required that all agencies that review comprehensive plan amendments and rezoning include a **nonvoting representative of the district school board**.	163.3174	PSFE, Pol 3.4 & 5.1 provides a school board representative the opportunity to review land use and zoning changes. The City currently has a non-voting member on the P&Z board but it is not in the Comprehensive Plan as required	Need to revise the Land Use Element to include a nonvoting representative of the school board on the local planning agency.
2	Required **coordination of local comprehensive plan** with the regional water supply plan.	163.3177(4)(a)	Potable Water Sub-element, Pol 1.10; Natural Groundwater Aquifer Recharge Sub-element, Pol 1.3;	The City should review the Potable Water sub-element and Intergovernmental Coordination Element to ensure that it is coordinated with the latest St Johns River Water Management District and other regional agencies and update accordingly.
3	**Plan amendments for school-siting** maps are exempt from s. 163.3187(1)'s limitation on frequency.	163.3177(6)(a)	Not Addressed	The City will update the Future Land Use Element and/or the Public Schools Facility Element to reflect the exemption of the frequency limitation for plan amendments for school siting.
4	Required that by **adoption of the EAR**, the sanitary sewer, solid waste, drainage, potable water and natural groundwater aquifer recharge element consider the regional water supply plan and **include a 10-year work plan** to build the identified water supply facilities.	163.3177(6)(c)	Sanitary Sewer Sub-element, Pol 2.2.3 addresses a 5-year plan; Potable Water Sub-element, Pol 2.2.2 addresses a 5-year plan	The City should review all of the associated elements and make necessary amendments to reflect the required 10-year period for a water supply plan.
5	Required **consideration of the regional water supply plan** in the preparation of the conservation element.	163.3177(6)(d)	Conservation Element, Pol 3.1	Review the Regional Water Supply Plan to ensure that Comprehensive Plan is compliant
6	Required that the **intergovernmental coordination element (ICE)** include relationships, principles and guidelines to be used in coordinating Comprehensive Plan	163.3177(6)(h)	Not Addressed	Revise the Intergovernmental Coordination Element to include coordination of the Comprehensive Plan with regional water supply

	with regional water supply plans.			plans.
7	Required local governments adopting a public educational facilities element execute an **inter-local agreement** with the district school board, the county, and non-exempting municipalities.	163.3177(6)(h)4.	Public Schools Facilities Element, Goal 1; Interlocal Agreement (Sept 30, 2008)	No action required
8	Required that counties larger than 100,000 population and their municipalities submit an **inter-local service delivery agreements** (existing and proposed, deficits or duplication in the provisions of service) report to DCA by January 1, 2004. Each local government is required to update its ICE based on the findings of the report. DCA will meet with affected parties to discuss and id strategies to remedy any deficiencies or duplications.	163.3177(6)(h)6., 7., & 8.	Intergovernmental Coordination Element, Obj 3	No action required
9	Required local governments and special districts to provide **recommendations for statutory changes for annexation** to the Legislature by February 1, 2003. NOTE: this requirement repealed by Ch. 2005-290, s. 2, LOF.	163.3177(6)(h)9. **[Now repealed]**	N/A	N/A
10	Added a **new Section 163.31776** that allows a county, to adopt an optional public educational facilities element in cooperation with the applicable school board.	163.31776 [New]	N/A	N/A
11	Added a **new Section 163.31777** that requires local governments and school boards to enter into an inter-local agreement that addresses school siting, enrollment forecasting, school capacity, infrastructure and safety needs of schools, schools as emergency shelters, and sharing of facilities.	163.31777 [New]	Public Schools Facilities Element; Goal 1; Interlocal Agreement (Sept 30, 2008)	No action required
12	**Added a provision** that the concurrency requirement for transportation facilities may be waived by plan amendment for urban infill and redevelopment areas.	163.3180(4)(c)	Transportation Element, Goal 4 Pol 1.1	No action required
13	**Expanded the definition of "affected persons"** to include property owners who own land abutting a change to a future land use map.	163.3184(1)(a)	Not Addressed	Revise Future Land Use Element to address the process of notification and the rights of affected persons concerning changes to the future land use map.
14	**Expanded the definition of "in compliance"** to include consistency with Section 163.31776 (public educational facilities element).	163.3184(1)(b)	Public Schools Facilities Element	No action required

15	**Streamlined the timing** of comprehensive plan amendment review.	163.3184(3), (4), (6), (7), and (8)	Not addressed	Review the Comprehensive Plan and revise the Future Land Use Element and any other elements determined to be necessary to effectively address the amendment review process.
16	Required that local governments provide a **sign-in form** at the transmittal hearing and at the adoption hearing for persons to provide their names and addresses.	163.3184(15)(c)	Not Addressed	Review the Comprehensive Plan and revise the Future Land Use Element and any other elements determined to be necessary to effectively address the amendment review process.
17	**Exempted amendments** related to providing transportation improvements to enhance life safety on "controlled access major arterial highways" from the limitation on the frequency of plan amendments contained in s.163.3187(1).	163.3187(1)(k)	Not Addressed	Review the Comprehensive Plan and revise the Future Land Use Element and any other elements determined to be necessary to effectively address the amendment review process.
18	Required **Evaluation and Appraisal Reports** to include (1) consideration of the appropriate regional water supply plan, and (2) an evaluation of whether past reductions in land use densities in coastal high hazard areas have impaired property rights of current residents where redevelopment occurs.	163-3191(2)(1)	(1) Potable Water Sub-element, Pol 2.2 (2) N/A	No action required.
19	Allowed local governments to **establish a special master process** to assist local governments with challenges to local development orders for consistency with the comprehensive plan.	163.3215	N/A	N/A
20	Created the **Local Government Comprehensive Planning Certification Program** to allow less state and regional oversight of comprehensive plan process if the local government meets certain criteria.	163.3246	N/A The City has no certified areas within the City limits.	No action required.
21	Added a provision to Section 380.06(24), **Statutory Exemptions**, that exempts from the requirements for developments of regional impact, any water port or marina development if the relevant local government has adopted a "boating facility siting plan or policy" (which includes certain specified criteria) as part of the coastal management element or future land use element of its comprehensive plan. The adoption of the boating facility siting plan or policy is exempt from the limitation on the frequency of plan amendments contained in s.163.3187(1).	163.3187(1)	N/A	N/A

22	Prohibited a local government, under certain conditions, from denying an **application for development approval** for a requested land use for certain proposed solid waste management facilities.	163.3194(6)	Not Addressed	The City will review the Comprehensive Plan and include the provisions for solid waste management facilities in the appropriate elements (Solid Waste, Future Land Use).
2003: [Ch. 03-1, ss. 14-15; ch. 03-162, s. 1; ch. 03-261, s. 158; ch. 03-286, s. 61, Laws of Florida.]				
1	Creates the **Agricultural Lands and Practices Act**.	163.3162 [New]		
	(2): Provides **legislative findings and purpose** with respect to agricultural activities and duplicative regulation.		N/A	No action required
	(3): **Defines the terms "farm," "farm operation," and "farm product"** for purposes of the act.		Future Land Use, Goal 1, Pol 1.1.15	The City will review the Future Land Use Element and the Code of Ordinances to ensure that the definitions used are compatible with F.S.
	(4): Prohibits a county from adopting any ordinance, resolution, regulation, rule, or policy to prohibit or otherwise limit a **bona fide farm operation** on land that is classified as agricultural land.		N/A Not related to City activity	N/A
	(4)(a): Provides that the act does **not limit the powers of a county** under certain circumstances.		N/A	N/A
	(4)(b): Clarifies that a **farm operation** may not expand its operations under certain circumstances.		Not Addressed	The City will review the Future Land Use Element and the Code of Ordinances to ensure that the definitions used are compatible with F.S.
	(4)(c): Provides that the act does not limit the **powers of certain counties**.		N/A	N/A
	(4)(d): Provides that certain county ordinances are not deemed to be a **duplication of regulation**.		N/A	N/A
2	Changes "State Comptroller" **references** to "Chief Financial Officer."	163.3167(6)	N/A	N/A
3	Provides for certain **airports** to abandon DRI orders.	163.3177(6)(k)	N/A	N/A

4	Throughout s.163.3177, F.S., citations for Ch. 235, F.S., are changed to cite the appropriate section of Ch. 1013, F.S.	163.31776	F.S is not cited in the Comprehensive Plan	No action required
5	Throughout s.163.31777, F.S., citations for Ch. 235, F.S., are changed to cite the appropriate section of Ch. 1013, F.S.	163.31777	F.S is not cited in the Comprehensive Plan	No action required
2004: [Ch. 04-5, s. 11; ch. 04-37, s. 1; ch. 04-230, ss. 1-4; ch. 04-372, ss. 2-5; ch. 04-381, ss. 1-2; ch. 04-384, s. 2, Laws of Florida.]				
1	(10): Amended to **conform to the repeal** of the Florida **High-Speed Rail** Transportation Act, and the creation of the Florida High-Speed Rail Authority Act.	163.3167	N/A	N/A
	(13): Created to require local governments to identify adequate **water supply sources** to meet future demand for the established planning period.		Future Land Use Element, Goal 1, Pol 2.5; Potable Water Sub-element, Obj 1	No action required
	(14): Created to limit the effect of **judicial determinations** issued subsequent to certain development orders pursuant to adopted land development regulations.		N/A	N/A
2	(1): Provides **legislative findings** on the compatibility of development with **military installations**.	Creates 163.3175.	N/A	N/A
	(2): Provides for the **exchange of information** relating to **proposed land use decisions** between counties and local governments and military installations.		N/A	N/A
	(3): Provides for **responsive comments** by the commanding officer or his/her designee.		N/A	N/A
	(4): Provides for the county or affected local government to **take such comments into consideration**.		N/A	N/A
	(5): Requires the representative of the military installation to be an **ex-officio, nonvoting member** of the county's or local government's land planning or zoning board.		N/A	N/A
	(6): Encourages the commanding officer to provide **information on community planning assistance grants.**		N/A	N/A

3	(6)(a): • Changed to require local governments to amend the future land use element by June 30, 2006 to include criteria to achieve compatibility with **military installations**. • Changed to encourage **rural land stewardship area** designation as an overlay on the future land use map. (6)(c): Extended the deadline adoption of the **water supply facilities work plan** amendment until December 1, 2006; provided for updating the work plan every five years; and exempts such amendment from the limitation on frequency of adoption of amendments. (10)(l): Provides for the coordination by the state land planning agency and the Department of Defense on compatibility issues for **military installations**. (11)(d)1.: Requires DCA, in cooperation with other specified state agencies, to provide assistance to local governments in implementing provisions relating to **rural land stewardship areas**. (11)(d)2: Provides for **multi-county rural land stewardship areas**. (11)(d)3.-4: Revises requirements, including the acreage threshold for designating **a rural land stewardship area**. (11)(d)6.j.: Provides that **transferable rural land use credits** may be assigned at different ratios according to the natural resource or other beneficial use characteristics of the land. (11)(e): Provides legislative findings regarding mixed-use,	163.3177	N/A N/A Potable Water Sub-element, Pol 2.2; and Sanitary Sewer Sub-element, Pol 2.2; address the 5-year work plan. Exemptions are not addressed. N/A N/A N/A N/A N/A Not Addressed N/A	N/A N/A The 5-year facilities supply plan needs to be addressed in the following elements: Stormwater Management Sub-element; Solid Waste Sub-element; Natural Groundwater Aquifer Recharge Sub-element; Future Land Use. Limitations on the frequency of amendment adoptions need to be addressed in the respective Comprehensive Plan Elements. N/A N/A N/A N/A The City does not currently have a transfer of rural land use credit program. Should the City decide to adopt such a program, standards and language will be added to meet FL statute. N/A

	high-density **urban infill and redevelopment** projects; requires DCA to provide technical assistance to local governments. (11)(f): Provides legislative findings regarding a program for the transfer of development rights and **urban infill and redevelopment**; requires DCA to provide technical assistance to local governments.		N/A	The City does not currently have a transfer of rural land use credit program. Should the City decide to adopt such a program, standards and language will be added to meet FL statute.
4	(1): Provides legislative findings with respect to the shortage of **affordable rentals** in the state. (2): Provides **definitions**. (3): Authorizes local governments to permit **accessory dwelling units** in areas zoned for single family residential use based upon certain findings. (4) An application for a building permit to construct an accessory dwelling unit must include an **affidavit from the applicant**, which attests that the unit will be rented at an affordable rate to a very-low-income, low-income, or moderate-income person or persons. (5): Provides for certain **accessory dwelling units** to apply towards satisfying the affordable housing component of the housing element in a local government's comprehensive plan. (6): Requires the **DCA to report** to the Legislature.	Creates 163.31771	N/A The City does not have a shortage of affordable housing. Not all definitions are included in the Housing Element. N/A The City does not have a shortage of affordable housing. Housing Element, Pol 2.5; The Housing Element does not reflect the current F.S. definition of accessory dwellings. N/A N/A	No action required. The City will ensure that the definitions used within the Comprehensive Plan are compatible with F.S. No action required. Housing Element Should the City decide to adopt an ordinance regarding the use of accessory dwellings, the provisions for an affidavit will be included and reflected in the Housing and Future Land Use Elements. N/A
5	**Amends the definition of "in compliance"** to add language referring to the **Wekiva Parkway and Protection Act**.	163.3184(1)(b)	N/A	N/A

6	(1)(m): Created to provide that amendments to address criteria or compatibility of land uses adjacent to or in close proximity to **military installations** do not count toward the limitation on frequency of amending comprehensive plans. (1)(n): Created to provide that amendments to establish or implement a **rural land stewardship area** do not count toward the limitation on frequency of amending comprehensive plans.	163.3187	N/A N/A	N/A N/A
7	Created to provide that **evaluation and appraisal reports** evaluate whether criteria in the land use element were successful in achieving land use compatibility with **military installations**.	163.3191(2)(n)	N/A	N/A
2005 [Ch. 2005-157, ss 1, 2 and 15; Ch. 2005-290; and Ch. 2005-291, ss. 10-12, Laws of Florida]				
1	Added the **definition** of **"financial feasibility**."	163.3164(32) [New]	N/A	N/A
2	(2): Required comprehensive plans to be **"financially"** rather than "economically" **feasible**. (3)(a)5.: Required the comprehensive plan to include a **5-year schedule of capital improvements**. Outside funding (i.e., from developer, other government or funding pursuant to referendum) of these capital improvements must be **guaranteed** in the form of a **development agreement or interlocal agreement.** (3)(a)6.b.1.: Required plan amendment for the **annual update** of the schedule of capital improvements. **Deleted** provision allowing updates and change in the date of construction to be accomplished by ordinance. (3)(a)6.c.: Added **oversight and penalty** provision for failure to adhere to this section's capital improvements requirements.	163.3177	Capital Improvements Element, Obj 2 Capital Improvements Element, Pol 1.1 and 1.3 Not Addressed. The Capital Improvements Element only refers to an annual review but does not clearly state the requirement for annual updates to the CIP Schedule. Not Addressed	No action required No action required Wording in the Capital Improvements Element will be strengthened to reflect the annual update requirement. Capital Improvements Element will be revised to reflect the oversight and penalty provisions.

	(3)(a)6.d.: Required a **long-term capital improvement schedule** if the local government has adopted a long-term concurrency management system.		The Capital Improvements Element does not address the ability to adopt a long-term system.	The Capital Improvements Element will be revised to reflect the ability to adopt a long-term concurrency management system and the associated schedule.
	(6)(a): **Deleted** date (October 1, 1999) by which school siting requirements must be adopted.		N/A	N/A
	(6)(a): Requires the future land use element to be based upon the **availability of water supplies** (in addition to public water facilities).		Future Land Use Element, Pol 5.9; Potable Water Sub-element, Policy 1.13	No action required
	(6)(a): Add requirement that future land use element of **coastal counties** must encourage the preservation of working waterfronts, as defined in s.342.07, F.S.		N/A	N/A
	(6)(c): Required the **potable water element** to be updated within 18 months of an updated regional water supply plan to incorporate the **alternative water supply projects** and traditional water supply projects and conservation and reuse selected by the local government to meet its projected water supply needs. The ten-year water supply work plan must include public, private and regional water supply facilities, including development of alternative water supplies. Such amendments do not count toward the limitation on the frequency of adoption of amendments.		Not Addressed	The City is working with St Johns River Water Management District to establish a 10-year water supply plan and an alternative water supply plan. The appropriate revisions will be made to the Potable Water Sub-element and other elements as determined appropriate. Include water supply projects in the annual CIE update.
	(6)(e): Added **waterways** to the system of sites addressed by the **recreation and open space element**.		N/A – The City of Ocala does not have any waterways.	No action required
	(6)(h)1.: The intergovernmental coordination element must address coordination with **regional water supply authorities**.		Intergovernmental Coordination Element, Obj 4	No action required
	(11)(d)4.c.: Required **rural land stewardship areas** to address **affordable housing**.		N/A	N/A

	(11)(d)5.: Required a **listed species survey** be performed on **rural land stewardship receiving area**. If any listed species present, must ensure adequate provisions to protect them.		N/A	N/A
	(11)(d)6.: Must enact an ordinance establishing a **methodology** for creation, conveyance, and use of **stewardship credits** within a **rural land stewardship area**.		N/A	N/A
	(11)(d)6.j.: Revised to allow **open space and agricultural land** to be just as important as environmentally sensitive land when assigning stewardship credits.		N/A	N/A
	(12): Must adopt **public school facilities element**.		Public Schools Facilities Element	N/A
	(12)(a) and (b): A **waiver** from providing this element will be allowed under certain circumstances.		N/A	N/A
	(12)(g): Expanded list of items to include **collocation**, **location of schools proximate to residential areas**, and use of schools as **emergency shelters**.		Public Schools Facilities Element, Obj 3 & 4; Future Land Use Element, Obj 11	No action required
	(12)(h): Required local governments to provide maps depicting the general **location** of new schools and school improvements within future conditions maps.	[New]	Future Land Use Element, Pol 1.4 (Map series)	No action required
	(12)(i): Required DCA to establish a **schedule for adoption** of the public school facilities element.	[New]	N/A	N/A
	(12)(j): Established **penalty** for failure to adopt a public school facility element.		N/A – PSFE adopted 2008	No action required
	(13): (**New section**) Encourages local governments to develop a "**community vision**," which provides for sustainable growth, recognizes its fiscal constraints, and protects its natural resources.		Not Addressed	The City adopted 25-year community vision in October, 2010. The Comprehensive Plan will be revised to reflect the Community Vision and the Goals, Objectives and Policies to support sustainable growth.

	(14): (**New section**) Encourages local governments to develop an "**urban service boundary**," which ensures the area is served (or will be served) with adequate public facilities and services over the next 10 years. See s. 163.3184(17).		Not Addressed	The City has an existing utility service area agreement with Marion County which is being used as a starting point for developing an urban service area for the County which will be included in Joint Planning Agreement discussions and interlocal agreements with Marion County. Initial meetings with Marion County, Belleview, Dunnellon and the TPO have already begun on this issue.
3	163.31776 is **repealed**	163.31776 **[Now: Repealed]**	N/A	N/A
4	(2): Required the **public schools interlocal agreement** (if applicable) to address requirements for **school concurrenc**y. The **opt-out provision** at the end of Subsection (2) is deleted. (5): Required **Palm Beach County** to identify, as part of its EAR, changes needed in its public school element necessary to conform to the new 2005 public school facilities element requirements. (7): Provided that counties exempted from **public school facilities element** shall undergo **re-evaluation** as part of its **EAR** to determine if they continue to meet exemption criteria.	163.31777	Public Schools Facilities Element N/A N/A	No action required; ILA effective September 30, 2008 N/A N/A
5	(2)(g): Expands requirement of coastal element to include strategies that will be used to preserve recreational and commercial working waterfronts, as defined in s.342.07, F.S.	163.3178	N/A	N/A
6	(1)(a): Added "**schools**" as a required concurrency item. (2)(a): Required consultation with water supplier prior to issuing building permit to ensure "**adequate water supplies**" to serve new development will be available by the date of issuance of a certificate of occupancy.	163.3180	Public Schools Facilities Element, Goal 2 Potable Water Sub-element, Pol 1.13; Future Land Use Element, Pol 5.9	No action required No action required

	(2)(c): Required **all transportation facilities** to be in place or under construction within **3 years** (rather than 5 years) after approval of building permit.		Not Addressed	The City will update the Transportation Element and the Capital Improvements Element with the 3-year requirement.
	(4)(c): The concurrency requirement, except as it relates to transportation and public schools may be waived in urban infill and redevelopment areas. The waiver shall be adopted as a plan amendment. A local government may grant a concurrency exception pursuant to subsection (5) for transportation facilities located within an urban infill and redevelopment area.		Transportation Element, Goal 4, Pol 1.1	No action required
	(5)(d): Required **guidelines for granting concurrency exceptions** to be included in the comprehensive plan.		Transportation Element, Goal 4	No action required
	(5)(e) – (g): If local government has established **transportation exceptions**, the guidelines for implementing the exceptions must be "**consistent with and support a comprehensive strategy, and promote the purpose of the exceptions**." Exception areas must include mobility strategies, such as alternate modes of transportation, supported by data and analysis. FDOT must be consulted prior to designating a transportation concurrency exception area. Transportation concurrency exception areas existing prior to July 1, 2005 must meet these requirements by July 1, 2006, or when the EAR-based amendment is adopted, whichever occurs last.		Transportation Element, Goal 4	The City had an existing TCEA prior to becoming a DULA at which time the language was updated as an interim measure. Revisions to the exception area will be addressed in the City's Mobility Plan and the Transportation Element as necessary.
	(6): Required local government to **maintain records** to determine whether 110% **de minimis transportation impact** threshold is reached. A summary of these records must be submitted with the annual capital improvements element update. Exceeding the 110% threshold dissolves the de minimis exceptions.		Although the de minimis report is submitted with the CIE update, it is not addressed in the policies.	Capital Improvement Element and Transportation Element
	(7): Required consultation with the Department of Transportation prior to designating a **transportation concurrency management area** (to promote infill		N/A The City currently does not have a TCMA.	N/A

	development) to ensure adequate level-of-service standards are in place. The local government and the DOT should work together to mitigate any impacts to the Strategic Intermodal System.			
	(9)(a): Allowed adoption of a **long-term concurrency management system for schools**.		The City/Marion County did not have a backlog of facilities and therefore did not adopt a long-term concurrency-management system	No action required
	(9)(c): **(New section)** Allowed local governments to issue approvals to commence construction notwithstanding s. 163.3180 in areas subject to a **long-term concurrency management system**.		The City/Marion County did not have a backlog of school facilities and therefore did not adopt a long-term concurrency-management system. Long-term concurrency is not addressed in other elements.	Transportation Element and Capital Improvements Element and the Infrastructure Sub-elements.
	(9)(d): **(New section)** Required evaluation in **Evaluation and Appraisal Report** of progress in improving levels of service.		N/A	Pursuant to the EAR, the LOS will be established as appropriate in the EAR-based amendments to the Comprehensive Plan.
	(10): Added requirement that level of service standard for roadway facilities on **the Strategic Intermodal System** must be consistent with FDOT standards. Standards must consider **compatibility with adjacent jurisdictions.**		Transportation Element, Goal 4, Pol 1.5	No action required
	(13): Required **school concurrency** (not optional).		Public Schools Facilities Element	No action required
	(13)(c)1.: Requires school concurrency after five years to be applied on a "**less than districtwide basis**" (i.e., by using school attendance zones, etc).		Public School Facilities Element, Goal 2, Pol 2.1	The City has adopted an ILA in which the less than district wide areas have already been adopted and will be implemented as of August 30, 2011. These will be adopted into the PSFE on or prior to that date.

	(13)(c)2.: Eliminated exemption from plan amendment adoption limitation for changes to service area boundaries.		Public School Facilities Element, Goal 2, Pol 2.4	No action required
	(13)(c)3.: No application for development approval may be denied if a **less-than-districtwide measurement of school concurrency** is used; however the development impacts must to shifted to contiguous service areas with school capacity.		Public School Facilities Element, Goal 2, Obj 2	No action required
	(13)(e): Allowed school concurrency to be satisfied if a developer executes a **legally binding commitment** to provide mitigation proportionate to the demand.		Public School Facilities Element, Goal 2, Pol 3.8.1	No action required
	(13)(e)1.: Enumerated mitigation options for achieving **proportionate-share mitigation.**		Public School Facilities Element, Goal 2, Obj 4	No action required
	(13)(e)2.: If educational facilities funded in one of the two following ways, the local government must **credit** this amount toward any **impact fee or exaction** imposed on the community: • contribution of land • construction, expansion, or payment for land acquisition		Public School Facilities Element, Goal 2, Obj 4	No action required
	(13)(g)2.: **(Section deleted)** – It is no longer required that a local government and school board base their plans on consistent population projection and share information regarding planned public school facilities, development and redevelopment and infrastructure needs of public school facilities. However, see (13)(g)6.a. for similar requirement.		N/A	N/A
	(13)(g)6.a.: **[Formerly (13)(g)7.a.]** Local governments must establish a **uniform procedure for determining if development applications are in compliance with school concurrency**.	[New]	Public School Facilities Element, Goal 2, Pol 3.4	No action required

	(13)(g)7. **[Formerly (13)(g)8.] Deleted** language that allowed local government to terminate or suspend an interlocal agreement with the school board.		N/A	N/A
	(13)(h): (**New 2005 provision**) The fact that **school concurrency** has not yet been implemented by a local government should not be the basis for either an approval or denial of a development permit.		N/A	N/A
	(15): Prior to adopting **Multimodal Transportation Districts**, FDOT must be consulted to assess the impact on level of service standards. If impacts are found, the local government and the FDOT must work together to mitigate those impacts. Multimodal districts established prior to July 1, 2005 must meet this requirement by July 1, 2006 or at the time of the EAR-base amendment, whichever occurs last.	[New]	N/A	N/A
	(16): (**New 2005 section**) Required local governments to adopt by **December 1, 2006** a method for assessing **proportionate fair-share mitigation options**. FDOT will develop a model ordinance by December 1, 2005.		Transportation Element, Goal 4, Obj 1	No action required
7	(17): (**New 2005 section**) If local government has adopted a **community vision** and **urban service boundary**, state and regional agency review is eliminated for plan amendments affecting property within the urban service boundary. Such amendments are exempt from the limitation on the frequency of plan amendments.	163.3184 [New]	N/A	The City of Ocala has adopted Ocala 2035 Vision by Resolution # 2011-1 under the provisions of 163.3177 and is working with Marion County to establish an Urban Growth Boundary and joint planning areas.
	(18): (**New 2005 section**) If a municipality has adopted an urban infill and redevelopment area, state and regional agency review is eliminated for plan amendments affecting property within the urban service boundary. Such amendments are exempt from the limitation on the frequency of plan amendments.		Future Land Use Element Goal 1, Pol 1.4 and Obj 2; The Westside Urban Infill and Redevelopment Area was adopted but the FLUE does not directly address the elimination of review or limitation on frequency for plan amendments	Future Land Use Element

8	(1)(c)1.f.: Allowed approval of residential land use as **a small-scale development amendment** when the proposed density is equal to or less than the existing future land use category. Under certain circumstances, **affordable housing units** are exempt from this limitation.	163.3187	Not addressed	Limitations on the exemption of amendment adoptions (small scale) need to be addressed in the Future Land Use and Housing Elements.
	(1)(c)4.: (**New 2005 provision**) If the small-scale development amendment involves a **rural area of critical economic concern**, a 20-acre limit applies.	[New]	N/A	N/A
	(1)(o): (**New 2005 provision**) An amendment to a **rural area of critical economic concern** may be approved without regard to the statutory limit on comprehensive plan amendments.	[New]	N/A	N/A
9	(2)(k): Required local governments that do not have either a school interlocal agreement or a public school facilities element, to determine in the **Evaluation and Appraisal Report** whether the local government continues to meet the exemption criteria in s.163.3177(12).	163.3191	Public Schools Facilities Element & ILA	No action required
	(2)(l): The **Evaluation and Appraisal Report** must determine whether the local government has been successful in identifying **alternative water supply projects,** including **conservation and reuse**, needed to meet projected demand. Also, the Report must identify the degree to which the local government has implemented its 10-year water supply work plan.	[New]	Potable Water Sub-element, Pol 2.2	The City of Ocala is working to identify alternate water supplies per the terms of our CUP. The City is working on a 10-year water supply plan. Any necessary policies will be included in the appropriate elements.
	(2)(o): (**New 2005 provision**) The **Evaluation and Appraisal Report** must evaluate whether any **Multimodal Transportation District** has achieved the purpose for which it was created.	[New]	N/A	N/A
	(2)(p): (**New 2005 provision**) The **Evaluation and Appraisal Report** must assess **methodology for impacts on transportation facilities**.		N/A	Included in EAR
	(10): The **Evaluation and Appraisal Report -based**		N/A	No action required

	amendment must be **adopted within a single amendment cycle**. Failure to adopt within this cycle results in **penalties**. Once updated, the comprehensive plan must be submitted to the DCA.			
10	(10) New section designating Freeport as a **certified community**. (11) New section exempting proposed DRIs within Freeport from review under s.380.06, F.S., unless review is requested by the local government.	163.3246 [New]	N/A N/A	N/A N/A
2006 [Ch. 2006-68, Ch. 2006-69, Ch. 2006-220, Ch. 2006-252, Ch. 2006-255, Ch. 2006-268, Laws of Florida]				
1	Establishes plan amendment procedures for **agricultural enclaves** as defined in s.163.3164(33), F.S. Ch. 2006-255, LOF.	163.3162(5) [New]	N/A	N/A
2	Defines **agricultural enclave**. Ch. 2006-255, LOF.	163.3164(33) [New]	N/A	N/A
3	(6)(g)2.: Adds new paragraph encouraging local governments with a **coastal management element** to adopt recreational surface water use policies; such adoption amendment is exempt from the twice per year limitation on the frequency of plan amendment adoptions. Ch. 2006-220, LOF.	163.3177(6)(g)2. [New]	N/A	N/A
4	Allows the effect of a proposed receiving area to be considered when projecting the 25-year or greater population with a **rural land stewardship area**. Ch. 2006-220, LOF.	163.3177(11)(d)6.	N/A	N/A
5	Recognizes "extremely-low-income persons" as another income group whose housing needs might be addressed by **accessory dwelling units** and defines such persons consistent with s.420.0004(8), F.S. Ch. 2006-69, LOF.	163.31771(1), (2) and (4)	Not Addressed	Housing Element, Future Land Use Element; The City will evaluate the need to adopt an ordinance regarding the use of accessory dwellings. If determined necessary, the provisions for an affidavit will be included and reflected in the Housing and Future Land Use Elements. Definitions for various income levels will be included in the Housing Element.
6	Assigns to the Division of Emergency Management the responsibility of ensuring the preparation of **updated regional hurricane evacuation plans**. Ch. 2006-68, LOF.	163.3178(2)(d)	N/A	N/A

7	Changes the definition of the **Coastal High Hazard Area (CHHA)** to be the area below the elevation of the category 1 storm surge line as established by the SLOSH model. Ch. 2006-68, LOF.	163.3178(2)(h)	N/A	N/A
8	Adds a new section allowing a local government to comply with the requirement that its comprehensive **plan direct population concentrations away from the CHHA** and maintains or reduces hurricane evacuation times by maintaining an adopted LOS Standard for out-of-county hurricane evacuation for a category 5 storm, by maintaining a 12-hour hurricane evacuation time or by providing mitigation that satisfies these two requirements. Ch. 2006-68, LOF.	163.3178(9)(a) [New]	N/A	N/A
9	Adds a new section establishing **a level of service for out-of-county hurricane evacuation** of no greater than 16 hours for a category 5 storm for any local government that wishes to follow the process in s.163.3178(9)(a) but has not established such a level of service by July 1, 2008. Ch. 2006-68, LOF.	163.3178(9)(b) [New]	N/A	N/A
10	Requires local governments to amend their **Future Land Use Map** and **coastal management elemen**t to include the new definition of the **CHHA**, and to depict the CHHA on the FLUM by July 1, 2008. Ch. 2006-68, LOF.	163.3178(2)(c)	N/A	N/A
11	Allows the **sanitary sewer concurrency requirement** to be met by onsite sewage treatment and disposal systems approved by the Department of Health**.** Ch. 2006-252, LOF.	163.3180(2)(a)	Sanitary Sewer Sub-element requires that sewer lines are installed as a condition of new development but does not directly address onsite sewage treatment and disposal systems.	Sanitary Sewer Sub-element
12	Changes s.380.0651(3)(i) to s.380.0651(3)(h) as the citation for the standards a multiuse DRI must meet or exceed. Ch. 2006-220, LOF.	163.3180(12)(a)	N/A	N/A
13	Deletes use of extended use agreement as part of the definition of small scale amendment. Ch. 2006-69, LOF.	163.3187(1)(c)1.f.	N/A	N/A

14	Creates a new section related to **electric distribution substations**; establishes criteria addressing land use compatibility of substations; requires local governments to permit substations in all FLUM categories (except preservation, conservation or historic preservation); establishes compatibility standards to be used if a local government has not established such standards; establishes procedures for the review of applications for the location of a new substation; allows local governments to enact reasonable setback and landscape buffer standards for substations. Ch. 2006-268, LOF.	163.3208 [New]	Not Addressed	Future Land Use Element
15	Creates a new section preventing a local government from requiring a permit or other approval for vegetation maintenance and tree pruning or trimming within an established **electric transmission and distribution line right-of-way**. Ch. 2006-268, LOF.	163.3209 [New]	Not Addressed	Conservation Element
16	**Community Workforce Housing Innovation Pilot Program**; created by Ch. 2006-69, LOF, section 27. Establishes a special, expedited adoption process for any plan amendment that implements a pilot program project.	New	N/A	N/A
17	**Affordable housing land donation density incentive bonus**; created by Ch. 2006-69, LOF, section 28. Allows a density bonus for land donated to a local government to provide affordable housing; requires adoption of a plan amendment for any such land; such amendment may be adopted as a small-scale amendment; such amendment is exempt from the twice per year limitation on the frequency of plan amendment adoptions.	New	Not Addressed	Future Land Use Element, Housing Element
2007 [Ch. 2007-196, Ch. 2007-198, Ch. 2007-204, Laws of Florida]				
1	(26) Expands the definition of "**urban redevelopment**" to include a community redevelopment area. Ch. 2007-204, LOF.	163.3164	The term "urban redevelopment" is not directly addressed in the Comprehensive Plan	The City will consider the appropriate places/uses for the term "urban redevelopment" versus "redevelopment" in all elements but will ensure that the Future Land Use Element will be updated to reflect the statute. The CRA Element is proposed to be eliminated with policies going to other appropriate elements.

	(32) Revises the definition of "**financial feasibility**" by clarifying that the plan is financially feasibility for transportation and schools if level of service standards are achieved and maintained by the end of the planning period even if in a particular year such standards are not achieved. In addition, the provision that level of service standards need not be maintained if the proportionate fair share process in s.163.3180(12) and (16), F.S., is used is deleted. Ch. 2007-204, LOF.		Public Schools Facilities Element, Goal 2, P 1.3	The Transportation and Capital Improvements Elements will be updated to reflect the updated definition.
2	(2) Clarifies that **financial feasibility** is determined using a five-year period (except in the case of long-term transportation or school concurrency management, in which case a 10 or 15-year period applies). Ch. 2007-204, LOF.	163.3177	Public Schools Facilities Element, Goal 2, P 1.3	The Transportation and Capital Improvements Elements will be updated to reflect the updated definition.
	(3)(a)6. Revises the citation to the **MPO's TIP and long-range transportation plan**. Ch. 2007-196, LOF.		Although the CIE Schedule includes TIP projects the CIE GOPs do not address this. Coordination is addressed in the Transportation Element	The Transportation and Capital Improvements Elements will be updated to reflect the updated citation.
	(3)(b)1. Requires an annual update to the Five-Year Schedule of Capital Improvements to be submitted by December 1, 2008 and yearly thereafter. If this date is missed, no amendments are allowed until the update is adopted. Ch. 2007-204, LOF.		Not Addressed	Capital Improvements Element
	(3)(c) Deletes the requirement that the Department must notify the Administration Commission if an annual update to the **capital improvements element** is found not in compliance (retained is the requirement that notification must take place is the annual update is not adopted). Ch. 2007-204, LOF.	[New]	N/A	N/A
	(3)(e) Provides that a comprehensive plan as revised by an amendment to the future land use map is **financially feasible** if it is supported by (1) a condition in a development order for a development of regional impact		Not Addressed	Future Land Use Element and Capital Improvements Element

	or binding agreement that addresses proportionate share mitigation consistent with s.163.3180(12), F.S., or (2) a binding agreement addressing proportionate fair-share mitigation consistent with s.163.3180(16)(f), F.S., and the property is located in an urban infill, urban redevelopment, downtown revitalization, urban infill and redevelopment or urban service area. Ch. 2007-204, LOF.	[New]		
	(6)(f)1.d. Revises the housing element requirements to ensure adequate sites for affordable **workforce housing** within certain counties. Ch. 2007-198, LOF.		Not addressed	Housing Element
	(6)h. and i. Requires certain counties to adopt a plan for ensuring **affordable workforce housing** by July 1, 2008 and provides a penalty if this date is missed. Ch. 2007-198, LOF.		N/A	N/A
3	(4)(b) Expands transportation concurrency exceptions to include **airport facilities**. Ch. 2007-204, LOF.	163.3180	Not Addressed	Transportation Element and Capital Improvements Element
	(5)(b)5 Adds specifically designated **urban service areas** to the list of transportation concurrency exception areas. Ch. 2007-204, LOF.		N/A	N/A
	(5)(f) Requires consultation with the state land planning agency regarding mitigation of impacts on Strategic Intermodal System facilities prior to establishing a **concurrency exception area**. Ch. 2007-204, LOF.	[New]	Transportation Element, Goal 4, P 1.5	No action required
	(12) and (12)(a) Deletes the requirement that the comprehensive plan must authorize a **development of regional impact** to satisfy concurrency under certain conditions. Also deletes the requirement that the development of regional impact must include a residential component to satisfy concurrency under the conditions listed. Ch. 2007-204, LOF.		N/A	No action required
	(12)(d) Clarifies that any **proportionate-share mitigation** by development of regional impact, Florida Quality		N/A	N/A

	Development and specific area plan implementing an optional sector plan is not responsible for reducing or eliminating backlogs. Ch. 2007-204, LOF. (13)(e)4. A development precluded from commencing because of **school concurrency** may nevertheless commence if certain conditions are met. Ch. 2007-204, LOF. (16)(c) and (f) Allows **proportionate fair-share mitigation** to be directed to one or more specific transportation improvement. Clarifies that such mitigation is not to be used to address backlogs. Ch. 2007-204, LOF. (17) Allows an exemption from concurrency for certain **workforce housing** developed consistent with s.380.061(9) and s.380.0651(3). Ch. 2007-198, LOF.	[New] [New]	Public Schools Facilities Element Not addressed in Comprehensive Plan but is addressed in Land Development Regulations Not addressed	No action required Transportation Element Housing Element
4	Allows a local government to establish a **transportation concurrency backlog authority** to address deficiencies where existing traffic volume exceeds the adopted level of service standard. Defines the powers of the authority to include tax increment financing and requires the preparation of transportation concurrency backlog plans. Ch. 2007-196, LOF and Ch. 2007-204, LOF.	163.3182 [New]	Not addressed	The City of Ocala is a DULA and is in the process of creating a mobility plan. As a part of the plan this provision will be taken into consideration.
5	Allows plan amendments that address certain **housing** requirements to be expedited under certain circumstances. Ch. 2007-198, LOF.	163.3184(19) [New]	Not addressed	Housing Element
6	Exempts from the twice per year limitation on the frequency of adoption of plan amendments any amendment that is consistent with the **local housing incentive strategy** consistent with s.420.9076. Ch. 2007-198, LOF.	163.3187(1)(p) [New]	Not addressed	Housing Element
7	Add an amendment to integrate a **port master plan** into the coastal management element as an exemption to the prohibition in ss.163.3191(10). Ch. 2007-196, LOF and Ch. 2007-204, LOF.	163.3191(14) [New]	N/A	N/A
8	Extends the duration of a **development agreement** from 10 to 20 years. Ch. 2007-204, LOF.	163.3229	Capital Improvements Element, Obj 3.3	No action required

9	Establishes an **alternative state review process pilot program** in Jacksonville/Duval, Miami, Tampa, Hialeah, Pinellas and Broward to encourage urban infill and redevelopment. Ch. 2007-204, LOF.	163.32465 [New]	N/A	N/A
10	If a property owner contributes right-of-way and expands a state transportation facility, such contribution may be applied as a **credit against any future transportation concurrency requirement**. Ch. 2007-196, LOF.	339.282 [New}	Not addressed	Transportation Element
11	Establishes an expedited plan amendment adoption process for amendments that implement the **Community Workforce Housing Innovation Pilot Program** and exempts such amendments from the twice per year limitation on the frequency of adoption of plan amendments. Ch. 2007-198, LOF.	420.5095(9)	Not addressed	Housing Element
2008 [Ch. 2008-191 and Ch. 2008-227, Laws of Florida]				
1	The future land use plan must discourage urban sprawl. Ch. 2008-191, LOF.	163.3177(6)(a)	Future Land Use Element, goal 1, Obj 2	Review and address enhancing GOPs as part of EAR based amendments.
2	The future land use plan must be based upon energy-efficient land use patterns accounting for existing and future energy electric power generation and transmission systems. Ch. 2008-191, LOF.	163.3177(6)(a)	Not addressed	Future Land Use Element; Based on the City's adopted Vision, land use patterns and designations will provide for energy efficient land use patterns in association with a form-based code. Electric generation and transmittal will be addressed in the Future Land Use Element and the Conservation Element.
3	The future land use plan must be based upon greenhouse gas reduction strategies. Ch. 2008-191, LOF.	163.3177(6)(a)	Not addressed	Future Land Use Element; Transportation/Mobility Element; Conservation Element
4	The traffic circulation element must include transportation strategies to address reduction in greenhouse gas emissions. Ch. 2008-191, LOF.	163.3177(6)(b)	Not addressed	Transportation/Mobility Element
5	The conservation element must include factors that affect energy conservation. Ch. 2008-191, LOF.	163.3177(6)(d)	Conservation Element	Strengthen GOPs for energy conservation in Conservation Element
6	The future land use map series must depict energy conservation. Ch. 2008-191, LOF.	163.3177(6)(d)	Not addressed	Future Land Use Element map series
7	The housing element must include standards, plans and principles to be followed in energy efficiency in the design and construction of new housing and in the use of	163.3177(6)(f)1.h. and i.	Not addressed	Housing Element; Conservation Element; Future Land Use Element

	renewable energy resources. Ch. 2008-191, LOF.			
8	Local governments within an MPO area must revise their transportation element to include strategies to reduce greenhouse gas emissions. Ch. 2008-191, LOF.	163.3177(6)(j)	Not addressed	Work with TPO/MPO Marion County and other municipalities to revise the Transportation/ Mobility Element
9	Various changes were made in the State Comprehensive Plan (Chapter 187, F.S.) that address low-carbon-emitting electric power plants. See Section 5 of Chapter 2008-227, LOF.	State Comprehensive Plan	Not addressed	Future Land Use Element; Conservation Element
2009 [Chapters 2009-85 and 2009-96, Laws of Florida]				
1	Changes "Existing Urban service area" to "**Urban service area**" and revises the definition of such an area. Section 2, Chapter 2009-96, LOF.	163.3164(29)	N/A	The City has an existing territorial services area and is working with Marion County to establish Joint Planning Areas that may qualify as an "Urban Service Area"
2	Adds definition of "**Dense urban land area**." Section 2, Chapter 2009-96, LOF.	163.3164(34)	Transportation Element	The City of Ocala is working with Marion County and other municipalities to establish a Mobility Plan. Revisions will be made to the Transportation Element, Future Land Use Element, Capital Improvements Element to reflect this change.
3	Postpones from December 1, 2008 to December 1, 2011, the need for the annual update to the capital improvements element to be **financially feasible**. Section 3, Chapter 2009-96, LOF.	163.3177(3)(b)1.	Capital Improvements Element	While this requirement has been delayed, the city currently meets the financially feasibility standards.
4	Requires the future land use element to include by June 30, 2012, criteria that will be used to achieve compatibility of lands near **public use airports**. For military installations, the date is changed from June 30, 2006, to June 30, 2012. Section 3, Chapter 2009-85, LOF.	163.3177(6)(a)	Future Land Use Element, Goal 1, Pol 12.12	The existing policy addresses a specific property in proximity to the public airport. Language will be strengthened in the Future Land Use Element and the Transportation /Mobility Element to include compatibility for all lands near the public airport.
5	Requires the intergovernmental coordination element to recognize **airport master plans**. Section 3, Chapter 2009-85, LOF.	163.3177(6)(h)1.b.	Airport Master Plan is included in the Transportation Element but is not addressed in the ICE	Intergovernmental Coordination Element
6	Requires the intergovernmental coordination element to include a mandatory (rather than voluntary) **dispute resolution process** and requires use of the process prescribed in section 186.509, F.S., for this purpose. Section 3, Chapter 2009-96, LOF.	163.3177(6)(h)1.c.	Addressed as voluntary in the Intergovernmental Coordination Element	The Intergovernmental Coordination Element language will be changed from 'voluntary' to 'required'.

7	Requires the intergovernmental coordination element to provide for **interlocal agreements** pursuant to s.333.03(1)(b), F.S., between adjacent local governments regarding **airport zoning regulations**. Section 3, Chapter 2009-85, LOF.	163.3177(6)(h)1.d.	Not addressed	Intergovernmental Coordination Element. The City is working with Marion County on Joint Planning Areas that may impact such areas.
8	Defines "**rural agricultural industrial center**" and provides for their expansion though the plan amendment process. Section 1, Chapter 2009-154, LOF	163.3177(15)(a) [New]	N/A	N/A
9	Allows a **municipality** that is not a dense urban land area to amend its comprehensive plan to designate certain areas as **transportation concurrency exception areas**. Section 4, Chapter 2009-96, LOF.	163.3180(5)(b)2.	The City is currently a DULA	No action required
10	Allows a **county** that is not a dense urban land area to amend its comprehensive plan to designate certain areas as **transportation concurrency exception areas**. Section 4, Chapter 2009-96, LOF.	163.3180(5)(b)3.	N/A	N/A
11	Requires local governments with state identified **transportation concurrency exception areas** to adopt land use and transportation **strategies to support and fund mobility** within such areas. Section 4, Chapter 2009-96, LOF.	163.3180(5)(b)4.	Transportation Element	The City is working with Marion county and other municipalities to create a Mobility Plan that will address strategies and funding. Transportation/Mobility Element.
12	Except in **transportation concurrency exception areas**, local governments must adopt the level-of-service established by the Department of Transportation for roadway facilities on the **Strategic Intermodal System**. Section 4, Chapter 2009-96, LOF.	163.3180(10)	Transportation Element, Goal 4, Pol 1.5	The City is a DULA and is working with Marion County and other municipalities to create a Mobility Plan. LOS for all roadways and SIS roadways will be reviewed and included in the Transportation Element.
13	Defines a **backlogged transportation facility** to be one on which the adopted level-of-service is exceeded by existing trips, plus additional projected background trips. Section 5, Chapter 2009-85, LOF.	163.3180(12)(b) & (16)(i)	Transportation Element only identifies specific backlogged facilities but does not define them.	Language in the Transportation Element will be strengthened to reflect the updated definition.

Table : Changes to Rule 9J-5, F.A.C. 2001-2010				
Changes to Rule 9J-5, FAC		**9J-5, F.A.C. Citations**	**Addresses (where/how)**	**Amendment Needed By Element**
February 25, 2001				
69	Defined **general lanes**	9J-5.003	General lanes are not specifically addressed in the Transportation Element.	The City does not have any HOV lanes within the City limits and will revise the Transportation Element as necessary.
70	Revised the definition of "**marine wetlands**."	9J-5.003	N/A	No action required
71	Repeal the definition of "**public facilities and services**."	9J-5.003	N/A	No action required
72	Revised procedures for **monitoring**, evaluating and appraising implementation of local comprehensive plans.	9J-5.005(7)	Each Element Contains requirements for the EAR as required	The City will ensure that as Comprehensive Plan amendments are made that monitoring and evaluation measures are included in all Elements.
73	Repealed requirements for **evaluation and appraisal reports** and evaluation and appraisal amendments.	9J-5.0053	N/A	No action required
74	Revised concurrency management system requirements to include provisions for establishment of **public school concurrency**.	9J-5.005(1) and (2)	Public Schools Facility Element; Intergovernmental Coordination Element, Obj 2;	No action required
75	Authorized local governments to establish multimodal transportation **level of service standards** and established requirements for **multimodal transportation districts**.	9J-5.0055(2)(b) and (3)(c)	Multi-modal transportation is encouraged but is not specifically addressed in the Transportation Element.	The City should consider establishing standards as part of a city-wide multi-modal mobility plan. (Major Issue)
76	Authorized local governments to establish **level of service standards** for general lanes of the Florida Intrastate Highway System within urbanized areas, with the concurrence of the Department of Transportation.	9J-5.0055(2)(c)	Transportation Element, Goal 1, Obj 3;	The City has set a LOS for "State facilities" but does not specifically mention general lanes. The City will review these standards as part of a comprehensive review and development of a multi-modal mobility plan. Coordination with Marion County and other local governments within Marion County including TPO/MPO.
77	Provide that **public transit** facilities are not subject to concurrency requirements.	9J-5.0055(8)	Not addressed	Revise concurrency requirements in the Transportation Element to reflect public transit facilities as required.
78	Authorized local comprehensive plans to permit multi-use developments of regional impact to satisfy the transportation concurrency requirements by payment of a **proportionate share contribution**.	9J-5.0055(9)	Transportation Element, Goal 1, Pol 7.5	No action required

79	Required the future land use map to show **multimodal transportation district** boundaries, if established.	9J-5.006(4)	N/A	N/A
80	Authorized local governments to establish **multimodal transportation districts** and, if established, required local governments to establish design standards for such districts.	9J-5.006(6)	N/A	N/A
81	Required data for the Housing Element include a description of **substandard dwelling units** and repealed the requirement that the housing inventory include a locally determined definition of standard and substandard housing conditions.	9J-5.010(1)(c)	Not Addressed	The City will include the required data and inventory in the Housing Element.
82	Authorized local governments to supplement the **affordable housing needs assessment** with locally generated data and repealed the authorization for local governments to conduct their own assessment.	9J-5.010(2)(b)	Not Addressed	The City will include a needs assessment in the Housing Element.
83	Required the Intergovernmental Coordination Element to include objectives that ensure adoption of **interlocal agreements** within one year of adoption of the amended Intergovernmental Coordination Element and ensure intergovernmental coordination between all affected local governments and the school board for the purpose of establishing requirements for **public school concurrency**.	9J-5.015(3)(b)	Intergovernmental Coordination Element, Obj 2	No action required
84	Required the Intergovernmental Coordination Element to include:	9J-5.015(3)(c)		
	• Policies that provide procedures to identify and implement **joint planning areas** for purposes of annexation, municipal incorporation and joint infrastructure service areas;		Intergovernmental Coordination Element, Obj 3	Revise and update for dates and committee names.
	• Recognize **campus master plan** and provide procedures for coordination of the campus master development agreement;		N/A	N/A
	• Establish joint processes for **collaborative planning** and decision-making with other units of local government;		Intergovernmental Coordination Element	Work with Marion County and other local governments to develop a comprehensive Joint Planning Agreement to ensure a collaborative planning and decision making process. Revise Intergovernmental Coordination Element as needed.

	• Establish joint processes for collaborative planning and decision making with the school board on **population projections** and siting **of public school facilities**;		Intergovernmental Coordination Element, Obj 2	No action required
	• Establish joint processes for the siting of facilities with **county-wide significance**; and		Intergovernmental Coordination Element, Obj 3	No action required
	• Adoption of an interlocal agreement for **school concurrency**.		Intergovernmental Coordination Element, Obj 2	No action required
85	Required the Capital Improvements Element to include implementation measures that provide a five-year financially feasible **public school facilities** program that demonstrates the adopted level of service standards will be achieved and maintained and a schedule of capital improvements for **multimodal transportation districts**, if locally established.	9J-5.016(4)(a)	Capital Improvements Element, Obj 5	No action required
86	Required the Transportation Element analysis for **multimodal transportation districts** to demonstrate that community design elements will reduce vehicle miles of travel and support an integrated, multi-modal transportation system.	9J-5.019(3)	N/A	N/A
87	Required Transportation Element objectives for **multimodal transportation districts** to address provision of a safe, comfortable and attractive pedestrian environment with convenient access to public transportation.	9J-5.019(4)	N/A	N/A
88	Authorized local governments to establish **level of service standards** for general lanes of the Florida Intrastate Highway System within urbanized areas, with the concurrence of the Department of Transportation.	9J-5.019(4)(c)	Transportation Element, Goal 1, Obj 3;	The City has set a LOS for "State facilities" but does not specifically mention general lanes. The City will review these standards as part of a comprehensive review and development of a multi-modal mobility plan. Coordination with Marion County and other local governments within Marion County including TPO/MPO.

Table : Changes to the State Comprehensive Plan 2001-2010			
Changes to State Comprehensive Plan 2001-2010		**Addresses (where/how)**	**Amendment Needed By Element**
2002			
8) Section 1056 of Chapter 2002-387, F.S.	Goal (1) Education and its associated policies were deleted. None of these changes relate to land use or growth management.	N/A	No action required
2008			
9) Section 5 of Chapter. 2008-227, F.S.	a) Goal (10) Air Quality: 6. Encourage the development of low-carbon-emitting electric power plants.	Not Addressed	The City of Ocala has not specifically addressed air quality issues with regards to low-emitting electric power plants. The City has identified the need to meet or exceed air quality standards (Conservation Element, Objective 2). Strategies to promote renewable energy and improve air quality should be included in the Comprehensive Plan.
	b) Goal (11) Energy: Florida shall reduce its energy requirements through enhanced conservation and efficiency measures in all end-use sectors and shall reduce atmospheric carbon dioxide by~~, while at the same time~~ promoting an increase use of renewable energy resources and low-carbon-emitting electric power plants.	Not Addressed	The City of Ocala has not specifically addressed energy conservation and efficiency or low-emitting electric power plants. The City has identified the need to meet or exceed air quality standards (Conservation Element, Objective 2). Strategies to promote renewable energy and improve air quality should be included in the Comprehensive Plan.
	c) A new policy was added under Goal (15) Land Use: 8. Provide for the siting of low-carbon-emitting electric power plants, including nuclear power plants, to meet the state's determined need for electric power generation.	Not Addressed	The City of Ocala has not specifically addressed the siting of electric power generation in the Comprehensive Plan. The City's code of ordinance has included to right to locate "essential services" in any zoning designation. Strategies to promote renewable energy and improve air quality should be included in the Comprehensive Plan.

APPENDIX I

Mandatory Updates Required to Comprehensive Plan

Due to Statutory Changes in Growth Management Laws

Future Land Use Element:

State Comp Plan

- Encourage and provide for siting of low-carbon-emitting electric power plants
- Efficient land uses to
- promote improved air quality
- reduction in atmospheric carbon dioxide
- increase use of renewable energy resources

9J-5, FAC

- FLUM to show boundaries of multi-modal transportation districts

163, FS

- Provide for a non-voting rep from schools on P&Z board
- Plan amendments for school-siting maps are exempt from frequency limitation on text/map amendments
- Include process of notification and rights of affected persons concerning FLUM changes
- Streamline timing of amendment review process
- Require sign-in sheets at transmittal and adoption hearings
- Exemption of certain transportation improvements from amendment frequencies
- Allowable land use of certain proposed solid waste management facilities
- Compatibility of definition of farms, farm operation, and farm products
- Clarify ability to expand farm operations
- Ensure that TDR credits meet ratio standards provided in FS
- Address definitions for affordable housing; very-low, low, moderate-income
- Address shortages in affordable housing
- Provisions for allowance of accessory dwelling units
- Add text concerning adopted community vision – sustainable growth, fiscal constraints, & protection of natural resources
- Consideration of proposed urban growth boundary with adequate public facilities and services for next 10 years
- Elimination of state and regional agency review and frequency of amendments within the UIRA
- Delineation of review requirements for small scale and large scale amendments
- Allowance for location of electric distribution substations in certain FLU
- FLUM is financially feasible when amending for DRI or binding agreement addressing proportionate fair-share in UIRA
- Discourage urban sprawl – strengthen language
- Energy efficient land use patterns that account for existing & future electric power generation and transmission systems
- Reduce greenhouse gas emissions
- Map series must depict energy conservation
- Energy efficient design and construction standards for housing/renewable energy
- Address low-carbon-emitting electric power plants

- DULA
- Compatibility of land uses near public airports

Transportation:

State Comp Plan

- Reduce atmospheric carbon dioxide
- Meet or exceed air quality standards (due out in Feb 2011)

9J-5, FAC

- Include definition for general lanes and provide a LOS for urbanized area
- Multi-modal transportation (if designated)
- Assign LOSS
- Address multi-modal transportation district requirements
- Provide design standards
- Provide analysis to demonstrate reduction in VMT & support of integrated, multi-modal transportation system
- Provide for safe, comfortable & attractive pedestrian environment
- Reflect public transit facilities not subject to concurrency requirements
- Transportation facilities to be in place or under construction within 3 years of approval building permit (instead of 5 years)
- Maintain 110% de minimis report
- Provide for revised definition and possible inclusion of a long-term concurrency management system
- Include revised definition of financial feasibility
- Update citation for MPO's TIP and long-range transportation
- Transportation concurrency exceptions include airport facilities
- Proportionate fair share cannot address backlog
- Allows establishment of transportation concurrency backlog authority with a plan; defines powers and can include TIFF
- Contributions of ROW and expansion of state facilities can be credited toward future concurrency
- Reduce greenhouse gas emissions
- DULA
- Compatibility of land uses near public airports
- Strategies to support and fund mobility – mobility plan
- Define backlogged transportation facilities

Housing Element:

9J-5, FAC

- Include data and description of substandard dwelling units
- Include affordable housing needs assessment/can supplement with locally generated data

- Address definitions for affordable housing; extremely-low, very-low, low, moderate-income
- Address shortages in affordable housing

163 FS

- Provisions for allowance of accessory dwelling units
- Amendments for local housing incentive strategy are exempt limitations on frequency of adoption
- Density bonus for affordable housing
- Ensure adequate sites for workforce housing
- Allows for expedited plan amendments for certain housing
- Allows for expedited plan amendments for community workforce housing innovation program and exempt from frequency of adoption limitations
- Energy efficient design and construction standards for housing/renewable energy

Infrastructure Element:

Sanitary Sewer

163, FS

- Consider the regional water supply plan and include a 10-year work plan for water supply facilities
- Sanitary sewer concurrency requirements for onsite sewage treatment and disposal systems

Solid Waste

163, FS

- Consider the regional water supply plan and include a 10-year work plan for water supply facilities
- Allowable land use of certain proposed solid waste management facilities

Stormwater Management

163, FS

- Consider the regional water supply plan and include a 10-year work plan for water supply facilities

Potable Water

163, FS

- Ensure that plan is coordinated/consistent with regional water supply plan
- Consider the regional water supply plan and include a 10-year work plan for water supply facilities

- Provide alternative water supply projects to meet regional water supply plan within 18 months of adoption
- Provide language for required content of 10 year water supply plan

Natural Groundwater Aquifer Recharge

163, FS

- Consider the regional water supply plan and include a 10-year work plan for water supply facilities

Conservation

163, FS

- Review for compliance with the regional water supply plan
- Requirements for permitting of vegetation maintenance and tree trimming within electric ROW
- Energy efficient land use patterns that account for existing & future electric power generation and transmission systems
- Reduce greenhouse gas emissions
- Promote energy conservation – strengthen
- Energy efficient design and construction standards for housing/renewable energy
- Address low-carbon-emitting electric power plants

Recreation and Open Space

No FS or FAC requirements

Intergovernmental Coordination

9J-5, FAC

- Revise Obj 3 to reflect policies for procedures for joint planning areas, USA, Land Development Review Committee (Pol 3.5)
- Establish joint processes for collaborative planning
- Establish LOS for general lanes of Intrastate highways concurrent with FDOT
- Ensure that plan is coordinated/consistent with regional water supply plan
- Consideration of proposed urban growth boundary with adequate public facilities and services for next 10 years
- Recognize adopted airport master plan
- Requires ILAs regarding airport zoning regulations

Community Redevelopment Area

No FS or FAC requirements

Historic Preservation

No FS or FAC requirements

Capital Improvements

163, FS

- Consider the regional water supply plan and include a 10-year work plan for water supply facilities
- Require annual update of schedule of capital improvements
- Reflect oversight and penalty for failure to adhere to annual CIE update
- Schedule of capital improvements must match the length of the concurrency management system
- Provide alternative water supply projects in CIE update to meet regional water supply plan within 18 months of adoption
- Provide language for required content (project type) of 10 year water supply plan
- Transportation facilities to be in place or under construction within 3 years of approval building permit (instead of 5 years)
- Include the 110% de minimis report in the annual CIE update
- Provide for revised definition and possible inclusion of a long-term concurrency management system
- Include revised definition of financial feasibility – by Dec 1, 2011
- Update citation for MPO's TIP and long-range transportation
- FLUM is financially feasible when amending for DRI or binding agreement addressing proportionate fair-share in UIRA
- Transportation concurrency exceptions include airport facilities
- Proportionate fair share cannot address transportation backlog
- Allows establishment of transportation concurrency backlog authority with a plan; defines powers and can include TIFF
- DULA

Public Schools Facilities

163, FS

- Include the existing less than district wide concurrency service areas as adopted in the ILA

APPENDIX II

EAR Recommendations for Comprehensive Plan

Consolidated by Element

Future Land Use Element:

Provide a complete rewrite of the Future Land Use Element that includes goals, objectives and policies to:

- Implement the Vision Map that was created through the Ocala 2035 Vision process. The Map specifies the desired development intensity and transportation pattern throughout the City;
- Identify and promote neighborhood sub-areas of the City. An evaluation process with extensive public participation shall be undertaken to create a sense of place based on the unique identity of these communities;
- Move forward with a sub-area vision and plan with specific implementation strategies, revisions to the land use and zoning designations, a form based code and design guidelines to meet the needs and desires of the community and the City as a whole.
- Future Land Use Designations shall be revised and consolidated to encourage mixed use development patterns;
- Strengthen the urban development of the Downtown and other higher intensity areas as identified through the Visioning process;
- Implement strategies to promote energy efficient land use patterns such as mixed-use, infill, redevelopment, and higher intensity development;
- Utilize vacant lots and small parcel sizes to provide an opportunity to address environmental concerns in a comprehensive manner;
- Provide for the protection of the significant natural resources of the City;
- Create a methodology to analyze potential annexation areas by evaluating the compatibility of land uses and fiscal impacts; and
- To assure compliance with the Ocala 2035 Vision principles related to site development, the Element shall:
    - Identify and provide for architectural design standards;
    - Provide site layout standards to achieve the desired function and form; and
    - Provide for the identified level of connectivity.

Transportation/Mobility Element:

Provide a complete rewrite of the Transportation Element that includes goals, objectives and policies to:

- Develop a mobility plan which will be an intergovernmental coordinated enterprise that will be designed to provide a functional roadway system that is focused on providing a viable multi-modal transportation network;

- Ensure that the City's required mobility plan will include an analysis of the LOS standard and of long-term financial feasibility for multi-modal transportation;
- Offer viable multi-modal transportation options and move away from a single use vehicular dominated development pattern;
- Create a multi-modal development pattern and evaluate existing streets to determine the improvements needed to implement the strategies of the Ocala 2035 Vision;
- Provide for an interconnected street system to relieve and distribute traffic volumes as an alternative to roadway widening;
- Require Complete Street evaluations for the viability of multimodal transportation and desirable visual aesthetics;
- Develop Streetscape Master Plans, including landscape and hardscape details, to improve visual aesthetics of City gateway corridors, including SR 200, SR 40, US-27, and US-441;
- Require building design and site layout requirements that encourage and enhance multimodal transportation;
- Establish a City-wide sidewalk improvement program to provide the pedestrian connectivity desired in the vision and that support neighborhood sub-area plans and the Parks Master Plan;
- Acquire easements for sidewalks where they do not exist;
- Include sidewalk improvements in the annual Capital Improvement Program;
- Identify, reserve, and/or acquire transit corridor right-of-way for regional transit system connections to Belleview, Silver Springs Shores, Dunnellon, the Villages, Gainesville, Orlando, and Jacksonville;
- Identify, reserve, and/or acquire transit corridor right-of-way for transit system connections in the urban core;
- Evaluate the potential of providing trolley service that connects the North Magnolia business area, Downtown and the Hospital district;
- Evaluate the potential of providing trolley service that connects West Ocala to Downtown;
- Establish minimum residential densities and commercial intensities to support the use of public transportation along Complete Streets and Transit Corridors depicted on the Vision map;
- Evaluate opportunities to reestablish passenger rail service connected to the national rail network; and
- Eliminate the TCEA, in its current form.

Housing Element:

Provide a complete rewrite of the Housing Element that includes goals, objectives and policies to:

- Address the current programs available in the City; and
- Promote alternate types of housing units within the City.

Infrastructure Element:

The Sub-elements should include goals, objectives and policies to:

- ***Sanitary Sewer Sub-element:***
- Remove septic tanks consistent with the Land Development Regulations ordinance;
- Eliminate objectives and policies that have been met and are no longer applicable; and
- The City needs to expand reuse water by providing mandatory connection criteria and to partner with the private sector to make the expansion of re-use lines economically viable.

- ***Solid Waste Sub-element:***
- Expand the current recycling efforts to comply with the provisions of HB 7243.

- ***Stormwater Management Sub-element:***
- Evaluate the potential of creating multi-use stormwater facilities;
- Vegetate stormwater facilities;
- Utilize sustainable eco-friendly design; and
- Evaluate the siting of regional treatment and storage facilities.

- ***Potable Water Sub-element:***
- Expand water conservation measures to reflect specific opportunities, including but not limited to; reuse and alternative water supplies;
- Implement a 10-year water supply work program consistent with the St. Johns River Water Management District updated Regional Water Supply Plan;
- Revise landscape ordinance to allow xeriscaping and require more efficient irrigation requirements that meets the Water Management District standard;
- Take a broad view of the availability and conservation of water supplies while keeping the needs of the residents in mind;
- Ensure that the development and maintenance of public facilities should be accomplished in a fiscally responsible manner;

- Continue monitoring the City's water supply needs and to maintain the ability to support current and future population growth;
- Continue involvement with coordination of regional alternative water sources;
- Ensure participation in various groups related to alternative water sources, promote education programs regarding water usage and conservation;
- Expand central utilities to areas that currently utilize domestic self-supply;
- Improve the efficiency of facilities to reduce water loss and improve the quality of water for customers;
- Improve the management of the City's potable water supply to achieve 95% accountability;
- Ensure that the projected increase in domestic self-supply usage identified by SJRWMD is taken into consideration when developing a 10-year water supply plan;
- The City needs to expand reuse water by providing mandatory connection criteria and to partner with the private sector to make the expansion of re-use lines economically viable;
- Revise the level of service standard for potable water and public facilities to reflect current use patterns in combination with proposed conservation methods;
- Provide for building and site design standards that provide for efficient water facilities;
- Provide for building and site design standards that promote conservation and reduction in potable water use for irrigation;
- Provide a minimum intensity and density level to more accurately predict water needs;
- Identify all existing structures that are not currently connected to City utility services and develop programs to facilitate connection of such properties in a fiscally responsible way;
- Provide a land use plan that provides for efficient installation and use of public facilities;
- Develop a long-term capital improvements plan to better facilitate the expansion and maintenance of water supply facilities; and

- ***Natural Groundwater Aquifer Recharge Sub-element:***
- Require the removal of inactive municipal non-filtered wells.

Conservation Element:

Include goals, objectives and policies to:

- Expand water conservation measures to reflect specific opportunities, including but not limited to; reuse, stormwater capture, and alternative water supplies;

- Implement the water and energy conservation measures identified in Florida House Bill 697;
- Implement a 10-year water supply plan consistent with the St. Johns River Water Management District regional water supply plan;
- Continue to educate City staff and the public on environmental and conservation measures related to tree and ecosystem protection;
- The City needs to expand reuse water by providing mandatory connection criteria and to partner with the private sector to make the expansion of re-use lines economically viable;
- Expand the current recycling efforts to comply with the provisions of HB 7243; and
- Implement a municipal urban forestry program that addresses: Energy Conservation, Air Pollution, Water Quality Enhancement, Enhanced Property Values, Enhanced Economic Benefits, and City Beautification.

Recreation & Open Space Element

Based on the Recreation & Parks Master Plan, substantial changes to the Recreation and Open Space Element will be required and should include goals, objectives and policies to:

- Implement the Ocala 2035 Vision Plan that includes a conceptual map of desired greenways and trails to provide greater connectivity through the City;
- Ensure that public parks and recreation spaces are designed as organizing elements within the Ocala community;
- Develop public greenways and trails to interconnect neighborhoods, parks and commercial areas;
- Locate parks within walking distance of every neighborhood and walking distance of one another with the desired maximum walking distance between parks not to exceed ½ mile;
- Parks Levels of Service (LOS) for acreage and connectivity shall be met for each City quadrant and the downtown; and
- Investigate development of joint-use facilities with the Marion County School Board to help alleviate the need for additional park facilities including the expansion of recreational opportunities within neighborhoods where many of the schools are located.

Intergovernmental Coordination Element:

Include goals, objectives and policies to:

- Collaborate with Marion County in the development of an interlocal agreement to establish a joint planning area for the purpose of addressing annexations, land use designations, infrastructure, permitting, economic development and DRIs as previously required by policy 3.2 and 3.3; and
- Evaluate the feasibility of working with Marion County and other governmental entities in the creation of a mobility plan as required by SB 360.

Community Redevelopment Area Element:

The CRA Element should be eliminated and the existing categories of the Element should be incorporated into the corresponding Elements and/or into a new Economic Development Element.

Economic Development Element:

The Comprehensive Plan shall establish a new Element or incorporate goals, objectives and policies into existing elements that address economic development and employment opportunities within the City to:

- Integrate retail into mixed use environments particularly near job centers;
- Evaluate the potential for the creation of additional Community Redevelopment Areas (CRA);
- Identify and redevelop vacant and underutilized parcels for the purpose of attracting smaller businesses;
- Pursue the creation of an inland rail-port;
- Promote the City's logistics and product distribution industrial sector;
- Provide increased rail accessibility to the City's industrial areas;
- Partner with educational institutions to recruit companies looking to locate in close proximity to universities for talent recruitment and innovative research for product development;
- Assist in the growth of existing businesses;
- Attract new businesses; and
- Provide an opportunity to increase the number and quality of jobs.

Historic Preservation Element:

The City feels that the overall needs of historic and cultural preservation can best be accomplished through GOPs in the Future Land Use Element and the use of sub-area plans as opposed to continuing a separate Historic Preservation Element. These needs include:

- Protection of mid-century architecture/neighborhoods;
- Protection of cultural heritage; and
- Design guidelines for in-fill development in or near historic areas.

Capital Improvements Element:

Include goals, objectives and policies to:

- Update the LOS standards for public facilities;
- Review and revise policies relating to financial feasibility and debt management as necessary to maintain fiscally responsible policies;
- Enhance the Concurrency Management System (CMS) to reflect new development practices; and
- Adopt a financially feasible Capital Improvements Plan on an annual basis.

Public School Facilities Element:

It has been determined that there is no text amendments needed to the PSFE at this time.

- Sidewalks and transportation of school children to school will be investigated as part of the proposed sub-area plans (in FLUE).