

West Ocala Community Redevelopment Plan:  
Great Gateways, Viable Corridors, Thriving Community

Appendices (1-15)

**West Ocala Community Redevelopment Plan:  
Great Gateways, Viable Corridors, Thriving Community**

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# **Appendix 1**

West Ocala Vision and Community  
Plan Book

# WEST OCALA

## Vision & Community Plan



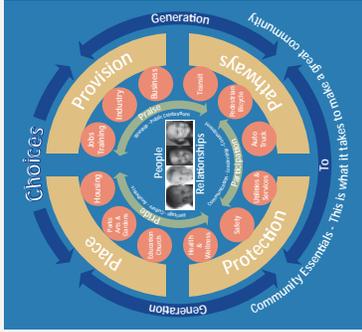
December 20, 2011



Created by

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# Acknowledgements



## City Council

- » Mayor Randy Ewers
- » Council President Daniel Owen (District 5)
- » Councilwoman Suzy Heinbockel (District 1)
- » Councilwoman Mary S. Rich (District 2)
- » Councilman John Priestler (District 3)
- » Councilman Reuben Kent Guinn (District 4)

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- » Elton Bellamy
- » Ire Bethea
- » Susie Debose
- » Clara Eckles
- » Wanda Fulton
- » Jerome Johnson
- » Glenda Jones
- » Ruth Reed
- » Roosevelt Rimes, Jr.
- » Mary Williams

## Community Organizations

- » Barbara Washington Senior Activity Center
- » City of Ocala Enterprise Zone
- » Family Resource Center
- » Governor's West Ocala Neighborhood Revitalization Council
- » Howard Middle School Students
- » Ministerial Alliance
- » Ocala Housing Authority
- » Marion County NAACP
- » Neighborhood Citizens of Northwest Ocala
- » Phoenix Rising
- » Poinciana Heights Task Force
- » Buddy Martin Radio Show

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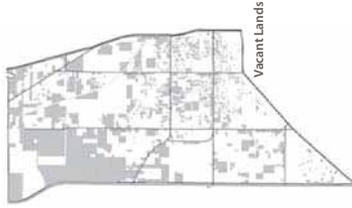
- VHB MillerSellen
- Ray and Associates
- Place Alliance



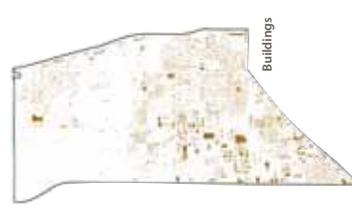
# West Ocala Community Plan: Introduction Process & Participation



As a continuation of the Ocala 2035 Vision, the West Ocala Community Plan is the City's first specific planning area study. Ocala's 2035 Vision Plan sees downtown Ocala as a vibrant regional center. The success of that vision is inextricably linked to the success and health of the West Ocala Community. To put this in context is to consider the relationship of the Community with the center of Ocala and some of the community's history.



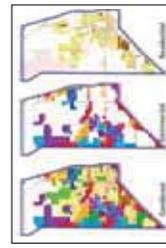
Physically, three existing and one proposed I-75 interchanges provide access to four primary road corridors (SR 200, SR 40, US 27, and NW 35th / Pine Ave.) that run through the West Ocala Community to the core of the City. These road corridors feed more traffic to the City's core than any of the other major corridors combined.



Economically, the community includes the city's largest industrial/distribution employment center and the planned Ocala Marion County Commerce Park (the Magna project)

Visually and experientially, the story that most visitors and business opportunities will remember about the City of Ocala is the experience being displayed along I-75 and throughout the West Ocala Community.

To achieve its vision for a vibrant downtown, the City must make significant investments to support the downtown core. These critical investments will need to include business access to regional, national and international markets and the economic health of immediately surrounding support communities like West Ocala.



**The West Ocala Community Study Area** encompasses 6048 acres, 14,600 residents, the city's largest industrial/distribution employment center, and the historic center of Ocala's African-American cultural community.

Area demographics, vacant land and building inventory data suggest there are many opportunities for economic development, green field development, and community redevelopment. The data also suggests that there is great purpose in making the West Ocala Community the first planning area to build on the principles of the City's 2035 Vision.

West Ocala Community Study Area: 2000 - 2010 Census Comparative Analysis

	2010 Census		2000 Census		Change %		2010 Census		2000 Census		Change %		2010 Study		2000 Study		Change %		2010 City		2000 City		Change %	
	Tract 15	Tract 16	Tract 17	Tract 18	Tract 15	Tract 16	Tract 17	Tract 18	Tract 15	Tract 16	Tract 17	Tract 18	Area	Area	Area	Area	Area	Area	Wide	Wide	Wide	Wide	Wide	Wide
<b>Total Population</b>	4,195	3,534	-16%	3,934	4,338	10%	4,338	4,979	13%	2,079	1,750	-16%	14,607	14,601	-0.04%	45,943	56,315	23%						
<b>Average Household Size</b>	2.52	2.49	-1%	2.20	2.49	13%	2.78	2.50	-10%	2.59	2.55	-2%	2.52	2.51	-1%	2.29	2.30	0.4%						
<b>Number of Households</b>	1,665	1,420	-15%	1,047	999	-5%	1,545	1,990	29%	791	678	-14%	5,048	5,087	1%	20,301	23,103	13%						
<b>Owner Occupied Housing Units</b>	1,008	825	-18%	421	383	-9%	613	489	-20%	340	275	-19%	2,382	1,972	-17%	10,673	11,662	9%						
<b>Renter Occupied Housing Units</b>	657	595	-9%	626	616	-2%	932	1,501	61%	451	403	-11%	2,666	3,115	17%	7,973	11,441	43%						
<b>Vacant Housing Units</b>	228	366	61%	109	161	48%	203	440	117%	136	170	25%	676	1,137	68%	1,855	3,661	97%						
<b>Total Housing Units</b>	1,893	1,786	-6%	1,156	1,160	0%	1,748	2,430	39%	927	848	-9%	5,724	6,224	9%	20,301	26,764	31%						
<b>Median Household Income*</b>	\$23,623	\$27,520		\$31,569	\$23,767		\$19,769	\$22,484		\$15,718	\$15,398		\$2,2670	\$22,427		\$30,888	\$36,812	19%						
<b>Household Income*</b>																								
Less than \$25,000	873	662		398	517		938	1022		555	384		2,784	2,855		7,704	7,713							
\$25,000 to \$34,999	285	174		209	75		232	396		121	66		688	451		3,052	7,187							
\$35,000 to \$49,999	212	135		164	75		162	199		100	42		572	636		2,846	1,646							
\$50,000 to \$74,999	213	193		187	167		131	186		41	90		127	324		1,186	2,581							
\$75,000 to \$99,999	29	160		78	51		20	27		0	86		70	143		1,250	39,822							
\$100,000 or more	43	10		11	77		9	56		7	0													
<b>White</b>	1,669	1,231	-26%	2,595	2,798	8%	805	1,398	62%	114	89	-22%	5,243	5,516	5%	33,474	39,822	19%						
<b>African American</b>	2,436	2,155	-12%	973	1,058	9%	3,092	2,861	-4%	1,829	1,605	-12%	8,330	7,779	-7%	10,174	11,795	16%						
<b>Hispanic</b>	89	155	74%	387	819	112%	486	1,186	144%	169	49	-71%	1,131	2,209	95%	2,636	6,586	150%						
<b>Asian</b>	6	8	33%	67	99	48%	46	83	80%	4	0	-100%	123	190	54%	559	1,464	162%						
<b>Other*</b>		88			271			419			17			795		831	1,655	99%						

\* Where data for a particular category was not available that data point has been intentionally left blank.

2010 Income Data from Am. Comm. Survey (ACS) 2006-2009 Estimates 12/08/11

**Community Study Area Demographics 2010**  
 Total Population 14,601 persons  
 Average Household Size 2.51 persons  
 Number of Occupied Households 6,224 dwelling units  
 Owner Occupied 32%  
 Renter Occupied 50%  
 Vacant Housing Units 18%

**Community Study Area Data: 2011**  
 Study Area Gross Acreage 6048 Acres  
 Vacant Land Area 2,163 Acres (36% of Gross Acreage)  
 Existing Single Family Lots (less than five (5) Acres) 2,351 Lots  
 Vacant Residential Parcels (less than five (5) Acres) 1,180 lots (50% of Existing Single Family lots (less than five (5) Acres))

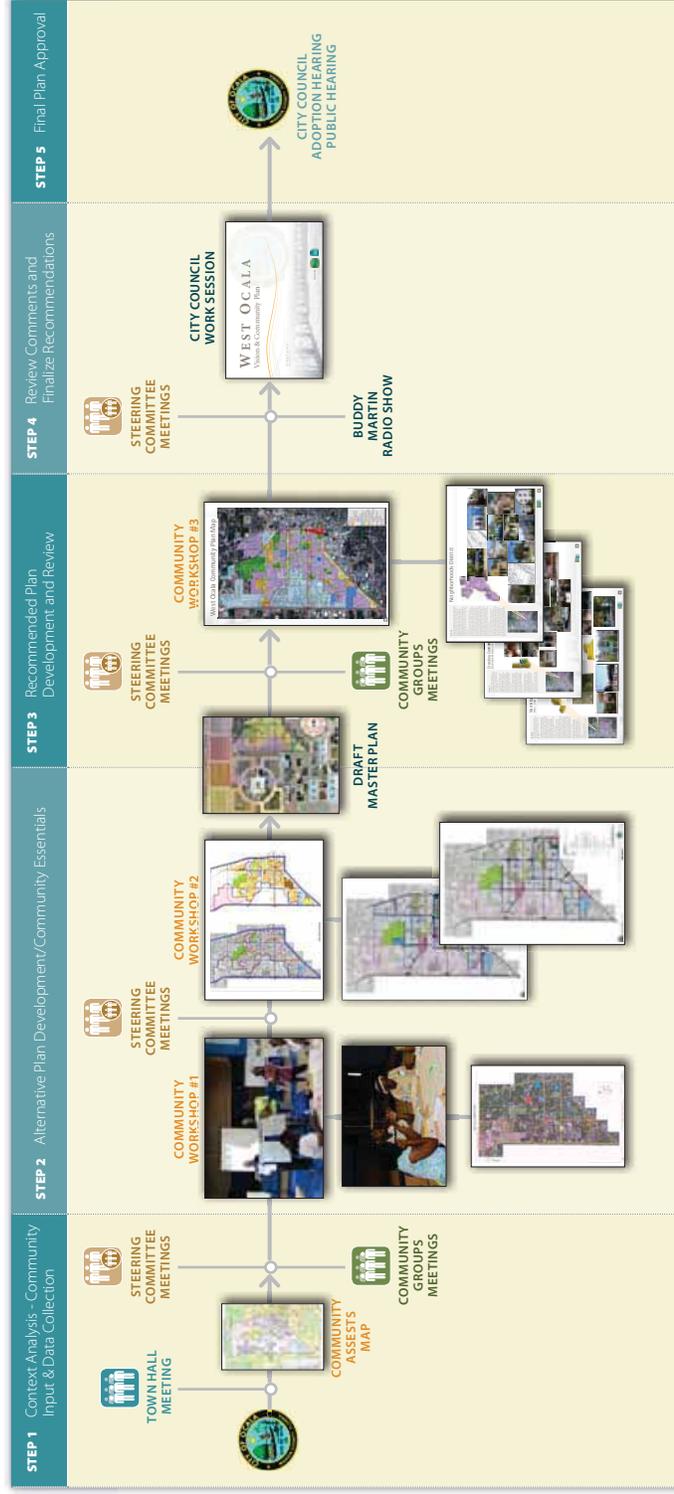


# West Ocala Community Plan: Introduction Process & Participation

**In implementing the City's goal for an extensive public outreach,** the City's Growth Management Planning staff and its consultants VHB MillerSellen have engaged the local community, city departments and interested parties in development of this community based plan. A steering committee of community residents has been critiquing, advising, guiding and working alongside the City's planning team to understand specific community concerns and aspirations as well as building community consensus for the West Ocala Community vision, master plan and recommendations. The steering committee and the planning team have conducted numerous community workshops, presentations to community organizations, and one on one discussion with residents.

As a result of the public outreach and community workshops, community residents participated in identifying over 200 individual issues and concerns noted in these general categories

- » Appearance
- » Economic/Jobs
- » Health & Wellness
- » Housing
- » Infrastructure – City Services
- » Recreation
- » Safety
- » Schools
- » Sense of Community
- » Transportation



Some of the priority needs expressed included:

- » Communication with and throughout the community
- » Jobs, especially for teens & young adults
- » Magnet schools, balance with the needs of the children in the community
- » Redevelop MLK Park/Croskey Center including more youth activities and a branch library
- » Medical services
- » Grocery store serving neighborhood and community

The common purpose for this planning study, is to improve the collective futures for West Ocala's residents through development and implementation of a sustainable, "living" and enduring Community Plan. To move toward this goal, the West Ocala Community Plan includes recommendations to be implemented through:

- » Land use,
- » Land use policy,
- » Zoning
- » Form Based Codes,
- » Design Overlay Districts,
- » Community Redevelopment Districts, etc

The intent of these actions is to help facilitate economic growth, community connectivity, neighborhood improvements, placemaking, opportunities, and enhance community pride and communications.

# History

**The West Ocala Community's historic overview is included to give a brief introduction to the rich culture, places, and events that have helped shape West Ocala as a community and the City of Ocala as a whole.** As part of this planning effort members of the community expressed their own experiences and history as residents of West Ocala. They have helped shape the vision, plan and its recommendations. However, it is clear that there is much more history available in the community than has been expressed and reviewed for this plan. We encourage the Community to come together to record their stories and family histories, to gather photographs, articles, conduct and record oral interviews, etc. This information, when gathered and preserved, can help bring generations together, can help understand the successes, failures and unintended outcomes of prior decisions and can shape the community for generations to come.

This historic overview is predominately an executive summary edited verbatim from the *History of West Ocala & Final Survey Report West Ocala, Florida. Performed for the City of Ocala Planning Department By Anderson Consulting, Savannah, Georgia June 2001 and the History of Ocala, City of Ocala's website <https://ocalafl.org>.* We encourage the reader to go to these sources to read the full documents. The Final Survey Report was produced in conjunction of the adoption of the West Ocala Historic District which is a small portion of the West Ocala Community Plan Study Area.

Minor edits have been made for continuity and the focus has been placed on the time line and places. The information up to the 1940's is from the survey report and the subsequent information is from additional research and observations conducted as part of this planning process.

## Historic Overview

When the United States acquired Florida in **1821**, the population of what would become Marion County consisted largely of Native Americans and African Americans. Settlements of white European Americans did not occur until after an 1823 treaty was passed that restricted Native Americans to the southern portion of Florida.

Marion County was established in 1844. Florida achieved statehood in 1845. The first plat of Ocala was created in March of **1846**. The City originally consisted of 80 blocks situated around a public square. The square was to become the County Courthouse and a center of activity for Marion County.



Steamboats on the Ochlawaha 1820's - 1880's\*

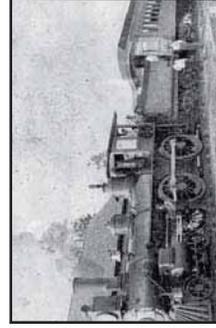
The economy of antebellum Marion County was largely agricultural based, with several large plantations producing corn, sugar cane, cotton and tobacco. The labor force was predominately African American slave labor. The census of 1860 indicates that African Americans accounted for 62% of the population of Marion County.

During the Civil War, Marion County served as a production center providing food, clothing and arms to the Confederate Army.

After the war ended in 1865, African Americans continued to live in Marion County as free persons. The Freedman's Bureau was created in 1865 to assist the former slave population. Among its actions, The Bureau promoted education and opened 87 schools across Florida. James H. Howard, a former slave owner, donated a parcel of land on the corner of Osceola and 3rd Streets for the first African American school in Ocala, Howard Academy.



Courthouse on the Square\*



Railroads Support New Economys 1880's - 1900's\*

In 1868, M.A. Clouts, an African American, was appointed Sheriff in Marion County and by the end of the Reconstruction period in 1879, Marion County had sent seven black representatives to the Florida House. One distinguished representative, Tom Long, introduced a bill establishing free public schools in Florida.

Steamboats were first introduced in Florida in the 1820s and by the **1870s** they were the main mode of

transportation. The majority of steamboat pilots at that time on the Ocklawaha River were African Americans. By 1870, the African American population had grown to 73% of Marion County's total population.

The citrus industry boomed in Marion County between 1870 and the Great Freeze of 1895 as did railroad expansion, which brought new population and development.

Ocala was beginning to expand outside of its original city limits.

A fire in Downtown Ocala in 1883 destroyed most of the major buildings. Many of those buildings had been reconstructed in brick, granite, and metal by **1887**. Consequently Ocala became known as "The Brick City."



# History

Baseball was played in any open space available. Pickup games between church and social groups led to the formation of the Florida State League in 1892, one of the earliest leagues of its kind in the South.

The majority of African American residents began to settle west of the downtown core. Ocala's main east-west thoroughfare, Broadway (now Silver Springs Boulevard), was the commercial heart of downtown. The street was home to many of Ocala's most prosperous African American businessmen and leaders. The area was well known as West End Ocala by the **1890s**.

West Ocala grew north and south out from West Broadway. The majority of Ocala's African Americans resided here, attended school, worshipped, and worked in this area. Additionally, many of the businesses in this area were owned and operated by African Americans.

In 1881, F.P. Gadsden organized the Ocala Bazaar, which was located on South Magnolia Street near the courthouse. The Ocala Bazaar became the largest store of its kind in Ocala. In 1888, Gadsden was elected City Treasurer and Tax Collector and later served on the City Council.

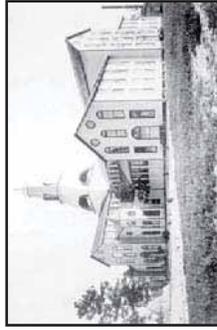
In 1891, the Metropolitan Realty and Investment Company was organized. It was the first African-American corporation to be granted a charter by the State of Florida.

In 1893, the Emerson Memorial Home and School described as an "Industrial School for Colored Girls" was located at the corner of Madison (now NW4th Street) and 23rd Street (now NW 12th Avenue). By 1927, it was called the Baptist Theological Seminary.

In January of 1889, Florida's International and Semi-Tropical Exposition was held in Ocala. The Exhibition Hall was located on 40 acres along West Broadway, between 22nd and 24th Avenues. The Hall housed horticultural and agricultural products, natural curiosities, and products from every industry with the grounds being described as "having a panorama of tropical plants, flowers, rustic arbors, rockeries, fountains, and a dance floor was said to be the largest in the South."



Metropolitan Bank Founders<sup>1</sup>



West Ocala Tropical Exhibition<sup>2</sup>

Promotional literature touted West Ocala as similar to "New York's Harlem...the coming popular city district for fashionable residence." It described the area as having electric lights, city water and fire protection, and a street railway.

When the Exposition Hall opened in 1889, Cuban workers from Tampa were employed to demonstrate cigar making. Shortly after, several cigar factories were constructed just west of the Exposition building. This area was originally called "Havanatown." The cigar village was bordered by N.W. 4th Street, Martin Luther King Blvd., S.W. 24th Avenue and S.W. 7th Place. The area was later named "Martí City" after a visit there by Cuban Patriot José Martí.

The failure of the citrus crop form the Great Freeze of 1895 threw Marion County into a depression. By 1909, Martí City was abandoned by workers who moved to Tampa and Miami to find work.

After the failure of the citrus crop, the area's agricultural industry began to diversify. To boost the growing agricultural prospects of livestock, cotton, tobacco, and vegetables, the Marion County Fair was established at the western edge of Ocala. The fairgrounds included a racetrack, exhibition buildings, and livestock sheds. The fair also attracted national figures including Booker T. Washington. Industries such as naval stores, turpentine, and lumber were growing. In 1912, the H.A. Fausett Planing Mill was situated at the corner of Broadway and 22nd Street (now NW 11th Avenue).

By **1914**, black residents were said to be some of the most prosperous in the South. African American businesses lined West Broadway from Magnolia to 16th Avenue. The Ocala Bazaar was thriving downtown as was a new black-owned hotel. The Metropolitan Savings Bank was organized and was located in Ocala's central business district. Its president was West Ocala resident, F.P. Gadsden. It was the first African-American bank incorporated in the State of Florida. Gibbs Crompton also began Crompton's Dry Goods Store located on West Broadway.

Many of the houses along West Broadway and the adjoining side streets were very large two-story residences.

Howard Academy continued to educate many of Florida's future leaders including Effie Carrie Mitchell, who was the first African-American woman to practice medicine in Florida.



West Broadway Ocala<sup>3</sup>



# History

By 1928, Ocala had 11 African American churches, the largest being Mt. Zion and Mt. Moriah.

The **1920s** saw a rise in the number of African Americans entering professional fields. Howard Academy had been the training ground for many future doctors, businessmen and political leaders. In 1925, Dr. R.S. Hughes opened the American National Thrift Association Hospital, which was the only facility to treat African Americans for hundreds of miles. It was located on West Broadway and Pine Street. Other notables included Dr. Nathaniel Hawthorne Jones and Dr. E.E. Lamb, and Mrs. Mattie J. Shaw who started The Florida Watchman newspaper.

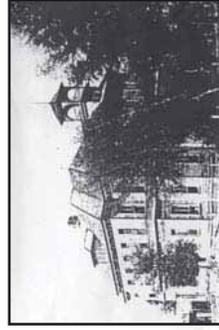
Black-run businesses extended west from Magnolia Street to 16th Avenue.<sup>1</sup>

John Jacob Gerig, the owner of a local drug store pushed for a modern place to play baseball and attract professional teams to the city. A few months before he was elected mayor in 1929, the local chamber of commerce had solid plans to move forward with a baseball park on the county fairgrounds. Soon, the Great Depression hit Ocala, and by 1932 the city's central location, which had established it as a railroad hub, made it a magnet for the unemployed and desperate. The county fairgrounds would become a transient camp.<sup>3</sup>

The onslaught of the Great Depression resulted in a severe decline in property values, local governments went bankrupt, and unemployment skyrocketed. African-American owned businesses in Ocala also suffered. By **1930**, the African American population accounted for only 49% of the population. The New Deal of the Roosevelt Administration began in 1933 to provide additional welfare relief. The Civilian Conservation Corps (CCC) was begun to provide work for the labor force. In **1936**, only 500 African Americans were registered to vote due in large part to the poll tax and continued Jim Crow laws.

In 1936 Howard Academy was rebuilt with Works Progress Administration (WPA) funds. WPA projects provided employment and civic improvements to Ocala. Streets were widened and sewer lines were extended.<sup>1</sup> In 1936, the Works Progress Administration funded the Ocala baseball project. Officials chose a portion of the fair grounds, still a transient camp, for the site. In 1939, Gerig baseball field and softball park (now MLK Park) complete with a concrete grandstand, dugouts, clubhouses and fences, was finished and the Milwaukee Brewers were on their way.<sup>3</sup>

In 1943 the African-American hospital on West Broadway was closed after the death of Dr. Hughes. Blacks could be treated at the main hospital in town but were segregated until the 1960s.<sup>1</sup>



Howard Academy<sup>1</sup>

In the **1950s** upgrading highway systems was a priority for President Eisenhower. The Federal Aid Highway Act of 1956 allowed the use of federal funds in acquiring right-of-ways for projects. As a result West Broadway (SR 40) and Pine Street (US 441/ Pine Avenue) were widened into faster thoroughfares bisecting the community and the downtown. This drastically altered the character of the area and resulted in the loss of this historic streetscape and the majority of its historic buildings.<sup>2</sup>

Development in Ocala followed the general trends of construction that occurred throughout the north central area of Florida. The 1940s witnessed a rebirth of development and investment in Florida with new residences and new businesses catering to the new World War II-era military population.

After 1950, the widespread use of the automobile was reflected in suburbanizing Ocala's historically urban downtown and the proliferation of automobile centric strip commercial development along the city's primary road corridors.

In **1963**, Interstate-75 was under construction from Wildwood to Lake City and in 1969 was completed across the state according to its original plan. The completion of Interstate 75 at the edge of West Ocala added to the erosion of the central business districts and the West Ocala Community.<sup>2</sup>



Ocala Baseball Gerig Field<sup>6</sup>

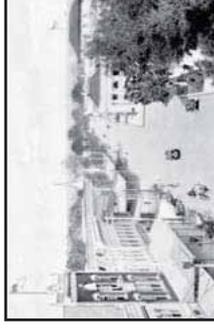
Through the 1960s, Red Sox farm teams would hold spring training at Gerig Field. Baseball legends Ted Williams and Carl Yastrzemski played spring ball in west Ocala. 1972 marked the end of spring training in Ocala.<sup>3</sup>

School desegregation, had been mandated by the U.S. Supreme Court in 1955. When the Supreme Court issued a second and stronger school desegregation ruling in **1969**, Howard High School was closed.

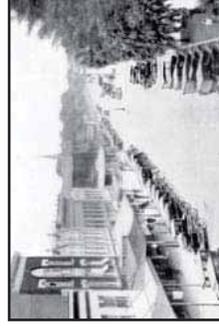
Black students then went first to Ocala High and later to the new Forest High and Vanguard High. One of the unintended consequences of school desegregation in the West Ocala Community's has been that the children have become less connected to the community.



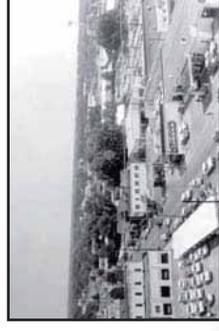
West Ocala and Magnolia from the Square<sup>4</sup>



North Magnolia Street



North Magnolia Street



North Magnolia 1960's Auto Dominated<sup>4</sup>



# History

Through the **1970s** older housing in the historic eastern neighborhoods of the community such as Tucker Heights experienced an accelerated decline in part due to the westward and northern expansion of newer housing in West Ocala, closing of neighborhood centers, and ongoing road widening.

Like much of Florida, Marion County and Ocala has continued to emphasize the speed and accessibility of the road network. Expansions to SR 40, US 27, SR 200, NW 27th Avenue and Martin Luther King Jr. Avenue and Pine Avenue/ US 441 have created additional automobile capacity yet have also increased the separation and erosion of neighborhoods and neighborhood businesses. At the same time they have helped support Ocala's automobile centric strip commercial development patterns.

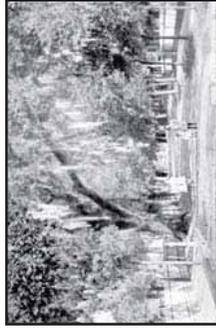
The History of West Ocala is an account of vision, perseverance, revival and opportunity. It has been expressed through its citizens, its sense of community and its landmarks. Many of its citizens were its champions for new ideals. People like:

Dr. R. H. Hughes, 1882-1943, physician and founder of the only black hospital in Ocala/ Marion County.

William H. Jackson, founding president of Hampton Junior College, 1958-1966. After integration, Hampton Junior College merged with Central Florida Community College at the Hampton Center.

Dr. Lee Royal Hampton, the first black dentist in Marion County, practiced from 1913-1935. The Hampton Center is named in his honor.

Dr. Effie Carrie Hampton was the first licensed female physician in Florida and one of the founders of the Florida Medical,



Pine Street 1900<sup>1</sup>



Pine Street Ocala 1950<sup>2</sup>



Pine Street Ocala 1952<sup>3</sup>



Pine Street Ocala 2011<sup>4</sup>

Dental and Pharmaceutical Association. She was licensed from 1906 to 1935.

Della J. Brown, 1881-1982, was Florida's first black female mortician.

Dr. Nathaniel Hawthorne Jones opened his practice in Ocala in 1926 and was the first black doctor to become a staff physician at Munroe Memorial Hospital. Dr. N.H. Jones Elementary School is named in his honor.

Pinkney Woodbury, a local activist and historian, Woodbury also co-authored the book "The Struggle for Survival: A Partial History of the Negroes of Marion County, 1865 to 1976."

James C. Cunningham, Elected to City Council in 1975, was the first African American to win a City Council election in 86 years and the second African American councilman since Harry W. Chandler.

E.D. Croskey, the first African American to run the City of Ocala Recreational Parks Department.

Rev. Frank Pinkston, was a leading voice for civil rights activists in Marion County.<sup>5</sup>

The History of West Ocala has also been expressed through its landmarks and places.

Martin Luther King Jr. Recreation Complex is a living example of the community's vision, perseverance and revival. By the early 1990s, despite a community effort to save the Gerig Fields historic structures, the concrete was crumbling and the structures had become havens for the homeless, drug users, and violent crime, and there was no money to invest in a restoration effort.<sup>6</sup> However that facility was transformed into the Martin Luther King Jr. Recreation Complex, including playing fields and The E.D. Croskey Recreation Center, and the College of Central Florida's Hampton Center. Today it is a hub of activity for West Ocala.

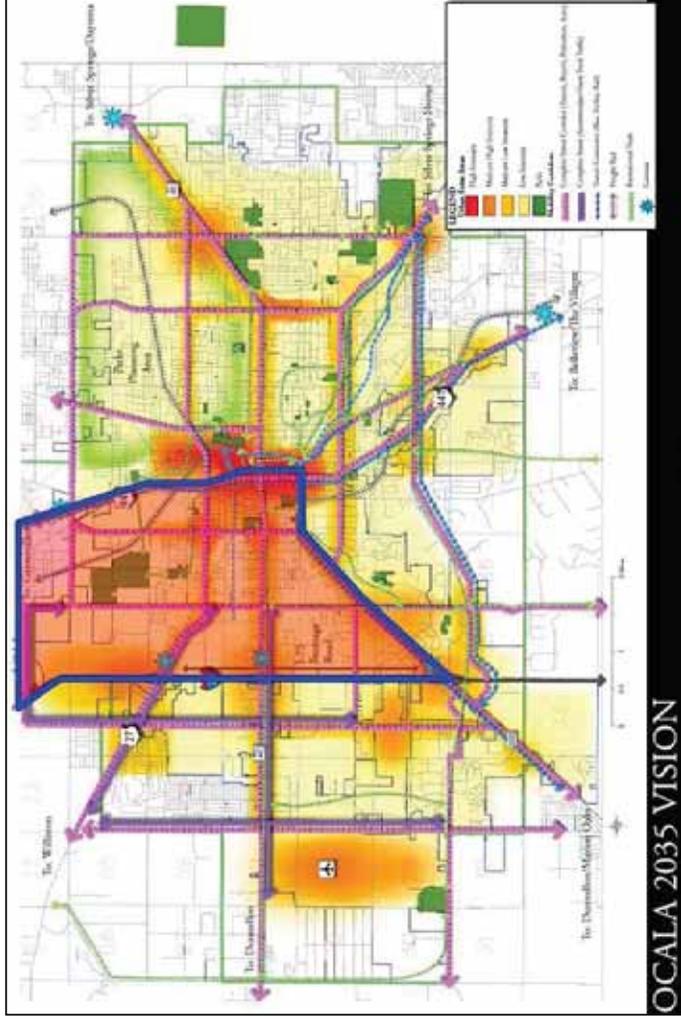
West Ocala's history continues to be written with community programs and new landmarks, emerging opportunities and community champions. This history has its roots in the foundation of its rich culture and heritage and is an unfolding of this community's vision for being a dynamic, diverse, friendly, safe and connected community with vibrant residential, business, governmental, cultural, educational and entertainment centers.

## Bibliography

- <sup>1</sup> Final Survey Report West Ocala, Florida, Performed for the City of Ocala Planning Department By Anderson Consulting, Savannah, Georgia June 2001.
- <sup>2</sup> The City of Ocala's website. <http://www.ocalafla.org>
- <sup>3</sup> History of Gerig Field When Baseball Was King in Ocala, Carlos E. Medina, Correspondent. Published: Thursday, July 8, 2010 <http://www.ocala.com/article/2010/07/08/articles/100709762>
- <sup>4</sup> Source of Photography: <http://www.floridamemory.com>, Department of State or the State Library and Archives of Florida, Florida Photographic Collection, Florida Memory Project
- <sup>5</sup> Source of Photography: VHB Miller Sellen
- <sup>6</sup> Source of Photography: Gerig Field By Carlos E. Medina, Postcard from the collection of Mark Hammer.
- <sup>7</sup> Source of Photography: City of Ocala, FDOT
- <sup>8</sup> Source of Photography: Novella Haynes



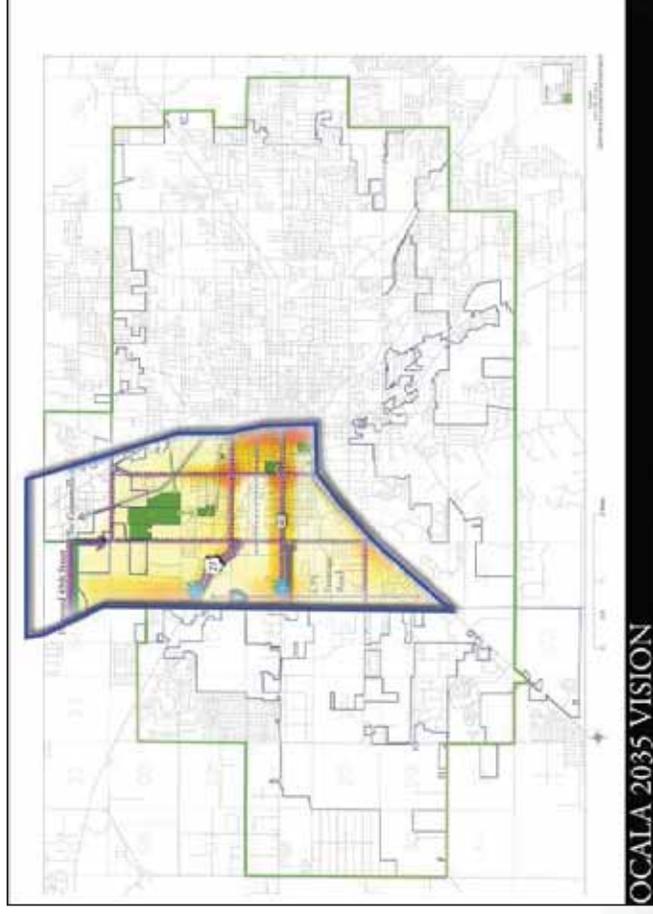
# Ocala 2035 Vision



**Vision Principles:**

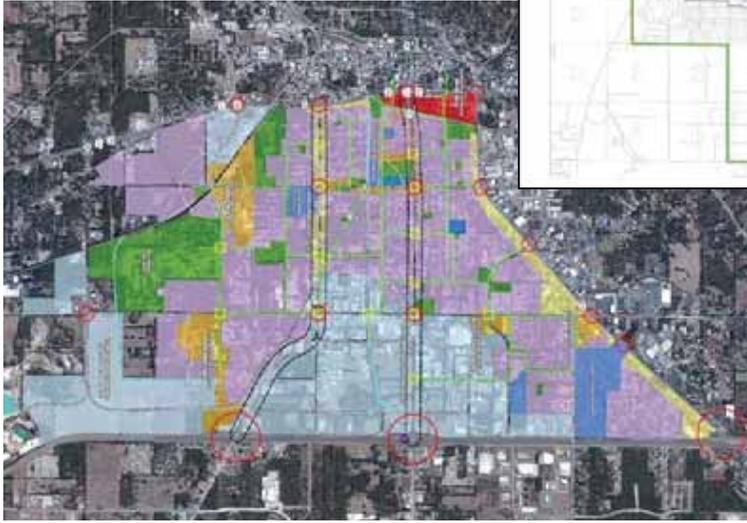
- "Ocala is..."
- ...a community of natural and man-made beauty
- ...a community of neighborhoods
- ...a vibrant hub of residential, retail, office, governmental, cultural, and entertainment activity
- ...the County Seat, a vitally active center for regional employment in Marion County
- ...a city with viable mobility options for all citizens and visitors
- ...welcoming residents and visitors through attractive gateways that invite people to experience our dynamic and friendly community

*How does the West Ocala Community fit into the Ocala 2035 Vision ?*



# West Ocala Community Vision & Master Plan

## Purpose & Principles

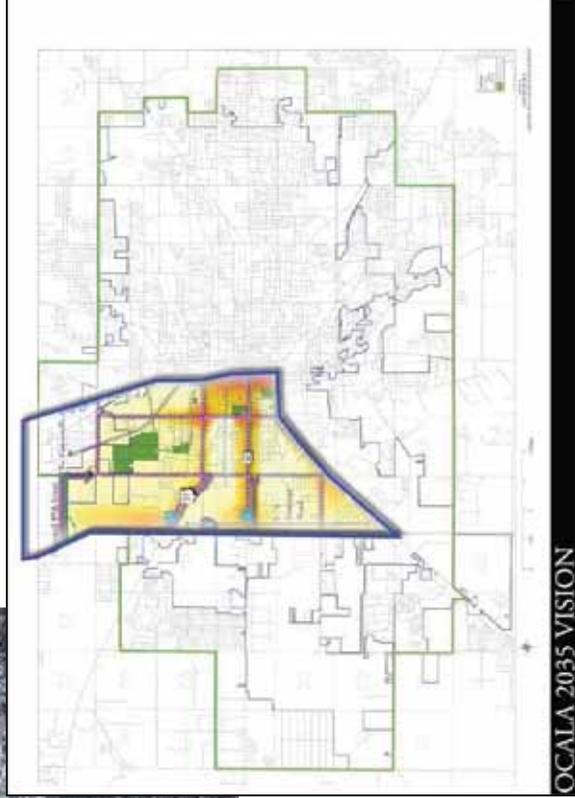


### Purpose for the West Ocala Community Plan

- » To Establish Priorities for Future Decisions
- » To describe what the Community wants to look like in the future
- » To build community consensus and support for improving the collective futures of West Ocala's residents through formulation of a sustainable, "living" and enduring Community Plan
- » To reconnect people, neighborhoods and community
- » To encourage good choices that will shape our community from generation to generation!

### West Ocala Community Area Plan Desired Outcomes

- » Ongoing community engagement and participation
- » Recommended actions to promote connectivity between neighborhoods, the West Ocala Community, and the City
- » Recommended actions for development and redevelopment
- » A living, enduring, and flexible plan
- » A Future Land Use Map and Land use policies based on the West Ocala Plan included in the City's 2035 Comprehensive Plan
- » Designation of a Community Redevelopment Area CRA within West Ocala to focus on physical improvements and economic sustainability



### The West Ocala Community 2035 Vision Principles

- » A diverse, dynamic, friendly and safe community
- » A community of walkable and connected neighborhoods
- » A vibrant community of residential, retail, business, governmental, cultural, educational and entertainment activity centers
- » A community with a variety mobility options for all citizens and visitors
- » A community with attractive gateways and tree lined streets
- » A community of connected parks and neighborhoods
- » A healthy, diverse and caring community of neighbors and neighborhoods who watch for and care for one another from infant to aged, generation to generation

# Essentials of Community

## Intent

A Great community is built on a foundation of relationships and choices that contribute to the well-being of the community from generation to generation. The most important relationships are people caring for people and people caring for the places in which they live, work, learn, play and grow. This diagram and photographs suggest the interdependency of the essential elements needed to make a community sustainable and enduring. They are intended to provide a reminder and reference in evaluating ongoing choices and decisions implementing the community's vision for improving the collective futures of West Ocala's residents and the city of Ocala.

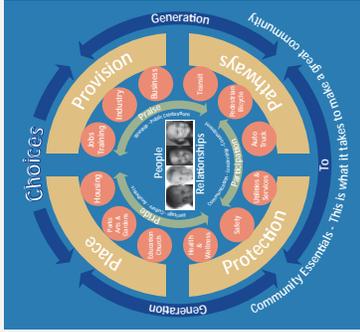
Consider the various parts and how each relates to all the others on the diagram. For example Place and Pathways are typically associated with physical feature essentials of a community but they are also related to the health & wellness of a community. Health & wellness are also related to the Provision and Protection essentials when considering decisions for medical and emergency services within the community.

This diagram was developed for West Ocala from the comments, concerns and suggestions of West Ocala's residents and community leaders who participated in the many public workshops and steering committee meetings. The West Ocala Community like this essentials diagram has many parts, ideas and relationships that will take consistent participation, communication, commitment, leadership and champions to re-connect and transform it into a great and enduring community. The whole community should become greater than the sum of its parts.





# Recommendations



## Places – Housing Choices

22. Promote infill development with a variety of attached and detached housing types.
23. Provide development incentives for builders who are able to bring a variety of housing types, choices, pricing along with a preferred hiring of West Ocala community residents for infill development and redevelopment in the community.
24. Provide medium and high density residential near business and industry clusters to provide a close linkage between home and employment.

## Places – Housing Redevelopment

25. Promote redevelopment of West Ocala's housing projects into affordable mixed housing neighborhoods
26. Incentivize redevelopment of vacant and abandoned housing units

## Places & Pathways – Corridors & Adaptive reuse concepts

27. Adopt Overlay Design Standards and guidelines that promote and incentivize adaptive reuse of properties along SR 40, US 27, MLK Blvd. and 27th Ave.
28. Do not promote strip commercial uses along SR 40, US 27, MLK Blvd. and 27th Ave.

## Places & Pathways – Complete Streets

29. Provide traffic calming elements such as traffic circles and intersection improvements along Old Blichton Road between US 27 and Martin Luther King Avenue and on Martin Luther King Avenue between SR 40 and US27 to discourage through traffic, and increase safety for the residents.
30. Promote a high quality and desirable public realm through the connectivity of safe and accessible streets, multi-modal pathways, and trails
31. Promote Joint use Corridors: Rail (transit & freight ), Street & Bikeway
32. Include proposed connector roadways and intent in Comprehensive Plan Policies:
  - NE 21st Street extension to US 441
  - Northeast MLK connector to US 441
  - NW 35th Avenue from Magna to SW 7th Street
  - North South roadway on the north side of SW 20th Street
  - North South roadway on the south side of SW 17th Street extension

## Places & Pathways – Mobility & Transit

33. Promote a high quality and desirable public realm through the connectivity of safe and accessible streets, multi-modal pathways, and trails.
34. Improve pedestrian comfort and safety adding sidewalks and street trees along all streets throughout the West Ocala Community.
35. Develop multi modal corridors along existing rail to increase transit and community accessibility, include rail, local streets, trails and bikeways.
36. Expand and re-route bus transit service to make system accessible/walkable for residents throughout the community.
37. Create a rail transit and service loop connecting the proposed Magna development with existing spur south of US 27. Promote transit connecting housing and workplaces. Promote transit connections to downtown and Medical District

## Places & Pathways - Community & Neighborhood Parks

38. Create a variety of safe and accessible public parks, squares and greens throughout the community as focal points for neighborhood and community activities and events. Creating a connected network of parks sidewalks and trails.
39. Promote recreational, social gathering, community celebration and community gardening activities within this network of parks.
40. Incorporate city drainage retention areas into this parks network
41. Develop a community based program for maintenance of vacant lots or lands within area neighborhoods to improve public safety, health and community appearance. Where possible, acquiring or leasing vacant lands for redevelopment or transforming them into community spaces and gardens.

## Places & Pathways - Gateways

42. I-75 interchanges shall be improved to create attractive "gateways" welcoming residents and visitors into the community.
43. Create a city gateway near the intersection of SR 40 and 27th Ave. as
44. Redevelopment of the intersection of SR 40 and MLK Avenue Ave. as a city gateway
45. Redevelopment of the intersection of Pine Avenue and SR 200 Ave. as a city gateway
46. Redevelopment of the intersection of US 27 and 27th Ave. as a city gateway





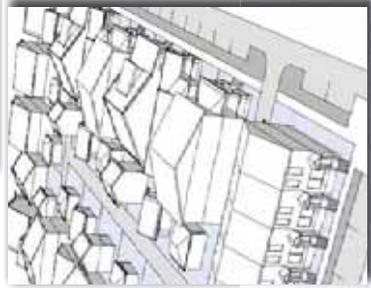
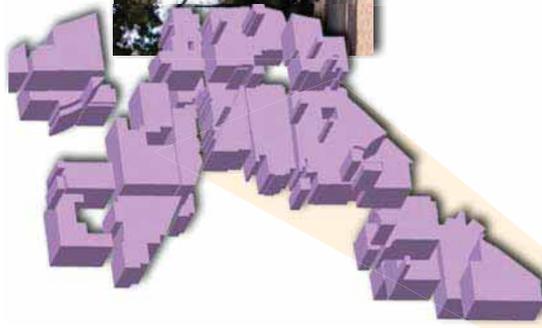
# Neighborhoods District

## Intent

The intent of the Neighborhood Land Use Category in West Ocala is to promote a walkable urban form expressed as identifiable residential neighborhoods where the predominant land use is residential and the primary modes of transportation include walking, bicycles, automobiles, and bus transit. Buildings are generally low and mid rise in character. Housing types associated with this category are predominately small lot single family detached homes, attached homes like row houses or townhomes and garden style multifamily buildings. The history, character, and connectivity of existing neighborhoods should be considered in new development and redevelopment proposals. New development and redevelopment may allow for higher densities on existing small lots to create a mix and diversity of housing types.

A variety of housing types are encouraged to provide quality multi-generational housing choices within the neighborhoods. Buildings and porches are brought closer to the street to create a more urban setting and allow for increased development potential on lots with shallow depth. The local street network is typically a highly connected grid with short block lengths that encourage walking. The street and block patterns are generally more rectilinear and similar to the patterns associated with West Ocala's Historic District. Streets should include curb and gutter sidewalks on both sides, street trees, shade landscaping, and low level street lighting. Parks and open spaces ranging in size from neighborhood parks to community oriented activity based parks should be provided throughout the Neighborhood Land Use Category areas. Both Public and private stormwater management facilities should be designed as recreational amenities and included in parks and open spaces. Public parks or open spaces should be located within walking distance of the majority of housing units within neighborhoods. Parks, open spaces and collector streets should form a connected network of sidewalks and multi-use paths/trails.

Other neighborhood supporting secondary uses may be permitted but should be limited in number, and subject to compatibility review for architectural character, building scale and intensity. These secondary uses may include; public, office, and health care, education/recreation/social, service and retail uses. Neighborhood supporting secondary uses are typically located in stand-alone corner buildings located at the intersection of two collector streets. The main entrance and building facade should front the street. Parking will be limited and located on the street and in the rear of the building screened from surrounding residential uses. These uses should not be located midblock and not allowed to aggregate to form linear or strip commercial/retail development patterns. To not overwhelm any one street, corner businesses should be dispersed with a multiple block separation. They should be accessible by sidewalks, bikeways and public transit.

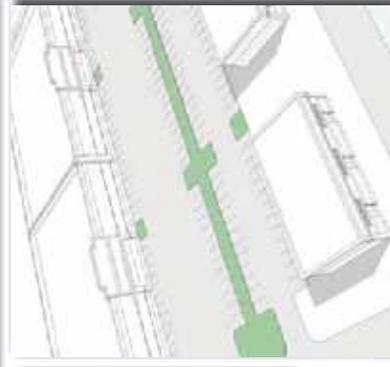
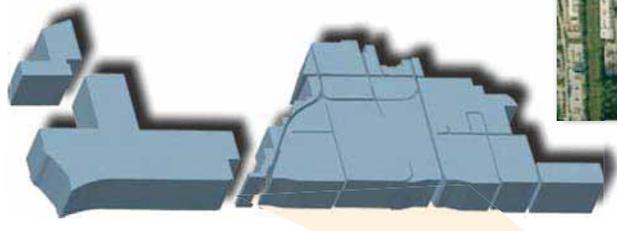


# Employment Center District

## Intent

The intent of the Employment Center land use is to promote a regionally-important and vibrant hub for business, enterprise, research and development and employment activities. It has a significant contribution to the identity and branding of the City of Ocala and is of special importance to the quality of life in West Ocala. Therefore development and redevelopment should promote excellence in the design and construction of buildings, environmental systems, outdoor spaces, transportation facilities, wayfinding and streetscapes, and shall support and protect the vitality and quality of life in adjacent properties and neighborhoods. Access is primarily from major collectors, arterials or limited-access highways. The primary modes of transportation include, automobiles, trucks, freight rail, bus, and commuter rail transit provisions should be made for walking, bicycles and inner city rail transit.

As the most intense non-residential development within the City the Employment Center land use category is generally characterized by low and mid rise buildings on horizontally mixed use sites where building form is emphasized more than use. Uses typically included in this district are public, office, business, wholesale, industrial, professional service and retail.



# Croskey Commons Main Street Mixed Use District

## Intent

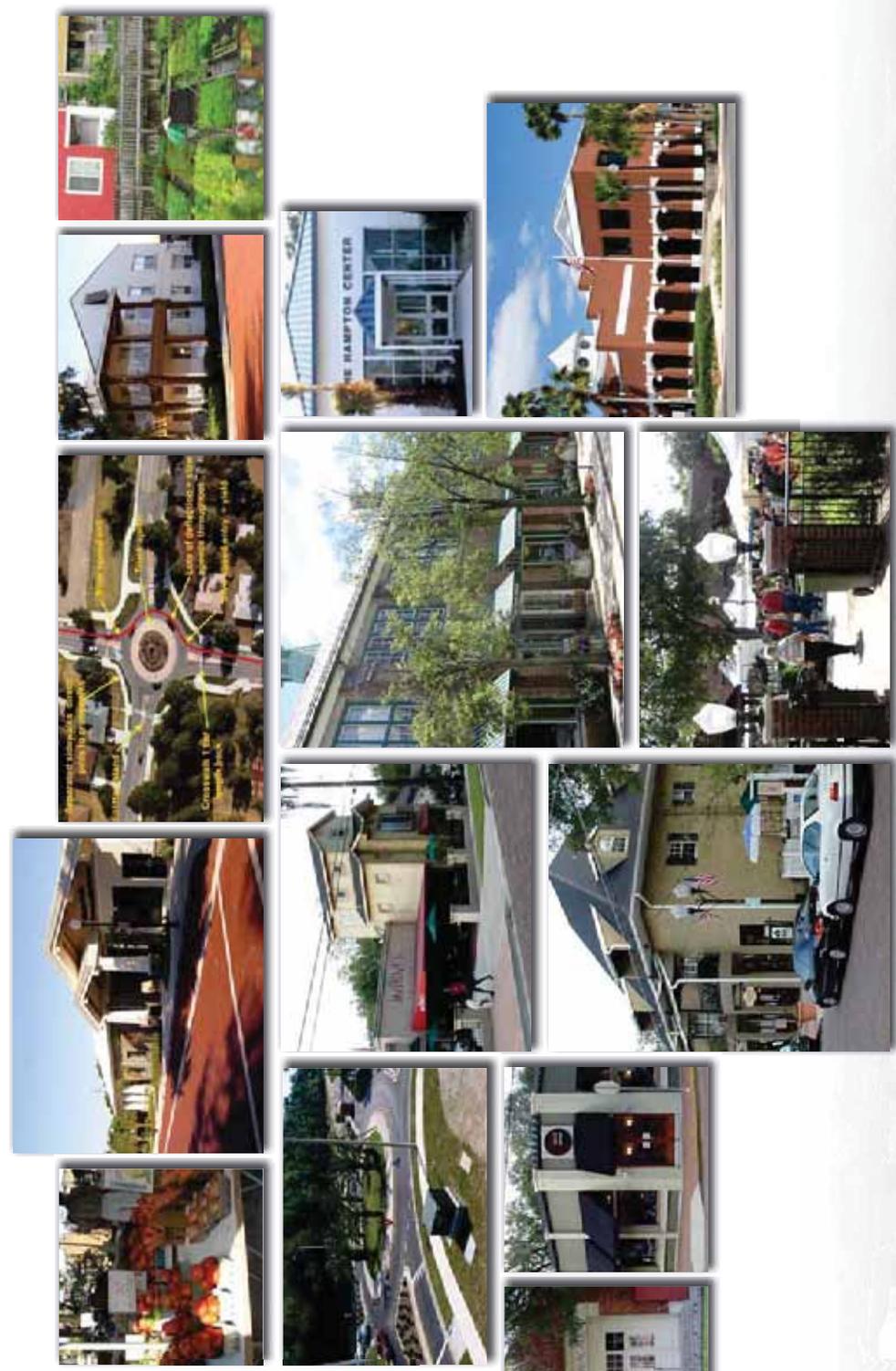
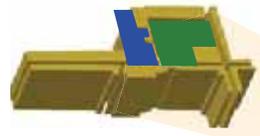
The Croskey Commons Main Street mixed use district is generally located within the center of West Ocala's traditional and historical neighborhoods and community assets. It is near the intersection of W. Silver Springs Boulevard (SR-40) and Martin Luther King Jr. Boulevard (NW 24th St).

The intent of this district is to promote a compact and walkable urban form that serves as a local gathering place for recreation, civic, social and cultural activities within the West Ocala Community. Croskey Park, The Hampton Center, a library and Recreation Center and a community garden and farmer's market should become key components of this district. Permitted uses include Residential, Office, Commercial, Public, Recreation and Open Space, and Institutional.

Development and redevelopment is intended to take on the form of a walkable main street with on street parking and with access to multi-modal transportation, including bicycles and transit. This district is characterized by buildings that are one (1) to four (4) stories in height and may contain more than one use. The emphasis will be on building form and orientation to the street and public spaces, rather than type of use.

Buildings are located close to the street, and are not separated from sidewalks by surface parking lots. Wide sidewalks, plazas, and civic areas are provided to encourage pedestrian and community activities and events. Space for pedestrians should be provided through landscaping and/or building design components, such as balconies, arcades, awnings, and canopies.

Parking occurs on-street, behind buildings or within structured parking lots. Front surface or side surface parking may be permitted on a case-by-case basis.



## Cotton Park Crossing Main Street Mixed Use District

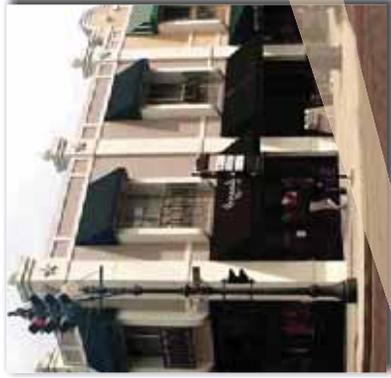
### Intent

The Cotton Park Crossing Main Street mixed use district is located at the intersection SW 10th Street and SW 27th Ave.

The intent of this district is to promote a compact and walkable urban form that serves as a neighborhood gathering place for civic, social, and commercial activities promoting redevelopment and new development supporting center uses in the residential and employment center uses in the southeast quadrant of the West Ocala Community. Permitted uses include residential, office, commercial, public, recreation and open space institutional. Enhanced pedestrian crossing on SW 27th Ave improved connections to surrounding uses and streets, and redevelopment of the SW 10th Street west of SW 27th Ave as the 'Main Street' are important features of this district.

Development and redevelopment is intended to take on the form of a walkable main street with on street parking and with access to multi-modal transportation, including bicycles and transit. This district is characterized by buildings that are one (1) to four (4) stories in height and may contain more than one use. The emphasis will be on building form and orientation to the street and public spaces, rather than type of use. To provide for the transition from this district to an adjacent Neighborhood or Corridor Overlay district development will be subject to review for architectural character, building scale and intensity so as to be compatible with and supportive to the adjacent district.

Buildings are located close to the street, and are not separated from sidewalks by surface parking lots. Wide sidewalks, plazas, and civic areas are provided to encourage pedestrian and community activities and events. Shade for pedestrians should be provided through landscaping and/or building design components such as balconies, arcades, awnings, and canopies.



## College Park Mixed Use District

### Intent

The College Park mixed use district is located at the intersection SW 27th Ave. and SR 200. The intent of this district is to promote a compact and walkable urban form that serves as a neighborhood gathering place for civic, social, and commercial activities supporting the College of Central Florida and surrounding residential areas. Permitted uses include residential, office, commercial, public, recreation and open space institutional. Creation of a gateway feature on SR 200 and 27th Ave., enhanced pedestrian crossing on SW 27th Ave., improved connections to surrounding uses and streets, and to the College are important features of this district.

This district is characterized by buildings that are one (1) to four (4) stories in height and may contain more than one use. The emphasis will be on building form, as well orientation to the street and public spaces, rather than type of use. To provide for the transition from this district to an adjacent Neighborhood or Corridor Overlay district a development will be subject to review for architectural character, building scale and intensity so as to be compatible with and supportive to the adjacent district.

Buildings are typically located close to the street, are not separated from sidewalks by surface parking lots. However on a case-by-case basis and subject to design review a building may be located on a moderate build-to-line from the street and public right-of-way. Parking occurs on-street, behind buildings or within structured parking lots. Front surface or side surface parking may be permitted on a case-by-case basis.

Wide sidewalks, plazas, and civic areas are provided to encourage pedestrian and community activities and events. Shade for pedestrians should be provided through landscaping and/or building design components such as balconies, arcades, awnings, and canopies.



# North Gate Way Main Street Mixed Use District

## Intent

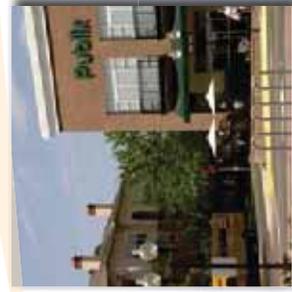
The North Gate Way Main Street mixed use district is located within the northwest quadrant of the West Ocala Community. It is generally located at the intersection of NW 35th Ave and NW 21st Street between 1-75 and NW 27th Ave.

The intent of this district is to promote a compact and walkable urban form that serves as a gathering place for civic, social, and commercial activities promoting redevelopment and new development in the northwest quadrant of the West Ocala Community and supporting uses to the Ocala Marion County Commerce Park. A grocery store, development of mixed use, and a transit station should become key components of this district. Permitted uses include residential, office, commercial, public, recreation & open space, institutional and light industrial (green industry) may be considered on a case by case basis.

Development and redevelopment is intended to take on the form of a walkable main street with on street parking and with access to multi-modal transportation, including bicycles and transit. This district is characterized by buildings that are one (1) to four (4) stories in height and may contain more than one use. The emphasis will be on building form and orientation to the street and public spaces, rather than type of use. To provide for the transition from this district to an adjacent neighborhood or Corridor Overlay district development will be subject to review for architectural character, building scale and intensity so as to be compatible with and supportive to the adjacent district.

Buildings are located close to the street, and are not separated from sidewalks by surface parking lots. Wide sidewalks, plazas, and civic areas are provided to encourage pedestrian and community activities and events. Shade for pedestrians should be provided through landscaping and/or building design components, such as balconies, arcades, awnings, and canopies.

Parking occurs on-street, behind buildings or within structured parking lots. Front surface or side surface parking may be permitted on a case-by-case basis.



# Pine Oak Square Main Street Mixed Use District

## Intent

The Pine Oak Square Main Street mixed use district is located within the north east quadrant of the West Ocala Community. It is located at the intersection Martin Luther King Jr Boulevard and NW 21st Street and the proposed NE 20th Street extension.

The intent of this district is to promote a compact and walkable urban form that serves as a gathering place for civic, social, and neighborhood commercial activities promoting redevelopment and new development in the northeast quadrant of the West Ocala Community. Pine Oak Golf course and re-development of industrial properties into green industry or mixed use, and consideration of additional amenities such as a conference center, community garden and/or a transit station should become key components of this district. Permitted uses include residential, office, commercial, public, recreation & open space, institutional and light industrial (green industry).

Development and redevelopment is intended to take on the form of a walkable main street with on street parking and with access to multi-modal transportation, including bicycles and transit. This district is characterized by buildings that are one (1) to four (4) stories in height and may contain more than one use. The emphasis will be on building form, as well as orientation to the street and public spaces, rather than type of use. To provide for the transition from this district to an adjacent neighborhood or Corridor Overlay district a development will be subject to review for architectural character, building scale and intensity so as to be compatible with and supportive to the adjacent district.

Buildings are located close to the street, and are not separated from sidewalks by surface parking lots. Wide sidewalks, plazas, and civic areas are provided to encourage pedestrian and community activities and events. Shade for pedestrians should be provided through landscaping and/or building design components, such as balconies, arcades, awnings, and canopies. Parking occurs on-street, behind buildings or within structured parking lots. Front surface or side surface parking may be permitted on a case-by-case basis.



# Pine Avenue Corridor

## Downtown District Reconnected

### Intent

It is the intent of the Pine Avenue Corridor-Downtown District to promote reconnection of West Ocala and downtown Ocala within a regionally-important and vibrant hub of activity that allows residents to live, work, shop, play and grow within a highly walkable and connected urban core.

Pine Avenue (US 441) is encouraged to be road dieted to provide for a variety of modes of transportation including walking, bicycles, motor vehicle, and bus transit. It is intended to provide safe and comfortable pedestrian sidewalks and crossings to downtown uses. Streets, pedestrian ways, bikeway, open space and transit networks should reconnect this district to surrounding neighborhoods and open spaces. As the most intense residential and non-residential development within the City the Downtown land use category is generally characterized by a variety of buildings that may contain residential, public, office, and health care, education/recreation, social, service and retail uses. New development and redevelopment should be encouraged to provide a variety of uses mixed horizontally and vertically. Building form is emphasized more than use with architectural styles to provide for the transition from this district to an adjacent Neighborhood or Corridor Overlay district a development will be subject to review for architectural character, building scale and intensity so as to be compatible with and supportive to the adjacent district.

Buildings are typically located close to the street with pedestrian space established between the street and buildings. Wide sidewalks, pocket parks, plazas, and civic areas are provided to encourage pedestrian and commercial activity at street level. Shade for pedestrians should be provided through landscaping and building design. Parking typically occurs on-street, behind buildings or in structured parking lots. Surface parking may be permitted on a case-by-case basis.

Housing types associated with this category are predominately attached homes like row houses, townhomes, multifamily buildings and mixed-used buildings where residential units may be located over commercial uses.



# Gateways & Corridors

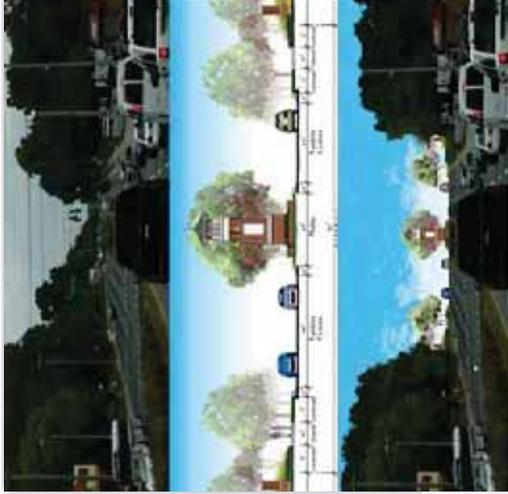
## Intent

This exhibit is intended to begin the discussions and the creative process on why and how to enhance the City's economic competitiveness, identity and high quality of life through its gateways and corridors. These images and illustrations provide ideas and examples for the gateways and corridors identified on the West Ocala Community Plan.

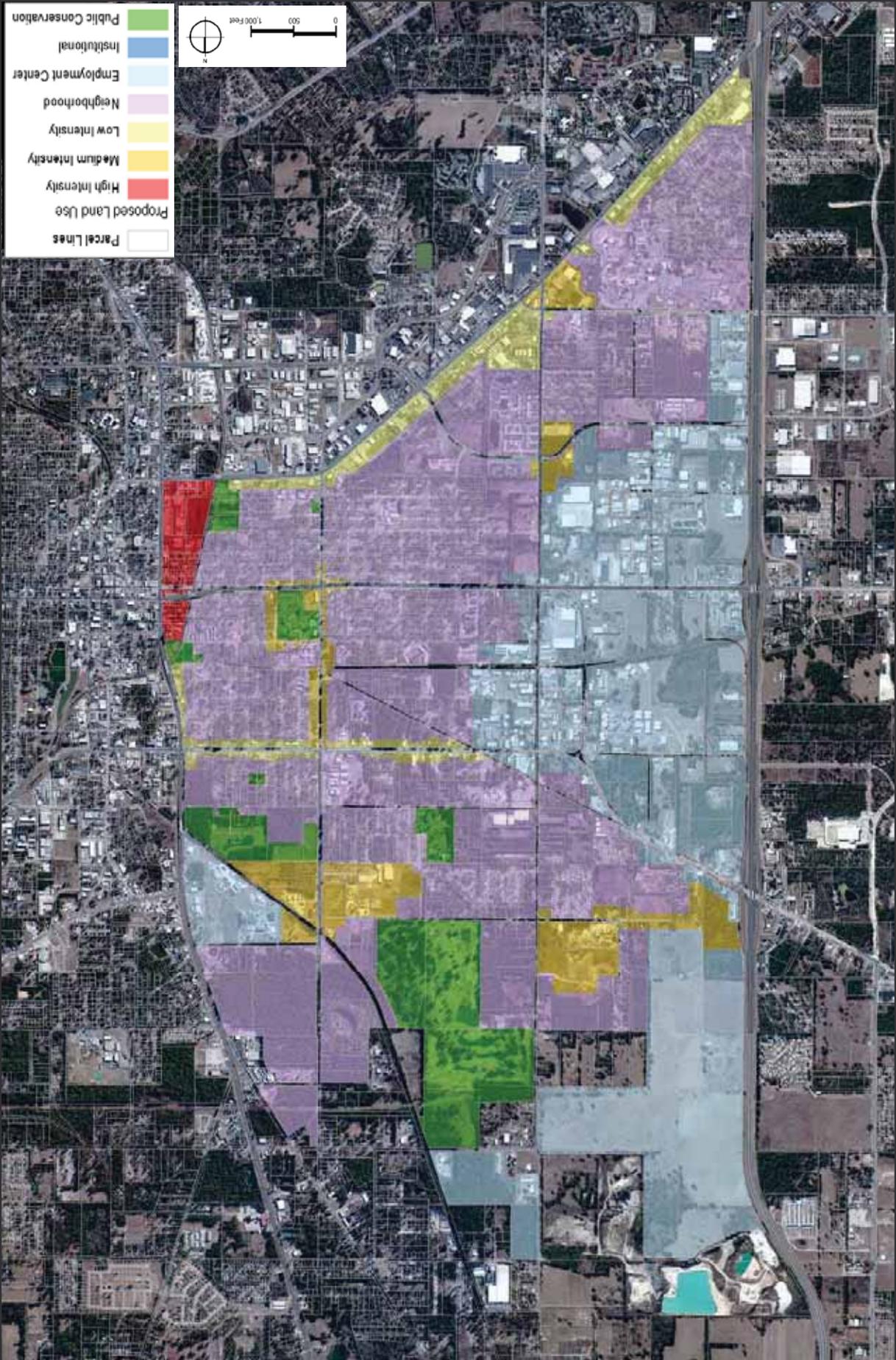
Ocala is a well known area for industry due in part to its visibility along I-75. For Ocala to be competitive in the economic marketplace drawing businesses, industry, and jobs into the City, especially into the Downtown, it will take building a stronger identity and image as a business ready city and with a high quality of life.

The City, private investment, and residents will need to create, enhance, and maintain the types of spaces, environments, features, and amenities that attract and retain employers and employees now and in the future.

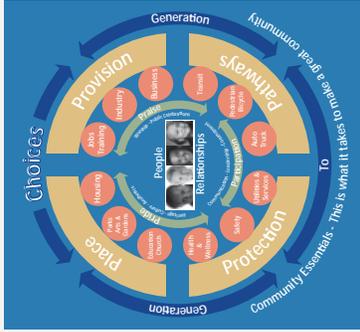
A major component of the City's identity is achieved through arrival, wayfinding and sense of community, experienced at its physical gateways and along its travel corridors. It is the intent of the City's Vision and the West Ocala Community Plan to promote improvements to the gateways and corridors through public and private initiatives that will include physical improvements, adoption of building and site design guidelines and standards, adaptive reuse for buildings and properties and providing for the appropriate transition to adjacent land uses, especially neighborhoods, along designated corridors.



# West Ocala Future Land Use Map



# Glossary of Terms



**Accessible Streets or Neighborhood:**

Areas which are well connected, so that it may be approached from different directions, not only a single route or method.

**Arcade:**

In architecture, a series of arches carried by columns or piers that form a covered walkway.

**Architectural Character:**

Regarding buildings, the features and design elements of the building that give it a particular style or function.

**Arterial:**

Classification of a roadway; a roadway capable of carrying a large amount of vehicles.

**Building Scale:**

In architectural composition, the proportions of a building in relation to its elements and neighboring buildings.

**Build-to Line:**

A specific distance from the edge of a property line where the edge of a building must be constructed.

**Champion:**

An advocate for an idea, project, or goal.

**Class A Office or Business:**

New or high quality building or for-profit enterprise.

**Collector:**

Classification of a roadway; a roadway to which automobiles are funneled from inside neighborhoods.

**Community Redevelopment Area (CRA):**

Portion of a community designated by a local government to which taxes paid by the property owners within the portion will be used for public realm improvements, such as streets, sidewalks, parks, or beautification.

**Compact:**

A building concept in which structures are placed closer together so that inhabitants can easily access other structures by foot, bicycle or public transit.

**Complete Street:**

A roadway designed to accommodate multiple modes of transportation such as vehicles, pedestrians and bicycles and/or transit in a safe and comfortable manner.

**Connected Neighborhood or Core:**

Portions of areas that are accessible to one another via a street, trail or complete street.

**Connectivity:**

The ability to access various portions of areas. Demonstrated by few dead-end streets, more trails or with a gridded street pattern.

**Consensus:**

General agreement among members of a group.

**Gateway:**

An area or place designed and marked to delineate a neighborhood, part of a city, or another region.

**Horizontal Mixed Use:**

Various and different types of activities placed within one-story buildings.

**Infill Development:**

Structures placed in a vacant area or on a vacant parcel between existing structures, especially in urban settings or city centers.

**Intensity:**

Gross building square feet divided by the acreage.

**Living:**

In reference to a Planning document, the review and update schedule of the document, according to the desires of the document creators and stakeholders.

**Placemaking:**

The concept of designing an area to include all activities necessary for vibrant human interaction.

**Public Realm:**

Those areas for which a public entity, such as a local government, holds responsibility.

**Road Diet:**

The process of calming automobile traffic by decreasing or eliminating traffic lanes, and adding features that make the roadway more inviting for pedestrians or other methods of transportation.

**Service Loop:**

In terms of public transportation, a closed system within which a bus service or train may operate in the most efficient manner.

**Streetscape:**

The beautification of a roadway that may include landscaping and improved pedestrian facilities.

**Sustainable** (in development):

The Ability to maintain or support an activity or process over the long term. Development or growth, without significant deterioration of the economy, environment and depletion of resources on which the well-being of the City's current and future residents, work force and visitors depend.

**Undergrounding:**

The act of placing utility services such as electric power lines below the natural surface to improve aesthetics and safety and to guard against storm damage.

**Vertical Mixed Use:**

Various and different types of activities placed within multi-storied buildings.

**Wayfinding:**

The act of navigating an area. In development, a series of themed signs which provide direction to a landmark or feature in an urban area.

**Walkable Main Street or Neighborhood:**

A high intensity urban area within which a human is able to walk to all necessary services, usually less than one square mile.

**Walkable Urban Form:**

Type of development style that promotes higher intensities, with an emphasis placed on pedestrian facilities.



# **Appendix 2**

City of Ocala Comprehensive Plan

# City of Ocala Comprehensive Plan

[Future Land Use Element](#)

[Transportation Element](#)

[Housing Element](#)

Infrastructure Sub-Elements

[A – Sanitary Sewer](#)

[B – Solid Waste](#)

[C – Stormwater Management](#)

[D – Potable Water](#)

[E – Natural Groundwater Aquifer](#)

[Recharge](#)

[Conservation Element](#)

[Recreation, Open Space and Cultural Arts](#)

[Element Intergovernmental Coordination Element](#)

[Capital Improvements Element](#)

[Future Land Use Map Series](#)

[Transportation Map Series](#)

# FUTURE LAND USE

**GOAL I: To create and sustain a great place to live, play, and prosper.**

**OBJECTIVE 1:** The City shall incorporate the general principles and strategies of the Ocala 2035 Vision into the City's organizational and administrative culture to promote long term implementation.

Policy 1.1: The Planning Department shall continue to coordinate with other City Departments and appointed Boards every two years to educate, promote, and support implementation of the Vision.

Policy 1.2: The City shall evaluate significant proposed capital improvement projects for consistency with the Ocala 2035 Vision. Projects that directly support implementation of the Ocala 2035 Vision shall receive priority consideration in the five-year schedule of Capital Improvements.

**OBJECTIVE 2:** The City shall continue to promote and encourage public participation and citizen initiatives.

Policy 2.1: The Ocala 2035 Vision Leadership Group shall continue to monitor and participate in the implementation of the Ocala 2035 Vision and other City planning and development initiatives.

Policy 2.2: The Ocala 2035 Leadership Group shall be encouraged to attend public meetings to provide comments regarding consistency with the Vision.

Policy 2.3: The Ocala 2035 Leadership Group shall present City Council with an annual report by October 1 each year on specific progress related to the Vision. Staff shall assist the Ocala 2035 Leadership Group with the preparation of the annual report.

**OBJECTIVE 3:** Through community involvement, the City shall geographically identify Ocala's neighborhoods and, where appropriate, develop Community Plans therefor.

Policy 3.1: The development review process shall evaluate the consistency of proposed developments with the existing West Ocala Community Plan.

Policy 3.2: By 2022, the City shall prepare specific Community Plans for additional neighborhoods with detailed recommendations for neighborhood preservation, enhancement, redevelopment, and new development.

Policy 3.3: Within one (1) year from approval of future Community Plans by the Ocala City Council, the City shall consider Comprehensive Plan amendments to incorporate the recommendations of the Community Plans.

Policy 3.4: The City shall program and fund capital improvement projects identified in the Community Plans to improve the appearance of the public realm to attract private

investment. Community Plan capital improvement projects should receive priority consideration during the annual budgeting cycle.

Policy 3.5: The City shall continue to evaluate programs such as grants, loans, special districts and other innovative strategies to promote and fund revitalization of neighborhoods, and business funding strategies that will implement the Community Plans.

**OBJECTIVE 4:** The City shall establish physical character and design standards to protect its natural and man-made beauty, rich history, and natural and cultural resources.

Policy 4.1: By 2014, the City shall create and adopt a Form Based Code as part of its Land Development Code, to promote and regulate the desired site design and building form for designated areas and, in connection therewith, shall consider design themes established in the Ocala 2035 Vision. The Form Based Code shall include a regulating plan that establishes the specific geographic area within which these standards apply.

Policy 4.2: The Ocala 2035 Leadership Group shall participate in the Land Development Code review and amendment process.

Policy 4.3: By 2014, the City shall amend the Land Development Code to encourage pedestrian activity and enhance the beautification of the built environment throughout the City.

Policy 4.4: By 2014, the City shall prepare design standards for gateway features on SR-200, SR-40, US 441, SR 464, US 27, and Interstate 75. The intent of the gateways is to welcome residents and visitors through attractive “front doors” that invite people to experience this dynamic and friendly community.

Policy 4.5: By 2014, the City shall identify gateways and other special areas through the community planning process.

Policy 4.6: The development review process shall evaluate the consistency of proposed developments with the Ocala 2035 Vision.

**OBJECTIVE 5:** The City shall plan and promote diverse mixed-use centers offering convenient shopping and services easily accessible by neighborhood residents wishing to either walk, ride a bicycle, use public transit, drive motorized vehicles, or utilize other viable mobility options.

Policy 5.1: The City shall create a current and updated inventory of vacant or underutilized properties with mixed-use zoning, or within one-quarter mile of a transit corridor that are proximate to residential neighborhoods. This inventory shall be available for business recruitment or relocation purposes.

Policy 5.2: The City shall implement an incentive program to encourage infill, development, or redevelopment in proximity to existing or planned residential uses. Incentives may include density or floor area ratio (FAR) bonuses, reduced impact fees, expedited permitting services, or matching grant funding for qualified projects.

Policy 5.3: Public realm improvements within mixed-use centers that further the objectives of the Ocala 2035 Vision shall receive priority consideration in the annual budgeting process and in the Five-Year Schedule of Capital Improvements included in the Capital Improvements Element. Public realm improvements within individual districts will be further prioritized pursuant to the principles of the Ocala 2035 Vision.

**OBJECTIVE 6:** To implement the development patterns depicted on the Ocala 2035 Vision, The City hereby adopts the following future land use categories:

**Policy 6.1: High Intensity/Central Core**

The intent of this designation is to identify the area suitable for the most intense residential and non-residential development within the City, generally represented as “High Intensity” on the Ocala 2035 Vision. It is anticipated to provide a broad mix of residential, retail, office, governmental, cultural, and entertainment activities that allow residents to live, work, shop, and play within the same area. Specialty shops, restaurants, and residential development shall line the streets, creating a unique environment distinct from suburban retail centers. The High Intensity/Central Core is located in the central area of the City as depicted on the 2035 Future Land Use Map and includes the historic downtown square, central business district, municipal administration buildings, North Magnolia Community Redevelopment Area, and the hospital district. This intense mix is intended to promote a compact and walkable urban form that supports multi-modal transportation, including bicycles and transit.

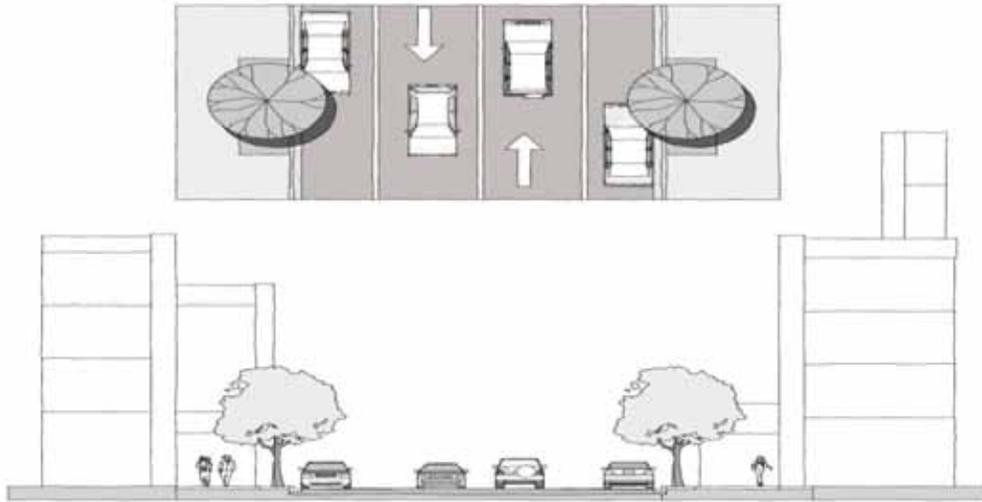
The High Intensity/Central Core category facilitates developments with a variety of uses. Permitted uses include residential, office, commercial, public, recreation, educational facilities and institutional. Light industrial shall only be allowable in designated locations as specified in the Land Development Code and must meet the intent of the High Intensity/Central Core category, including form and design guidelines as applicable.

The form of buildings and development shall be regulated by a Form Based Code. Buildings shall have small setbacks from the street and may have zero setback from the public right-of-way, provided that wide pedestrian sidewalks and pathways are established between the street and buildings, as depicted in Figure A. Architectural styles that are complementary to historic buildings are encouraged. Wide sidewalks, pocket parks, plazas, and civic areas shall be provided to encourage pedestrian activity. Shade for pedestrians should be provided through landscaping or building design components, such as balconies, arcades, awnings, and canopies. Parking occurs on-street or in structured parking lots, as depicted in Figure B. Surface parking may be permitted on a case-by-case basis.

The minimum density and intensity before any incentives in this future land use category is 12 dwelling units per gross acre or 0.20 FAR. The maximum density and intensity before any incentives is 60 dwelling units per acre or 8.0 FAR. The location and application of incentives shall be set forth in the Land Development Code.

Increased density and intensity incentives may be approved for inclusion of workforce housing, green building and sustainable design standards, setting aside right-of-way for trails, employment-generating uses, exemplary urban design, or other benefits to the City as specified in the Land Development Code.

Figure A



High Intensity/Central Core typical cross section

Figure B



High Intensity/Central Core typical perspective and parking locations

**Policy 6.2: Medium Intensity/Special District**

The intent of this category is to identify neighborhood and community-serving activity centers, generally represented as “Medium Low” or “Medium High” on the Ocala 2035 Vision. The Medium Intensity/Special District category facilitates developments with two (2) or more uses. Permitted uses include residential, office, commercial, public, recreation, educational facilities and institutional. Light industrial shall only be allowable in designated locations as specified in the Land Development Code and must meet the intent of the

Medium Intensity/Special District category, including form and design guidelines as applicable. This mix is intended to promote a walkable urban form.

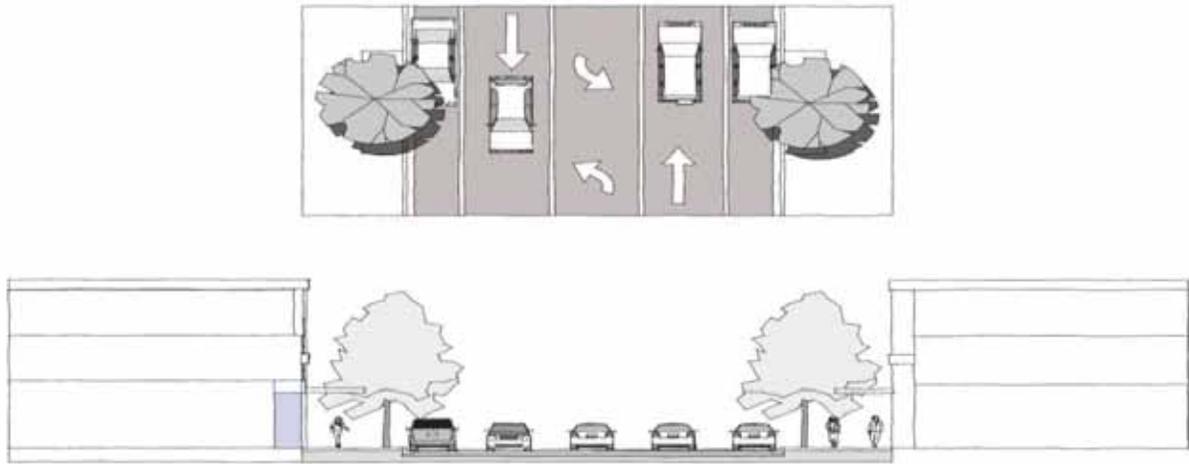
The character and function of individual Medium Intensity/Special Districts is described in greater detail in Objective 8.

The form of buildings and development shall be regulated by the Form Based Code. Buildings shall have moderate build-to lines from the street and public right-of-way, as depicted in Figure C. Parking may occur on-street or in the moderate build-to-line of buildings, though rear and side yard parking is encouraged, as depicted in Figure D. Shade for pedestrians should be provided through landscaping or building design. Open space in Medium Intensity/Special District areas consists of large neighborhood and community parks.

The minimum density and intensity before any incentives in this future land use category is 5 dwelling units per gross acre or 0.15 FAR. The maximum density and intensity before any incentives is 30 dwelling units per acre or 4.0 FAR. The location and application of incentives shall be set forth in the Land Development Code.

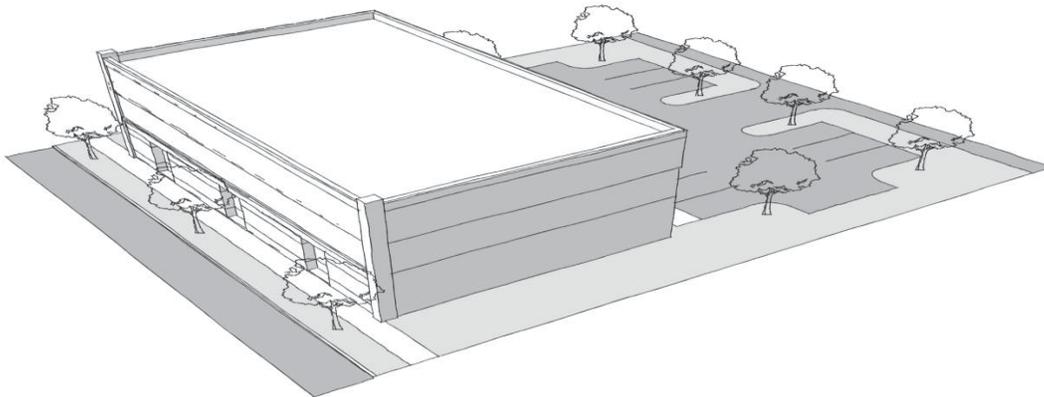
Increased density and intensity incentives may be approved for inclusion of workforce housing, green building and sustainable design standards, setting aside right-of-way for trails, employment-generating uses, exemplary urban design, or other benefits to the City as specified in the Land Development Code. The location and application of incentives shall be set forth in the Land Development Code.

Figure C



Medium Intensity/Special District Typical Cross Section

Figure D



Medium Intensity / Special District Typical perspective and parking location

Policy 6.3: Low Intensity

The intent of the Low Intensity land use classification is to identify areas that are generally oriented towards the automobile as the primary mode of transportation, with pedestrian circulation and activity being generally less than High Intensity/Central Core and Medium Intensity/Special District districts. Low Intensity may contain a single use. Mixed use development is encouraged. Permitted uses include office, commercial, public, recreation, institutional, educational facilities and residential. Light industrial shall only be allowable in

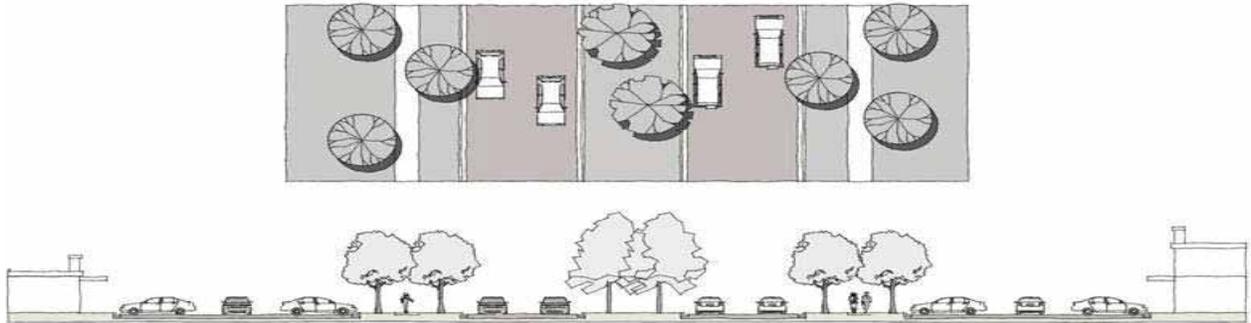
designated locations as specified in the Land Development Code and must meet the intent of the Low Intensity category, including form and design guidelines as applicable. It is also the intent of this category to promote a walkable suburban form.

The form of buildings and development may be regulated for specified areas by a Form Based Code or Corridor Overlay. Buildings may have larger setbacks from the street and public right-of-way than other mixed-use districts, as depicted in Figure E. Buildings may have surface parking between the building and the street, though rear and side yard parking is encouraged for non-residential uses, as depicted in Figure F. Low Intensity areas may have large open space areas such as community and regional parks, trails, or surface stormwater management facilities designed as amenities.

The minimum density and intensity in this future land use category is 3 dwelling units per gross acre or 0.00 FAR. The maximum density and intensity is 18 dwelling units per acre or 0.75 FAR.

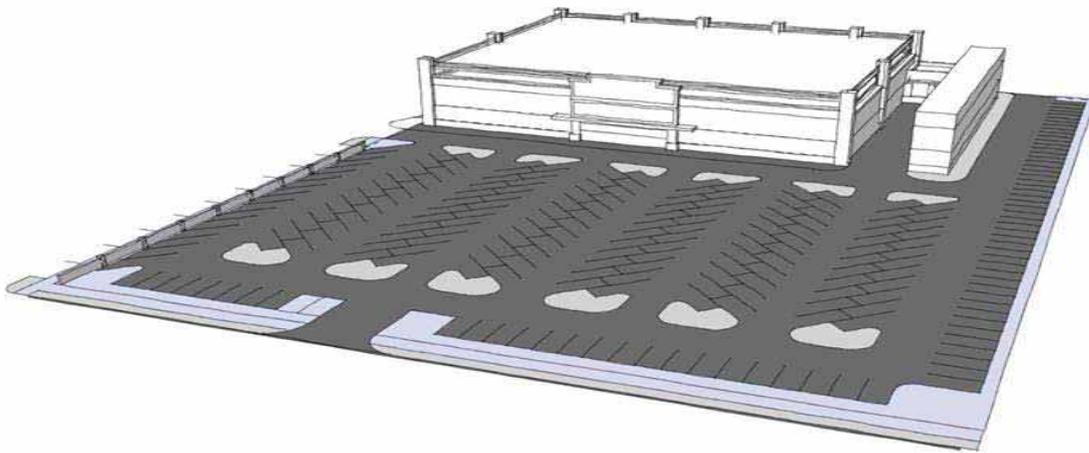
Increased density and intensity incentives may be approved for inclusion of workforce housing, green building and sustainable design standards, setting aside right-of-way for trails, employment-generating uses, exemplary urban design, or other benefits to the City as specified in the Land Development Code. The location and application of incentives shall be set forth in the Land Development Code.

Figure E



Low Intensity Typical Cross Section

Figure F



Low Intensity typical perspective and parking location

#### Policy 6.4: Neighborhood

The intent of the Neighborhood category is to identify and reserve predominantly residential and ancillary uses. Existing street pattern, tree canopy cover, character, and residential occupancy shall be considered when designating areas with the Neighborhood category. The form of buildings and development may be regulated by a Corridor Overlay. Residential is the primary use. Single family uses are allowed based on the Land Development Code, up to the maximum density permitted by the Comprehensive Plan. Multifamily uses shall be reviewed through the development process to determine compatibility, with specific approval criteria being further defined in the Land Development Code.

Concentrated areas of neighborhood-serving non-residential (e.g., commercial, office, institutional, educational facilities, recreational or cultural) facilities, at intensities compatible with surrounding neighborhoods, may be permitted. These uses are intended for locations on thoroughfares and collectors within the edges of the neighborhood districts. The type, size, location and justification for such non-residential facilities shall be based upon the existing and planned availability of supporting street networks, transit and other public facilities to promote convenience, reduced travel distance, conservation of energy, building and site design, as well as market demand for use as support to the surrounding neighborhood area and impact on the neighborhood residents.

As depicted in Figures G and H, the Neighborhood category is generally characterized as a walkable form with unique and identifiable neighborhoods where the predominant land use is residential and the primary modes of transportation include walking, bicycles, automobiles, and bus transit. Buildings are generally low and mid-rise in character. Housing types associated with this category are predominately single family detached homes, attached homes like row houses or townhomes, and garden style multifamily buildings. The history, character, and connectivity of existing neighborhoods should be considered when evaluating development proposals. Higher densities on existing small lots may be allowed in order to create a mix and diversity of housing types, as depicted in Figure I.

Parks and open spaces ranging in size should be provided throughout the Neighborhood land use category areas. Stormwater management facilities should be designed as recreational amenities and included in parks and open spaces. Public parks or open spaces should be located within walking distance of the majority of housing units within neighborhoods. Parking for non-residential uses will be limited and located on the street and in the rear of the building screened from surrounding residential uses. Non-residential uses should be accessible by sidewalks, bikeways and public transit.

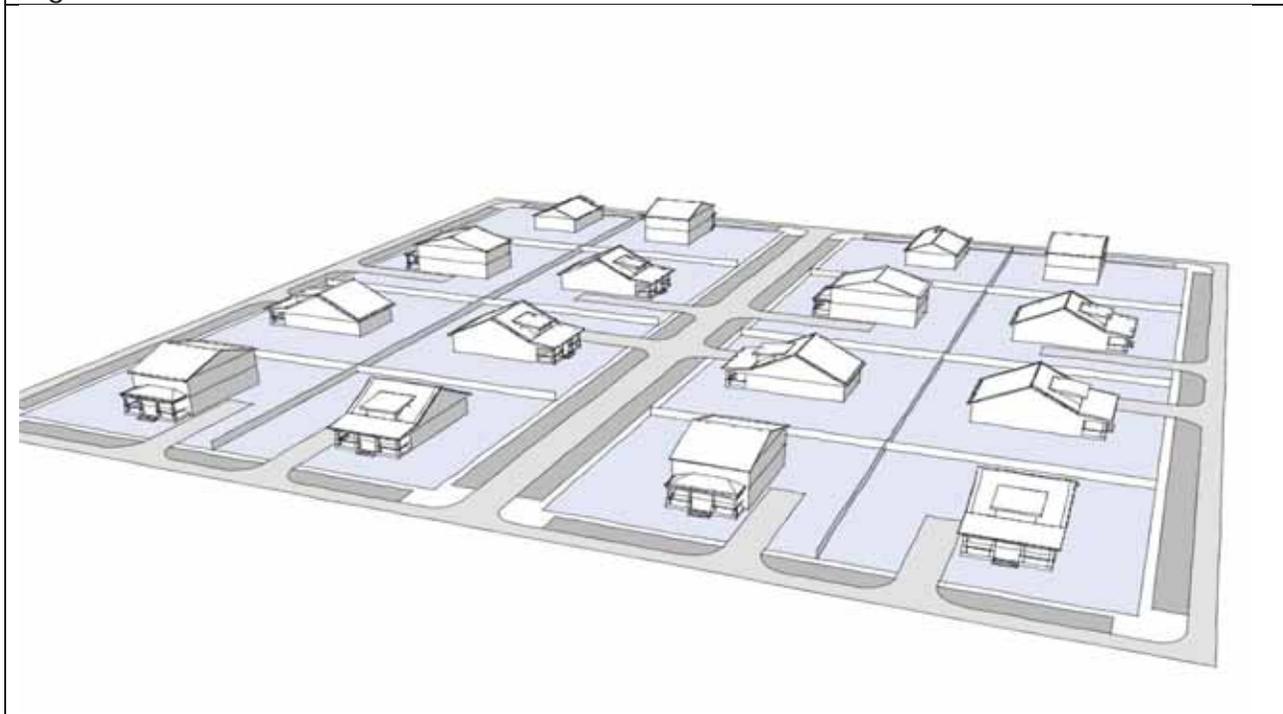
There is no minimum density and intensity in this future land use category. The maximum density before any incentives is 5 dwelling units per gross acre for single family residential and 12 dwelling units per gross acre for multifamily residential. The maximum intensity before any incentives for non-residential development is 0.25 FAR. The location and application of incentives shall be set forth in the Land Development Code.

Figure G



Neighborhood typical cross section

Figure H



Neighborhood Detached Units typical perspective

Figure I



Neighborhood Attached Units Typical Perspective

**Policy 6.5: Employment Center**

The intent of the Employment Center land use is to provide a regionally-important hub for business, enterprise, research and development, and employment activities. Employment Centers are generally single use districts, but may include more than one (1) use if there are appropriate buffers and transitions between complementary uses. Permitted uses shall include a primary use and may include a secondary use. Primary uses are industrial, office and commercial. Secondary uses are public, recreation, institutional, and residential, as well as educational facilities. There are no form requirements in this land use category.

Access is primarily from major collectors, arterials, or limited-access highways. The primary modes of transportation include automobiles, trucks, freight rail, bus, and commuter rail transit. Provisions should be made for walking, bicycles, and transit.

There is no minimum density and intensity in this future land use category. The maximum density and intensity before any incentives is 24 dwelling units per gross acre or 2.00 FAR. The location and application of incentives shall be set forth in the Land Development Code.

**Policy 6.6: Public**

The Public category shall be used for those parcels of land which are publicly owned and intended for the use of the general public. These include publicly owned parks, active or passive recreational sites, educational facilities, conservation areas or other open space. Permitted primary uses include recreation and civic. Secondary uses include commercial or other uses and activities consistent with the Recreation and Parks Element and the 2010 Recreation and Parks Master Plan.

There is no minimum density or intensity. The maximum intensity before any incentives is 0.15 FAR. The location and application of incentives shall be set forth in the Land Development Code.

Table FLU-1: Summary of Future Land Use Categories			
Name	Density	Intensity	Uses
High Intensity/Central Core	12 to 60 units/acre	0.20 to 8.0 FAR	Residential, office, commercial, public, recreation, institutional, light industrial, educational facilities
Medium Intensity/Special District	5 to 30 units/acre	0.15 to 4.0 FAR	Residential, office, commercial, public, recreation, institutional, light industrial, educational facilities
Low Intensity	3 to 18 units/acre	Up to 0.75 FAR	Residential, office, commercial, public, recreation, institutional, light industrial, educational facilities
Neighborhood	Up to 5 units/acre SFR; Multifamily up to 12 units/acre	Up to 0.25 FAR (1)	Primary Use: Residential Secondary Uses: Recreation, institutional, limited neighborhood-scale office and commercial, educational facilities
Employment	Up to 24 units/acre	Up to 2.0 FAR	Primary Uses: Industrial, office, commercial Secondary Uses: Public, recreation, institutional, residential, educational facilities
Public	n/a	Up to 0.15 FAR	Primary Uses: Recreation, civic, educational facilities Secondary Use: Commercial
Notes: (1) Neighborhood-scale office use must be compatible and complementary of surrounding neighborhood character and appearance.			

**OBJECTIVE 7:** The City intends to promote quality urban design in the development and redevelopment of automobile-oriented suburban corridors.

Policy 7.1: By 2014, the City shall establish Corridor Overlay guidelines that incorporate physical gateways to provide a sense of arrival into the community, wayfinding and signage to direct residents and visitors to Ocala's unique places and assets, and Best Practices Design Guidelines. The form of buildings for new development and redevelopment shall be regulated by the Form Based Code.

Policy 7.2 Corridor Overlays shall be context sensitive to provide appropriate transitions between adjacent land uses, with particular emphasis on building compatibility between neighborhoods and non-residential uses.

Policy 7.3: The initial Corridor Overlays shall be depicted on the City Zoning Map by 2014.

Policy 7.4: The City shall incorporate "Complete Streets" and "Road Diet" techniques as described in the Transportation Element, into Corridor Overlays where feasible. Although corridors are generally automobile-oriented, design should balance the needs of public transit, pedestrians, bicyclists, and other non-motorized users.

Policy 7.5: Pine Avenue Corridor  
As described in the West Ocala Community Plan, the intent of the Pine Avenue Corridor-Downtown District is to promote reconnection of West Ocala and Downtown Ocala within a regionally-important and vibrant hub of activity that allows residents to live, work, shop, play, and grow within a highly walkable and connected urban core. Pine Avenue (US 441) shall provide for a variety of modes of transportation. It is intended to provide safe and comfortable pedestrian sidewalks and crossings to Downtown uses.

**OBJECTIVE 8:** The City recognizes the unique function, geography, and built form of each Medium Intensity/Special District, and has adopted planning policies to guide the character, growth, and future development of these areas. These districts are intended to facilitate development with two (2) or more uses.

Policy 8.1: Croskey Commons Main Street  
The Croskey Commons Main Street Special District is located near the intersection of W. Silver Springs Boulevard (SR 40) and Martin Luther King Jr. Avenue (NW 16<sup>th</sup> Avenue). Development shall be evaluated for consistency with the West Ocala Community Plan.

Policy 8.2: Cotton Park Crossing Main Street  
The Cotton Park Crossing Main Street Special District is located at the intersection of SW 10th Street and SW 27th Avenue. Development shall be evaluated for consistency with the West Ocala Community Plan.

Policy 8.3: College Park  
The College Park Special District is located at the intersection of SW 27th Avenue and SR 200. Development shall be evaluated for consistency with the West Ocala Community Plan.

Policy 8.4: North Gate Way Main Street  
The North Gate Way Main Street Special District is located near the intersection of NW 35th Avenue and NW 21st Street between I-75 and NW 27th Avenue. Development shall be evaluated for consistency with the West Ocala Community Plan.

Policy 8.5: Pine Oak Square Main Street  
The Pine Oak Square Main Street Special District is located near the intersection of Martin Luther King Jr. Avenue and NW 21st Street, and the proposed NE 20th Street extension. Development shall be evaluated for consistency with the West Ocala Community Plan.

Policy 8.6: NE/SE 25<sup>th</sup> Avenue and SR40

This Special District is located near the intersection of SE 25<sup>th</sup> Avenue and SR40. The Marion County Administrative Offices are located in this District. Further details regarding the building form and development patterns of this Special District will be defined during the Community Planning process.

Policy 8.7: SE 36<sup>th</sup> Avenue and Maricamp Road

This Special District is located near the intersection of SE 36<sup>th</sup> Avenue and Maricamp Road. Because of its proximity to a rail line, this Special District has the potential to become a Transit Oriented Development node. Further details regarding the building form and development patterns of this Special District will be defined during the Community Planning process.

Policy 8.8: Paddock Center

This Special district is located on SR-200, proximate to the College of Central Florida. It is currently the site of the Paddock Mall, a regional indoor shopping center and includes other parcels. Further details regarding the building form and development patterns of this Special District will be defined during the Community Planning process.

Policy 8.9: US 27 West

This Special district is located in the northwestern corner of the City, west of Interstate 75. Further details regarding the building form and development patterns of this Special District will be defined during the Community Planning process.

Policy 8.10: SR 200 District

This Special District is located on the north side of SR 200, southwest of the Interstate 75 interchange. Further details regarding the building form and development patterns of this Special District will be defined during the Community Planning process.

Policy 8.11: Ocala West

This Special district is located west of Interstate 75 and along SW 38<sup>th</sup> Street. Further details regarding the building form and development patterns of this Special District will be defined during the Community Planning process.

Policy 8.12: Additional Medium Intensity/Special Districts may be added to the Future Land Use Map upon completion of the Community Planning process.

**OBJECTIVE 9:** To promote attractive design and the concentrated and intense urban form described in the Ocala 2035 Vision, the following Best Practice Design Guidelines for development shall be established in the Land Development Code.

Policy 9.1: Building entrances should be oriented towards the public right-of-way. Front facades shall include windows to provide “eyes on the street” and increase pedestrian comfort and safety.

Policy 9.2: Buildings with multiple stories should provide pedestrian-level shade through use of canopies, arcades, balconies, or other architectural features.

Policy 9.3: Site design should incorporate native landscaping to provide shade for pedestrians and buildings.

Policy 9.4: Site design should evaluate opportunities for shared structured or surface parking with adjacent parcels in order to maximize development potential on-site.

Policy 9.5: Site design should evaluate opportunities for regional stormwater connections or shared stormwater with adjacent parcels in order to maximize development potential on-site.

**OBJECTIVE 10:** Recognizing that the built environment has a significant impact on public health, the City shall increase its focus on alternative transportation options such as pedestrian and bicycle facilities in planning decisions.

Policy 10.1: The City will consider establishing criteria and methods to formally assess the health equity impacts of public investment and growth decisions, including what types of decisions require assessment and what health impacts to consider.

Policy 10.2: The City will consider current and long-term human and environmental health risks and outcomes when making public decisions, including land use, transportation, and infrastructure investments.

Policy 10.3: The City will encourage the creation and establishment of pathways to create bicycle and pedestrian connections between neighborhoods, commercial centers, employment centers, mixed-use centers, and the High Intensity/Central Core.

Policy 10.4: The City will evaluate and make recommendations to improve transportation choices allowing alternative access to schools located within the City, such as those identified by the CDC Walk-to-School and Florida's Safe Paths to Schools programs.

Policy 10.5: The City's Land Development Code will encourage intermediate pedestrian and bicycle connections on block faces longer than 600 feet and recognize that direct walkways and bicycle routes to schools should be provided.

Policy 10.6: The City recognizes the multiple benefits of green infrastructure, such as trees and natural areas. The City will continue to fund and manage green infrastructure as part of the City's capital improvement element.

Policy 10.7: The City will continue efforts establishing, advancing, and maintaining effective population-based strategies that reduce the burden of chronic disease and achieve health equity.

**OBJECTIVE 11:** The Future Land Use Element shall implement the components of the Ocala 2035 Vision development pattern for the City through a Land Development Code that provides the appropriate type of uses and degree of development.

Policy 11.1: By 2014, the City shall amend the official zoning district map to be consistent with the Future Land Use Classifications described in Goal I.

Policy 11.2: The following maps are adopted as the Future Land Use Map series:

- Map 1: The 2035 Future Land Use Map
- Map 2: FEMA Designated Flood-prone Areas – *effective date August 28, 2008*
- Map 3: Wellfield Map (Zones of Influence)
- Map 4: Commercially Valuable Minerals
- Map 5: General Soils Map (Ocala and Marion County)
- Map 6: Historic Resources Map
- Map 7: Potable Water and Sanitary Sewer Urban Service Area
- Map 8: Urban Infill/Redevelopment Area

Policy 11.3: Permissible Implementation of land use classifications shall be consistent with Chapter 333, Florida Statutes.

Policy 11.4: The City shall adopt by reference the Flood Insurance Study and the standards set forth in Section 60.3(c) of the National Flood Insurance Program regulations (44 CFR 59, etc.) in support of Map 2: FEMA Designated Floodprone Areas (effective date August 28, 2008)

**OBJECTIVE 12:** The Future Land Use Element shall require efficient use of existing services, facilities and infrastructure to discourage urban sprawl and promote a clustered urban development pattern.

Policy 12.1: The City shall require that all development have adequate services and facilities including water, roads, sewage collection and treatment, stormwater drainage, recreation and solid waste disposal, to the extent required by state law, other provisions of this Comprehensive Plan, or the City's Land Development Code

Policy 12.2: The City shall permit new industrial development only when City sewer lines are available concurrent with the industrial development and have capacity sufficient to handle the wastewater. Wastewater connections are subject to the requirements of Section 367.111, Florida Statutes. Industries with wastewater which do not meet City quality standards set forth in Ch. 24-164 shall be required to pretreat their wastewater before transporting it to publicly owned sewage treatment facilities.

Policy 12.3: Potable water and sanitary sewer facilities will be extended through the City's potable water and sanitary sewer urban service area to promote compact urban development. Extensions will be limited to the potable water and sanitary sewer urban service area, as hereafter defined. References herein to the "potable water and sanitary sewer urban service area" shall be deemed to refer to Map 7, and to parcels and developments within, or considered to be within, the Service Area for the City as designated pursuant to the City of Ocala/Marion County Water and Wastewater Service Territorial Agreement, dated September 27, 1996, as now existing or hereafter amended (the Territorial Agreement). In comparing Map 7 to Exhibit A of the Territorial Agreement, it is to be understood that Map 7 and Exhibit A identify the same area. Extensions of infrastructure are subject to the

limitations of Policy 12.3.1. Extension limits as described above may be waived or disregarded in emergency situations (such as in the case of failure of private package treatment plants or potable water wells), which create a threat to the health of City or County residents as determined by the Florida Department of Health and Rehabilitative Services or the Florida Department of Environmental Protection, the City of Ocala, or Marion County, or as otherwise permitted by the Territorial Agreement.

Policy 12.3.1: Construction of potable water and sanitary sewer infrastructure outside the city limits and within the potable water and sanitary sewer urban service area is subject to the following criteria: 1) The City's potable water and sanitary sewer facilities must have available capacity; 2) The costs for extending the distribution, collection, and transmission facilities, unless otherwise specified in the Five (5) Year Potable Water and Sanitary Sewer Capital Improvements Program, shall be adopted by the Ocala City Council; 3) The proposed extension area must be in, or to provide service to, a parcel within the Urban Growth Boundary, as depicted in the Marion County Comprehensive Plan; and 4) If a private utility has a prior legal right to provide potable water or sanitary sewer service to a parcel or development, the City shall not provide such service if the private utility has the present ability to promptly and efficiently meet its legal duty to provide such service to such parcel or development.

**OBJECTIVE 13:** The City shall amend its Land Development Code so that future growth will be managed through the preparation, adoption, implementation and enforcement of the Land Development Code consistent with the Comprehensive Plan.

Policy 13.1: The City shall evaluate the existing Land Development Code to ensure consistency with and implementation of the Goals, Objectives and Policies of the Comprehensive Plan.

Policy 13.2: The City shall continue to enforce the provisions of the Land Development Code that requires new development to pay for its share of existing or planned capital facilities through an impact fee charge, mobility fee, or other appropriate means.

Policy 13.3: The City shall continue to enforce performance criteria for design of on-site traffic circulation and parking to aid in review of proposed site plans for all multi-family and non-residential developments.

Policy 13.4: The City Council will promulgate a provision with the Land Development Code that shall contain rules, regulations and criteria regarding uses in existence or permitted before the adoption of this Comprehensive Plan.

Policy 13.5: The City Council may promulgate provisions within the Land Development Code that shall contain interim rules, regulations and criteria that will apply until the Land Development Code has been evaluated and revised (if necessary) pursuant to Policy 13.1.

**OBJECTIVE 14:** The City shall continue existing regulations or adopt new regulations to ensure that development is consistent with the Future Land Use Map and are compatible with neighboring development, available services and facilities, and topography and soil conditions.

Policy 14.1: The City shall implement the following land use policies as part of the Land Development Code:

Policy 14.1.1: Require all new subdivisions and multi-family complexes to provide sidewalks.

Policy 14.1.2: Require all new residential subdivisions to have underground telephone and utility lines to provide a more attractive and efficient neighborhood.

Policy 14.1.3: Prohibit new mobile home parks and subdivisions and expansion of existing mobile home parks and subdivisions.

Policy 14.1.4: Require all new residential subdivisions to provide for an internal circulation system, including the provision of collector streets connecting the residential area to the major street network.

Policy 14.1.5: Industrial uses will not be allowed to use local residential streets as a major means of transportation.

Policy 14.2: New septic systems will not be permitted if sewer service is available within one-eighth of a mile of the development.

Policy 14.3: When existing septic treatment systems for development built prior to 1984 fail to function properly or require pumping, they shall be abandoned and the structure connected to the sewer system if service is available within one-eighth of a mile. Development on septic systems built after 1984 are required to connect to City sanitary sewer within one year after notification of the availability of such services within one-eighth mile as stipulated in Section 381.00655, Florida Statutes.

**OBJECTIVE 15:** The City shall monitor the availability of land for future utility facilities and shall require adequate services and facilities to support development and to protect the ability of those services and facilities to function properly.

Policy 15.1: The City shall continue to identify necessary lands suitable for future utility services and facilities to support proposed development.

Policy 15.2: The City shall adopt level of service standards in the respective elements of this plan that define adequate services and facilities for the following:

1. Drainage
2. Sanitary Sewer
3. Potable Water
4. Solid Waste
5. Roads
6. Recreation and Open Space

Policy 15.3: The City shall adopt a 5 year Capital Improvements Budget as part of this Plan to schedule a provision for future services and facilities within the City.

Policy 15.4: The City shall require development approval to be contingent on the availability of adequate infrastructure as defined in Policy 15.2.

Policy 15.5: The City shall coordinate infrastructure improvements (water, sewer, stormwater drainage) within the right-of-way in conjunction with improvements to roadway segments.

Policy 15.6: The City shall not issue development permits or orders without determining whether adequate water supplies will be available to serve the development no later than the anticipated date of issuance by the city of a certificate of occupancy. The City shall also ensure that adequate water supplies and facilities are available and in place prior to issuing a certificate of occupancy.

**OBJECTIVE 16:** The City shall identify blighted or deteriorated areas of the City as defined by Florida Statute 163.340(8), then articulate and address the needs, with the intent of reducing deficiencies. Blighted or deteriorated areas are identified by and measurable by documenting, over time, the change in:

1. the total acreage considered to be blighted or deteriorated;
2. the total number of structures considered to be blighted or deteriorated;
3. the percentage figures for #1 and #2 relative to citywide statistics;
4. the number of Code enforcement actions (cases, liens, etc.); and
5. the population or structures enjoying infrastructure/service(s) not previously available.

Policy 16.1: The City shall consider the Urban Infill and Redevelopment Area plan, created pursuant to Ch. 163.2517, Florida Statutes, during the development review process.

Policy 16.2: The City shall establish citizen advisory committees that will help identify blighted and deteriorated areas and address specific localized problems.

Policy 16.3: Citizen advisory committees shall identify and outline possible strategies to eliminate blighted areas, through the development of Community Plans to be referenced in the Comprehensive Plan.

Policy 16.4: Citizen advisory committees will work in coordination with the City Planning Department and other City Departments, through the Planning and Zoning Commission, to help adopt and implement these strategies to reduce blighted or deteriorated areas within the City.

Policy 16.5: Citizen advisory committees will assist in creating proposed Community Redevelopment Areas.

**OBJECTIVE 17:** The City shall continue to regulate future land use development for the purpose of protection and enhancement of natural resources, including but not limited to, potable

water, native vegetation, landscaping, and air quality as measured by the implementation of the following policies.

Policy 17.1: Existing and identified future City wellfield locations shall be protected to assure that water resources are not adversely affected by development or excessive draw down. Incompatible land uses such as: landfills; facilities for the bulk storage, handling, or processing of hazardous waste; activities that require the storage, use, or transportation of restricted substances, agricultural chemicals, petroleum products, hazardous toxic waste, etc.; feedlots or other commercial animal facilities; mines; wastewater treatment plants, percolation ponds, and similar facilities, will not be allowed within 1500 feet of any City well. Landfills; facilities for the bulk storage, processing, or handling of toxic waste; mines; wastewater treatment plants, percolation ponds, and similar facilities, will not be allowed in the 1-year zone of influence as defined in the Groundwater Recharge Sub-Element.

Policy 17.2: The City shall continue to enforce the City's Wellfield Protection Ordinance that establishes wellfield protection zones where activities which pose threats to the potable water supply of the City will be regulated. More stringent restrictions will apply in zones, which are in greater proximity to the City's wellfields.

Policy 17.3: The City shall continue to encourage xeriscaping and the use of native vegetation on new developments.

Policy 17.4: The City shall eliminate or filter drainage wells that allow untreated stormwater runoff to enter the aquifer. Pretreatment of the first flush will occur prior to discharge to the retention/detention basin. Because of the direct connection between surface water and groundwater in Marion County, and the potential for groundwater contamination, pretreatment shall meet the requirements of the applicable Water Management District.

Policy 17.5: In order to control point sources of air pollution, the City will inform the Florida Department of Environmental Regulation of violations of existing state laws regulating particulate discharges and will regulate through the use of the Land Development Codes any use that will significantly diminish air quality.

Policy 17.6: Provision of potable water service will be contingent on the concurrent availability of a long-term supply of water adequate to maintain both the natural systems and the increased population associated with the development.

Policy 17.7: The City's development review process shall ensure each development will be analyzed for its impact on groundwater resources, wildlife habitat, floodplains, and other environmentally sensitive areas to determine whether regulations protecting these resources may be applicable.

**OBJECTIVE 18:** The City shall adopt Future Land Use Map Amendments with specific development conditions that are consistent with the City's adopted Level of Service (LOS) standards and Future Land Use Element, and compatible with the surrounding uses.

Policy 18.1: The following Future Land Use Map Amendment policies are based on the Future Land Use Designations that were in existence prior to the adoption of the 2035 Future Land Use Designations. The policies for these amendments shall remain in effect.

Policy 18.2: Future Land Use Map (FLUM) Amendment LUC05-0051 adopted by Ordinance Number 5574 on October 25, 2005, changes the future land uses on the Amendment area from Commercial (County) and High Density Residential (County) to Retail Services (City). The parcel number is 15392-000-00. Development shall meet the requirements of all applicable Goals, Objectives and Policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC05-0051 is hereby limited by the following conditions:

1. The property owner/developer will reduce the amount of square footage allowed and projected number of peak hour trips generated from the square footage allowed, and peak hour trips generated allowed under the previously adopted projected Marion County Future Land Use Designations of the Amendment area;
2. The total development of the Amendment area shall not exceed 290,000 square feet of building area for retail uses;
3. The property owner/developer must submit a development plan that is consistent with the City's shopping center regulations and as part of the development plan must provide additional buffers along the eastern property line.
4. The freestanding signage for the Amendment area shall only include ground signs;
5. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements; and
6. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.3: Future Land Use Map (FLUM) Amendment LUC06-0016 adopted by Ordinance Number 5577 on October 25, 2006, changes the future land uses on the Amendment area from Commercial (County) and Industrial (County) to Retail Services (City). Parcels affected include 31251-000-00, 31257-000-000, 31299-000-00, 31299-001-00 and 31299-002-00. Development shall meet the requirements of all applicable Goals, Objectives and Policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC06-0016 is hereby limited by the following conditions:

1. The Amendment changes the approved future land uses on the Amendment Parcel from Commercial (County) and Industrial (County) to Retail Services (City). Development intensities on the Amendment Parcel will be limited so that the projected number of peak hour trips generated from the developed Amendment Parcel must be less than the projected number of peak hour trips that would have been generated by development of the Amendment Parcel under the prior County approved future land uses. The Amendment Parcel is currently owned by multiple property owners. If the

Amendment Parcel is not consolidated into a single ownership or developed as a single project this limitation on development (as to projected peak hour trips generated) shall be allocated to sub-parcels within the Amendment Parcel pro-rata on an equal number of projected-trips-generated per-acre basis;

2. Total development of the Amendment Parcel, if developed as a single project, shall not exceed development threshold limitations which would require approval of the development as a Development of Regional Impact unless a Development of Regional Impact Development Order is applied for and approved. If the Amendment Parcel is developed as two or more separate parcels this DRI threshold limitation on development shall apply separately to each sub-parcel developed, unless under the applicable DRI aggregation rules the separate developments must be aggregated in considering application of the DRI thresholds;

3. At the time of development the property owner/developer must submit a development plan consistent with the City's Land Development Code regarding buffers, landscaping, site design, land uses, architectural characteristics and other requirements specified in the Land Development Code;

4. The Amendment Parcel is currently owned by multiple property owners. If the Amendment Parcel is not developed under single ownership, or as a single project, the Property Owners shall coordinate development of the individual sub-parcels to facilitate a single primary access connection to US 27/441 for all of the Amendment Parcel. The City may require an agreement with the property owner/developer to ensure that any individual sub-parcel is developed consistently in terms of buffers, access, connectivity, landscaping, site design, land uses and architectural characteristics with the overall Amendment Parcel;

5. All new signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures;

6. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements; and

7. The property owner/developer will be required to provide all necessary traffic improvements as are determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.4: Future Land Use Map (FLUM) Amendment LUC06-0002 adopted by Ordinance Number 5579 on October 25, 2006, changes the future land use on the amendment area from Low Density Residential and Public Buildings and Facilities to Medium Density Residential. Parcels affected include 26490-000-00 and 26490-001-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC06-0002 is hereby limited by the following conditions:

1. Development on the Amendment area shall not exceed 12 units per acre, with the dwelling unit type being restricted to those allowed under the Low Density Residential Future Land Use Classification;

2. The property shall be developed as a PUD to address density, site design, architectural characteristics, buffers around the entire site and access along both frontages;
3. The development must provide secured access connection, to and from NE 19<sup>th</sup> Avenue;
4. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements; and
5. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportional share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.5: Future Land Use Map (FLUM) Amendment LUC06-0010 adopted by Ordinance Number 5581 on October 25, 2006, changes the future land use on the amendment area from Professional Services to Neighborhood Business. The parcel number is 23879-000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC06-0010 is hereby limited based on the following conditions:

1. The property owner/developer will reduce the amount of square footage allowed and the number of projected peak hour trips generated from the square footage allowed, and projected peak hour trips generated allowed under the previously adopted City Future Land Use Classification;
2. Development shall not exceed 40,000 square feet of retail building space (neighborhood business uses);
3. The property owner/developer must submit and the city adopt a developer's agreement or development agreement at the time of rezoning that addresses certain uses being excluded, lighting, and the buffers adjacent to the Country Oaks subdivision and along SR 200.
4. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements; and
5. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.6: Future Land Use Map (FLUM) Amendment LUC06-0014 adopted by Ordinance Number 5605 on December 19, 2006, changes the future land use on the amendment area from Low Density Residential (City) and High Density Residential (County) to Medium Density Residential (City). The parcel number is 24868-000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC06-0014 is hereby limited by the following conditions:

1. The property shall be developed as a PUD to address site design issues;

2. Development on the Amendment area shall not exceed a maximum density of 8 dwelling units per acre or 187 residential dwelling units;
3. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements; and
4. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportional share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.7: Future Land Use Map (FLUM) Amendment LUC06-0022 adopted by Ordinance Number 5609 on December 19, 2006 changes the future land use on the amendment area from Commercial (County) to High Density Residential (City). Parcels affected include 23816-004-00 and 23816-005-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC06-0022 is hereby limited by the following conditions:

1. Development on the Amendment area shall not exceed 15 units per acre, or 345 residential dwelling units;
2. As part of the development process, the property owner will be required to submit a developer's agreement to be approved by City Council that addresses design, access, and tree preservation;
3. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements; and
4. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportional share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.8: Future Land Use Map (FLUM) Amendment LUC06-0024 adopted by Ordinance Number 5610 on December 19, 2006 changes the future land use on the amendment area from Light Industrial to Medium Density Residential. The parcel number is 24272-001-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC06-0024 is hereby limited by the following conditions:

1. Development on the Amendment area shall not exceed 100 residential dwelling units;
2. The property shall be developed as a PUD to address site design issues;
3. Access to the property shall be along NE 24<sup>th</sup> Street;
4. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements; and
5. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required

improvements for which proportional share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.9: Future Land Use Map (FLUM) Amendment LUC06-0029 adopted by Ordinance Number 5603 on December 19, 2006, changes the future land use on the amendment area from Urban Neighborhood District (County) to Professional Services (City) and Retail Services (City). Parcels affected include portions of 23832-000-00 and 23894-000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC06-0029 is hereby limited based on the following:

1. The aggregate development shall not exceed what was allowed under the previously adopted county future land use designation. The total development shall not exceed 1,176,198 square feet of building space for retail/office uses;
2. At the time of development the property owner/developer must submit a developer's agreement consistent with the City's Land Development Code regarding buffers, landscaping, site design, access, uses, architectural characteristics and other requirements specified in the Land Development Code;
3. All new signage to be located on the Amendment Parcels, except approved Building Signage, shall be limited to ground mounted signage structures;
4. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements; and
5. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportional share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.10: Future Land Use Map (FLUM) Amendment LUC06-0031 adopted by Ordinance Number 5613 on December 19, 2006 changes the future land use on the amendment area from Low Density Residential (County), Medium Density Residential (County), High Density Residential (County), Commercial (County), and Industrial (County) to Low Density Residential (City), Medium Density Residential (City), Retail Services (City), and Medium Industrial (City). Parcels affected include 21512-000-00, 21635-000-00, 21670-000-00 and 21670-002-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC06-0031 is hereby limited by the following conditions:

The aggregate development shall not exceed what was allowed under the previously adopted county future land use designation. The total development shall not exceed 1,363 residential dwelling units, 591,239 square feet of commercial/retail space, and 2,656,071 square feet of industrial space;

At the time of development the property owner/developer must submit a developer's agreement consistent with the City's Land Development Code regarding buffers, landscaping, site design, access, uses, architectural characteristics and other requirements specified in the Land Development Code;

All new signage to be located on the Amendment Parcels with frontage on US 27 or the proposed NW 44<sup>th</sup> Avenue shall be limited to ground mounted signage structures; Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements; and The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportional share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.11: Future Land Use Map (FLUM) Amendment LUC06-0025 adopted by Ordinance Number 5612 on December 19, 2006, changes the future land use on the amendment area from Low Density Residential (County) to Medium Density Residential (City). The parcel number is 29850-000-27. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC06-0025 is hereby limited by the following conditions:

1. The property shall be developed as a PUD to address site design issues;
2. Density shall not exceed a maximum of 180 single-family residential dwelling units. The units shall be either detached single-family or a combination of attached and detached single-family units;
3. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements; and
4. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportional share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.12: Future Land Use Map (FLUM) Amendment LUCO5-0006 adopted by Ordinance Number 5462 on December 21, 2005, changes the future land use on the amendment area from Rural (County) to Low Density Residential (City). The parcel number is 23823-000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO5- 0006 is hereby limited based on the following:

1. Development shall not exceed 187 residential single-family dwelling units;
2. The property owner will develop the property as a Planned Unit Development under the City's Code of Ordinances;
3. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System; and
4. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.13: Future Land Use Map (FLUM) Amendment LUCO5-023 adopted by Ordinance Number 5467 on December 21, 2005, changes the future land use on the amendment area from Low Density Residential to Medium Density Residential. The parcel number is 23450-000-07. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO5- 023 is hereby limited based on the following:

1. Development shall not exceed 161 residential single-family dwelling units;
2. The property owner will develop the property as a Planned Unit Development under the City's Code of Ordinances;
3. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System; and
4. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments. One improvement may include a secondary access to help relieve traffic from SW 20th Street and SR 200.

Policy 18.14: Future Land Use Map (FLUM) Amendment LUCO5-0030 adopted by Ordinance Number 5466 on December 21, 2005 changes the future land uses on the Amendment area from Professional Services to Retail Services. The parcel number is 2830-000-01. Development shall meet the requirements of all applicable Goals, Objectives and Policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO5-0030 is hereby limited by the following conditions:

1. The Amendment changes the approved future land uses on the Amendment Parcel from Professional Services to Retail Services. Development intensities on the Amendment Parcel will be limited so that the projected number of peak hour trips generated from the developed Amendment Parcel must be less than the projected number of peak hour trips that would have been generated by development of the Amendment Parcel under the Professional Services.
2. Total development of the Amendment Parcel shall not exceed development threshold limitations which would require approval of the development as a Development of Regional Impact unless a Development of Regional Impact Development Order is applied for and approved.
3. At the time of development the property owner/developer must submit a development plan consistent with the City's Land Development Code regarding buffers, landscaping, site design, land uses, architectural characteristics and other requirements specified in the Land Development Code.
4. All new signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures and wall signs.

5. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements; and
6. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.15: Future Land Use Map (FLUM) Amendment LUC06-0036 adopted by Ordinance Number 2010-20 on December 15, 2009 changes the future land use on the amendment area from Low Density Residential and Neighborhood Business to Retail Services. The parcel number is 23817-002-02. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC09-0011 is hereby limited based on the following:

1. The maximum allowable building square footage shall not exceed 600,000 square feet of commercial development.
2. An executed Developer's Agreement with an associated master plan shall be provided prior to the submittal of any subdivision or final development order application to address:
  - a. Architectural design standards;
  - b. Landscape and buffering standards to include a minimum fifty (50) foot landscape buffer along the eastern boundary of the property for the adjacent agricultural and residential properties;
  - c. Limitation of allowable building square footage to no more than 600,000 square feet of commercial development;
  - d. The property owner/developer will be required to submit a traffic impact analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System;
  - e. The property owner/developer will be required to provide all necessary traffic improvements as determined by a traffic analysis;
  - g. All new freestanding signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures; and
  - h. Meet all requirements of Florida Statute Chapter 333 Airport Zoning, which includes the requirement to obtain permitting from the Department of Transportation prior to any construction.

Policy 18.16: Future Land Use Map (FLUM) Amendment LUC06-0041 adopted by Ordinance Number 5730 on October 16, 2007 changes the future land use on the amendment area from Low Density Residential and Commercial (County) to Retail Services (City). Parcels affected include 23817-000-00 and 23817-003-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC06-0041 is hereby limited based on the following:

1. A Developer's Agreement is required to address site design issues;

2. The maximum allowable retail square footage shall not exceed 300,000 square feet with no single retail store development larger than 90,000 square feet;
3. Prior to final development approval, the property owner will be required to submit a traffic impact analysis, capacity reservation and development plan that is consistent with the City's Traffic Study Guidelines and Concurrency Management System;
4. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments;
5. The property owner/developer will be required to provide an Access Management Plan to address site access and the location of a traffic signal along SW 60th Avenue;
6. Provide a minimum 50-foot landscaped buffer with a wall adjacent to the southern boundary of the property which is adjacent to agricultural and residential properties;
7. All new freestanding signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures;
8. Provide an Aviation Easement prior to any development;
9. Meet all requirements of Florida Statute Chapter 333 Airport Zoning which includes the requirement to obtain permitting from the Department of Transportation prior to any construction; and
10. Meet increased Construction Standards to mitigate excessive noise due to proximity to the airport.

Policy 18.17: Future Land Use Map (FLUM) Amendment LUCO7-0003 adopted by Ordinance Number 5732 on October 16, 2007, changes the future land use on the amendment area from Industrial and Low Density Residential (County) to Medium Industrial (City). Parcels affected include 22846-001-00 and 22846-002-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO7-0003 is hereby limited based on the following:

1. Development intensities on the Amendment Parcel will be limited so that the projected number of peak hour trips generated from the developed Amendment Parcel are less than the projected number of peak hour trips that would have been generated by development of the industrial portion of the Amendment Parcel under the prior County approved future land use;
2. Northwest 44th Avenue shall be constructed by the property owner, or another person or entity other than the City, from the south property line of the Heath Preserve subdivision to State Road 40 in conjunction with development of this site;
3. All new freestanding signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures;
4. Prior to final development approval, the property owner will be required to submit a traffic study that is consistent with the City's Traffic Study Guidelines and Concurrency Management System; and
5. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required

improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.18: Future Land Use Map (FLUM) Amendment LUCO7-0011 adopted by Ordinance Number 5735 on October 16, 2007 changes the future land use on the amendment area from Low Density Residential (City) to Medium Density Residential (City). The parcel number is 30575-000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO7-0011 is hereby limited based on the following:

1. The property shall be developed as a PUD-RO;
2. All stormwater must be held on-site or drain into the DRA located on SE 6th Terrace (if approved by the City Engineer);
3. Development intensity shall not exceed 28,000 square feet of professional office space. Medical office square footage shall be limited to an amount that is proportionate to the amount of trips generated for a 28,000 square foot professional office development;
4. There shall be a minimum 30 foot undisturbed buffer on the eastern property line complying with requirements of section 122-260 of the City Code of Ordinances;
5. Prior to final development approval, the property owner will be required to submit a traffic study that is consistent with the City's Traffic Study Guidelines and Concurrency Management System; and
6. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.19: Future Land Use Map (FLUM) Amendment LUCO7-0014 adopted by Ordinance Number 5737 on October 16, 2007 changes the future land use on the amendment area from High Density Residential (County) to Medium Density Residential (City). The parcel number is 15464-000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO7-0014 is hereby limited based on the following:

1. Development shall not exceed a maximum density of eight (8) dwelling units per acre or 129 residential dwelling units;
2. The residential dwelling units shall be sold as owner occupied attached townhouses;
3. Architectural elevations shall be submitted and reviewed for compatibility with the neighboring area as part of the site plan review process;
4. Prior to final development approval, the property owner will be required to submit a traffic study that is consistent with the City's Traffic Study Guidelines and Concurrency Management System; and
5. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required

improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.20: Future Land Use Map (FLUM) Amendment LUCO7-0018 adopted by Ordinance Number 5739 on October 16, 2007 changes the future land use on the amendment area from Low Density Residential and Commercial (County) to Retail Services (City). The parcel number is 35369-016-02. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO7-0018 is hereby limited based on the following:

1. The aggregate development shall not exceed what was allowed under the previously adopted county future land use designation. No single retail store development shall be larger than 50,000 square feet;
2. At the time of rezoning, the property owner/developer must submit a developer's agreement consistent with the City's Land Development Code regarding buffers, landscaping, site design, access, uses, architectural characteristics and other requirements specified in the Land Development Code;
3. The 50,000 square foot limitation for a single retail store development may be eliminated if the developer can obtain access to SW 50th Court;
4. Prior to final development approval, the property owner will be required to submit a traffic impact analysis, capacity reservation and development plan that is consistent with the City's Traffic Study Guidelines and Concurrency Management System;
5. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments;
6. The property owner/developer will be required to provide an Access Management Plan to address site access, and access to adjacent residential properties. The plan must be developed in cooperation with Florida Department of Transportation;
7. All new freestanding signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures; and
8. All utilities on-site and in the right-of-way shall be located underground.

Policy 18.21: Future Land Use Map (FLUM) Amendment LUCO7-0021 adopted by Ordinance Number 5741 on October 16, 2007 changes the future land use on the amendment area from Medium Industrial (City) to Retail Services (City). The parcel number is 29850-000-23. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO7-0021 is hereby limited based on the following:

1. The aggregate development shall not exceed 300,000 square feet of building area;
2. Provide a Developer's Agreement to address site design issues;
3. Prior to final development approval, the property owner will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System;

4. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments;
5. The property owner/developer will be required to provide an Access Management Plan to address the signal at SE 24th Street and SR 464. The plan must be developed in cooperation with Florida Department of Transportation;
6. Provide a minimum 30-foot landscaped buffer along the southern and western boundaries of the property;
7. Provide a minimum 30-foot landscaped buffer along SR 464; and
8. All new freestanding signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures. Characteristics of such signs and other requirements are specified in the Land Development Code.

Policy 18.22: Future Land Use Map (FLUM) Amendment LUCO7-0008 adopted by Ordinance Number 5760 on December 18, 2007 changes the future land use on the amendment area from Commercial (County) and Urban Reserve (County) to Retail Services (City) and Medium Industrial (City). Parcels affected include 23830-000-01 and 23830-000-03. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO7-0008 is hereby limited based on the following:

1. Prior to final development approval, the property owner will be required to submit a traffic impact analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System;
2. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments;
3. The square footage of the aggregate development shall not generate greater than the sum of exterior trips generated under the previously adopted land use designations.

Policy 18.23: Future Land Use Map (FLUM) Amendment LUCO7-0025 adopted by Ordinance Number 5769 on December 18, 2007 changes the future land use on the amendment area from Urban Neighborhood District (County) to Retail Services (City). Parcels affected include 23894-002-00 and a portion of 23832-000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO7-0025 is hereby limited based on the following:

1. The aggregate development shall not exceed what was allowed under the previously adopted county future land use designation;
2. At the time of the development the property owner/developer must submit a developer's agreement consistent with the City's Land Development Code regarding buffers, landscaping, site design, access, uses, architectural;

3. Prior to final development approval, the property owner will be required to submit a traffic impact analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System;
4. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments;
5. The property owner/developer shall coordinate with FDOT, Marion County, and the City to develop an Access Management Plan along SR200 that takes into account the existing roadway network;
6. All new freestanding signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures; and
7. All on-site utilities shall be located underground.

Policy 18.24: Future Land Use Map (FLUM) Amendment LUCO7-0028 adopted by Ordinance Number 5771 on December 18, 2007 changes the future land use on the amendment area from Urban Neighborhood District (County) to Retail Services (City). The parcel affected includes a portion of 23832-000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO7-0028 is hereby limited based on the following:

1. The aggregate development shall not exceed what was allowed under the previously adopted county future land use designation;
2. At the time of the development the property owner/developer must submit a developer's agreement consistent with the City's Land Development Code regarding buffers, landscaping, site design, access, uses, architectural characteristics and other requirements specified in the Land Development Code;
3. All new freestanding signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures;
4. All on-site utilities shall be located underground;
5. Prior to final development approval, the property owner will be required to submit a traffic impact analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System; and
6. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.25: Future Land Use Map (FLUM) Amendment LUCO7-0033 adopted by Ordinance Number 5765 on December 18, 2007 changes the future land use on the amendment area from Professional Services (City) and High Density Residential (City) to Retail Services (City). Parcels affected include 29793-000-00 and a portion of 29850-000-19. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO7-0033 is hereby limited by the following conditions:

1. The approval of the change in land use shall be effective upon final approval of the developer's agreement and site plan in the zoning approval process;
2. The property shall be developed as a shopping center and meet the requirements of Division 29 of the Code of Ordinances;
3. The aggregate development shall not exceed either: (a) the square footage of buildings allowable under the previously adopted professional services and high density residential land use designations; or (b) exterior trips generated exceeding the sum of net exterior trips generated under the above previously-adopted land use designations, plus 150 p.m. peak hour trips;
4. Exterior landscaped buffers shall at a minimum, comply with the buffer requirements of Section 122-923 of the Code of Ordinances;
5. The site shall be designed to preserve large clusters of trees where possible;
6. All new freestanding signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures;
7. Prior to final development approval, the property owner will be required to submit a traffic impact analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System;
8. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments; and
9. The property owner shall provide an access management plan that is consistent with the SR 464 Corridor Study.

Policy 18.26: Future Land Use Map (FLUM) Amendment LUCO7-0034 adopted by Ordinance Number 5767 on December 18, 2007 changes the future land use on the amendment area from Low Density Residential (City) to Medium Density Residential (City). The parcel number affected is a portion of 23812-001-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUCO7-0034 is hereby limited based on the following:

1. The property shall be developed as a Planned Unit Development in conjunction with the related property;
2. This site in conjunction with the remaining parcel for the Planned Unit Development (PID 23812-001-00) shall not increase the total number of previously approved units for the site;
3. Prior to final development approval, the property owner will be required to submit a traffic impact analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System;
4. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments.

Policy 18.27: Future Land Use Map (FLUM) Amendment LUC08-0004 adopted by Ordinance Number 5913 on November 4, 2008, changes the future land use on the amendment area from Commercial and Industrial (County) to Retail Services (City). Parcels affected include 22853-000-00 and 22854-000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC08-0004 is hereby limited based on the following:

1. The aggregate development shall not exceed what was allowed under the previously adopted county future land use designations;
2. At the time of development, the property owner/developer shall submit a developer's agreement consistent with the City's Land Development Code regarding buffers, landscaping, site design, access, uses, architectural characteristics, right of way donation along NW 44th Avenue and SR 40, and other requirements specified in the Land Development Code;
3. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements;
4. The property owner/developer will be required to provide all necessary traffic improvements as are determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments; and
5. All new signage to be located on the Amendment Parcels with frontage on SR 40 or the proposed NW 44th Avenue shall be limited to ground mounted signage structures.

Policy 18.28: Future Land Use Map (FLUM) Amendment LUC08-0005 adopted by Ordinance Number 5915 on November 4, 2008, changes the future land use on the amendment area from Low Density Residential, Urban Commercial District and Industrial (County), and Low Density Residential, Medium Density Residential and Medium Industrial (City) to Retail Services, Light Industrial and Medium Industrial (City). Parcels affected include 21465-000-00, 21490-000-00, 13718-000-00, 13717-001-00, 21780-000-00, and 21782-000-00 through 21878-000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC08-0005 is hereby limited based on the following:

1. The aggregate development for the Amendment Parcels shall not exceed what was allowed under the previously adopted county and city future land use designations; The total development of the Amendment Parcels (488.88 acres) shall not exceed 1,128,970 Average Daily Trips.
2. At the time of development, the property owner/developer shall submit a developer's agreement consistent with the City's Land Development Code regarding buffers, landscaping, site design, access, uses, architectural characteristics, right of way donation along US 27, NW 27<sup>th</sup> Avenue and NW 35<sup>th</sup> Street, and other requirements specified in the Land Development Code;

3. Prior to final development approval, the property owner will be required to submit a traffic study, capacity reservation and development plan that is consistent with the City's Traffic Study Guidelines and Concurrency Management System;
4. The property owner/developer will be required to provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments;
5. Coordination with FDOT, Marion County, and the City to develop an Access Management Plan that takes into account the existing roadway network, including I-75, US 27, NW 27<sup>th</sup> Avenue and NW 35<sup>th</sup> Street; and
6. All new signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures.

Policy 18.29: Future Land Use Map (FLUM) Amendment LUC08-0006 adopted by Ordinance Number 5917 on November 4, 2008, changes the future land use on the amendment area from Low Density Residential and Neighborhood Business to Medium Industrial and Retail Services. Parcels affected include 23830-000-00, 23830-000-02 & 23830+000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC08-0006 is hereby limited based on the following:

1. The aggregate development of the Amendment Parcel shall not exceed what was allowed under the previously adopted City future land use designations. The total development of the site as retail services and medium industrial shall not exceed 12,620 Average Daily Trips;
2. At the time of development, the property owner/developer shall submit a developer's agreement consistent with the City's Land Development Code regarding buffers, landscaping, site design, access, uses, architectural characteristics and other requirements specified in the Land Development Code;
3. Prior to final development approval, the property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements;
4. The property owner/developer will be required to provide all necessary traffic improvements as are determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments; and
5. All new signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures.

Policy 18.30: Future Land Use Map (FLUM) Amendment LUC08-0017 adopted by Ordinance Number 5932 on December 16, 2008, changes the future land use on the amendment area from Industrial (County) to Light Industrial (City). The parcel number is 31251-001-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC08-0017 is hereby limited based on the following:

1. At the time of development, the amendment area shall be developed in coordination

with the properties adjacent to the west and south; and which shall be consistent with the City's Land Development Code regarding buffers, landscaping, site design, access, uses, architectural characteristics and other requirements specified in the Land Development Code.

2. The aggregate development for the Amendment Parcel shall not exceed what was allowed under the previously adopted future land use designation in the County.
3. Prior to final development approval, the property owner will be required to submit a traffic study, capacity reservation and development plan that is consistent with the City's Traffic Study Guidelines and Concurrency Management System.
4. The property owner/developer will be required to provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments.
5. The developer/property owner shall coordinate with FDOT, Marion County and the City to formulate an Access Management Plan that takes into account access at US 441, signal coordination and access to this property through the adjacent properties.
6. All new signage to be located on the Amendment Parcel or any portion thereof at the time of development shall be limited to ground mounted signage structures.

Policy 18.31: Future Land Use Map (FLUM) Amendment LUC08-0026 adopted by Ordinance Number 5936 on December 16, 2008, changes the future land use on the amendment area from Low Density Residential to Medium Density Residential. The parcel affected includes a portion of 23951-000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC08-0026 is hereby limited based on the following:

1. The entire property (PID 23951-000-00 and 23945-000-00) shall be developed as a Planned Unit Development (PUD).
2. The total number of residential units for the entire property (PID 23951-000-00 and 23945-000-00) shall not exceed the total number of units under the previously adopted future land use designation (low density residential at five units per acre).
3. The total number of units and type of units approved for the entire property (PID 23951-000-00 and 23945-000-00) must generate less peak hour trips and students than allowed by the previously adopted future land use designation (low density residential land use with single-family residential units at five units per acre).
4. All terms of the existing 163 Development Agreement shall remain in affect with regards to caves (and specifically Briar Caves), jurisdictional wetlands, an Integrated Pest Management Plan, stormwater design and maintenance, landscape design and maintenance guidelines as set forth in the Florida Yards and Neighborhoods Program, groundwater quality, water conservation, sinkholes, water supply, waste water, solid waste, air quality, hazardous substances, public facilities, wildlife and vegetation, and historical preservation.
5. Prior to final development approval, the property owner will be required to submit a traffic study, capacity reservation and development plan that is consistent with the City's Traffic Study Guidelines and Concurrency Management System.
6. The developer/property owner shall coordinate with FDOT, Marion County and the City to formulate an Access Management Plan that takes into account the existing roadway network, including I-75, SW 27<sup>th</sup> Avenue and SW 42<sup>nd</sup> Street.

Policy 18.32: Future Land Use Map (FLUM) Amendment LUC08-0022 adopted by Ordinance Number 5934 on December 16, 2008, changes the future land use on the amendment area from Low Density Residential to Retail Services. The parcel number is 21466-000-00. Development shall meet the requirements of all applicable goals, objectives and policies of the Comprehensive Plan; however, the land use and development potential made available by FLUM Amendment LUC08-0022 is hereby limited based on the following:

1. The aggregate development of the Amendment Parcel along with the aggregate development for the property associated with Case LUC 08-0005 shall not exceed what was previously adopted under the City and Council future land use designations.
2. Prior to final development approval, the property owner will be required to submit a traffic study, capacity reservation and development plan that is consistent with the City's Traffic Study Guidelines and Concurrency Management System.
3. The property owner/developer will be required to provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments.
4. The developer/property owner shall coordinate with FDOT, Marion County and the City to formulate an Access Management Plan that takes into account the existing roadway network, including I-75, US 27, NW 27<sup>th</sup> Avenue and NW 35<sup>th</sup> Street and is consistent with the proposed MEC industrial park/retail development adjacent to the north and east.

**GOAL II: To preserve and protect Ocala's historic and architectural resources.**

**OBJECTIVE 1:** The City shall heighten appreciation of Ocala's historic and cultural heritage.

Policy 1.1: The City shall survey communities within the city limits to identify historic resources for designation of future districts.

Policy 1.2: The City will continue to strengthen public/private partnerships for the purpose of historic preservation.

Policy 1.3: The City will identify and protect archeologically significant sites.

Policy 1.4: The City shall continue to pursue National Landmark status for the Fort King site.

Policy 1.5: The City shall maintain its association with the Historic Ocala Preservation Society (HOPS) to provide funding and technical support for identification, documentation, evaluation, preservation, and protection of historic resources.

Policy 1.6: The City will continue to develop and distribute publications, media presentations, and other promotional and educational information about historic resources, preservation and cultural heritage.

Policy 1.7: In cooperation with property owners, the City will encourage community and cultural events in historic buildings, districts, neighborhoods and other areas with historic resources.

**OBJECTIVE 2:** The City shall encourage property owners to maintain and keep in good repair buildings and structures on the National Register of Historic Places or in locally-designated historic districts.

Policy 2.1: The City will organize and offer Historic Home/Historic Preservation Ordinance Workshops.

Policy 2.2: The City shall encourage commercial historic property owners to rehabilitate their buildings in accordance with "The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" so they may be eligible for the Investment Tax Credit.

**OBJECTIVE 3:** The City will continue to beautify and physically upgrade the Ocala Historic District.

Policy 3.1: The City shall install historic lighting and brick paving in the Ocala Historic District as appropriate.

Policy 3.2: The City shall maintain the existing residential character of historic districts.

Policy 3.3: The City shall seek alternative sources of preservation funding for historic buildings.

Policy 3.4: The City shall develop design guidelines and standards for signage.

**OBJECTIVE 4:** The City shall increase public awareness and continue revitalization efforts of the Tuscawilla Park Historic District.

Policy 4.1: The City shall encourage adaptive reuse of historic buildings within such District.

Policy 4.2: The City shall consider the presence of historic resources in the planning of Tuscawilla Park.

**OBJECTIVE 5:** The City shall increase public awareness and continue revitalization efforts of the West Ocala Historic District.

Policy 5.1: The City shall encourage adaptive reuse of historic buildings within such District.

Policy 5.2: In order to preserve the cultural heritage of the West Ocala Historic District, the City shall establish a method of recording visual, written and oral histories.

**OBJECTIVE 6:** The City will increase the positive economic impacts of Historic Preservation including Heritage Tourism in the Downtown Historic District

Policy 6.1: The City will encourage public investment in the downtown area by evaluating new funding sources for historic structures.

Policy 6.2: The City shall provide regulations that protect the existing character of downtown historic structures by requiring form and architectural design requirements.

Policy 6.3: The development review process shall evaluate the consistency of proposed developments with the 2004 City of Ocala Downtown Master Plan.

# TRANSPORTATION ELEMENT

**GOAL I:** To create and maintain a safe, efficient and aesthetic transportation system that encourages multi-modal transportation and promotes the mobility strategies of the Ocala 2035 Vision.

**OBJECTIVE 1:** The City shall strive to reduce the number of vehicular accidents within the City.

Policy 1.1: The City shall continue to identify specific high accident intersections within the City. Accident summaries shall be submitted to the City Traffic Engineer, the Marion County Traffic Engineer, the Ocala/Marion County Transportation Planning Organization (TPO) and Florida Department of Transportation (FDOT) for programming safety and intersection improvements.

Policy 1.2: The City Traffic Engineer will annually conduct traffic counts and accident summaries on all arterials, collectors, and selected local streets.

Policy 1.3: The City shall utilize information developed through the TPO Crash Data Management System (CDMS).

**OBJECTIVE 2:** The City shall provide a transportation system that is consistent with the Ocala 2035 Vision, the Comprehensive Plan Future Land Use Map and Element and the most recent TPO Long Range Transportation Plan. The City shall endeavor to ensure that the existing and future population densities, housing, employment patterns, and land uses are consistent with the proposed transportation modes and services.

Policy 2.1: The City shall program and fund the capital improvement projects needed to facilitate the goals and objectives of the Ocala 2035 Vision.

Policy 2.2: The following maps are adopted as the Future Transportation Map Series:

1. Functional Classification of Roads
2. Future Ocala Bike/Pedestrian Master Plan
3. Airport Plan

Policy 2.3: The City shall protect the levels of service for interregional and intrastate functions of highways on the Strategic Intermodal System (SIS) as identified by FDOT.

**OBJECTIVE 3:** The City shall maintain a transportation system based on a defined minimum level of service.

Policy 3.1: The City hereby adopts the following Peak Hour Level of Service (LOS) standards for all City and County facilities within the City limits.

All City/County Facilities	LOS E
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Policy 3.2: The City hereby adopts the following Peak Hour LOS standards for all State facilities within the City limits:

State Facilities (except for SIS)	LOS D +10%
State Facilities (SIS)	LOS C

Policy 3.3: The City may adopt alternative LOS standards for other road segments when evaluating Complete Streets as described in Objective 7; Road Diets as described in Objective 8; and other projects intended to implement the Ocala 2035 Vision or provisions of this Comprehensive Plan. The City shall coordinate with the TPO, FDOT, and business and residential communities during the evaluation process to reach consensus on function, appearance, and operation prior to adopting alternative LOS standards.

Policy 3.4: The City shall not close or vacate streets except in accordance with applicable law and under the following conditions:

- a. (1) The loss of the street will not impact an existing or planned SunTran route, foreclose reasonably foreseeable future bicycle/pedestrian use, or foreclose non-motorized access to adjacent property uses; and (2) there is no reasonably foreseeable need for a transportation corridor for the area in the future; or
- b. The loss of the street is necessary for the construction of a high density, mixed use project containing both residential and non-residential uses, or creating close proximity of residential and non-residential uses.

Policy 3.5: The City shall continue to monitor the interlocal agreement with Marion County concerning the City's collection of Marion County's transportation impact fees, and shall endeavor to ensure that a portion of the transportation impact fees attributed to City projects are used to upgrade needed segments and intersections in the City or within the Water and Wastewater Territorial Services Agreement boundary.

Policy 3.6: The City shall maintain a Concurrency Management System, which ensures that transportation facilities and services needed to support development are available consistent with the requirements of Section 163.3180, Florida Statutes.

Policy 3.7: By 2014, the City shall create a mobility plan and mobility fee to replace, in whole or in part, the Concurrency Management System referenced in Policy 3.6 of this

Element. The mobility plan will require all development to be responsible for providing or mitigating segment and intersection improvements by paying a fee into a multi-modal mobility plan that (a) is designed to encourage development in specific locations; (b) includes assessments for roadways, transit, and bicycle/pedestrian facilities, including assessments on the Strategic Intermodal System; (c) promotes compact, mixed-use and energy efficient development; and (d) does not assess new development for transportation backlogs or an amount that is in excess of the amount that is proportionate to the impacts of the new development.

**OBJECTIVE 4:** The City shall provide appropriate access management techniques in order to regulate traffic capacity.

Policy 4.1: All new development projects located on a functionally classified roadway (Arterial or Collector) shall be required to undergo an access management review that includes, but is not limited to, median openings, frontage, reverse frontage and cross access easements.

Policy 4.2: All new nonresidential development, including redevelopment of existing sites and sites that are vacant for more than one year, shall be subject to the driveway access requirements as defined in the City Driveway Policy unless otherwise determined by the City.

Policy 4.3: City and FDOT access Management Spacing Standards as set forth in the Driveway Policy shall be met as set forth in the Land Development Code.

Policy 4.4: Parcels not having sufficient driveway spacing shall be required to develop joint use driveways, except as set forth in the Land Development Code.

Policy 4.5: All single-family residential units on corner lots shall access the roadway which has the lower functional classification, to the extent set forth in the Land Development Code.

**OBJECTIVE 5:** The City shall coordinate the Transportation Element to be consistent with the transportation plans of the state, region, Marion County, and the TPO.

Policy 5.1: The City shall continue to participate in transportation planning activities of the TPO.

Policy 5.2: The City shall coordinate the review of proposed traffic study methodologies and subsequent studies with the TPO and Marion County. FDOT will be consulted as needed.

Policy 5.3: The City shall continue to coordinate with Marion County on the adoption of new interlocal agreements for joint City and County roadway projects in the City or within the Water and Wastewater Territorial Services Agreement area.

Policy 5.4: During the planning and design process for roadway projects, the City shall require internal coordination of appropriate City Departments to promote consistency with the Ocala 2035 Vision.

**OBJECTIVE 6:** The City shall incorporate Transportation Demand Management (TDM) strategies into the land use and transportation planning process to reduce travel demand.

Policy 6.1: The City shall develop a commuter assistance program through coordination with the FDOT, the TPO and the TDM clearinghouse at the Center for Urban Transportation Research.

Policy 6.2: The City shall encourage new development and existing businesses to participate in multi-modal strategies.

Policy 6.3: The City shall maintain minimum residential density and commercial intensity requirements as provided for in the Future Land Use Element and Map to support the use of public transportation.

Policy 6.4: The City shall encourage public-private project ventures to accomplish roadway infrastructure improvements.

**OBJECTIVE 7:** The City shall design "Complete Streets" that integrate all modes of transportation (such as, but not limited to: walking, bicycling, vehicular and public transit facilities) to accommodate alternative transportation modes, aesthetics and safety for people of all ages and abilities.

Policy 7.1: The design of new facilities and major reconstruction of existing facilities, both public and private, shall include street tree and shade landscaping locations, sidewalks on both sides of the facility, safe and visible pedestrian crossings, on-street bike lanes where appropriate, and street lighting.

Policy 7.2: Road designs that include landscaped medians shall include refuge areas to provide a safe place for pedestrians to stop while crossing a street.

Policy 7.3: By 2022, the City shall create Streetscape Master Plan Design and Wayfinding Guidelines to improve visual aesthetics and create scenic gateways and corridors that invite visitors into the City as identified in the Ocala 2035 Vision.

Policy 7.4: The City will continue to pave all of the City-maintained unpaved roads inside the City limits, provided the necessary right-of-way can be obtained without the use of eminent domain action.

Policy 7.5: The City shall continue to identify streets in the Neighborhood Future Land Use category that require traffic calming or other measures to improve pedestrian safety.

Policy 7.6: Complete Streets shall accommodate adequate facilities for existing and planned public transit service. Covered transit shelters shall be safely connected to sidewalks.

Policy 7.7: Complete Streets shall employ design speeds for vehicles that are consistent with a safe and comfortable environment for pedestrians, bicyclists and transit users.

Policy 7.8: The City shall engage the Ocala 2035 Vision Leadership Group in a planning and design process to evaluate the appropriateness of including Complete Street components on new and existing Functional Classified roadways.

Policy 7.9: The City shall perform Complete Street evaluations when new capital improvements are proposed on roadways identified in the Ocala 2035 Vision Plan, or as deemed appropriate by the City.

**OBJECTIVE 8:** In order to promote pedestrian and bicyclist safety and support reinvestment in adjoining land uses, the City shall initiate a “Road Diet” program to narrow or remove vehicular travel lanes from existing facilities and reallocate this space to other transportation users.

Policy 8.1: The City shall identify roadways with projected volumes under the capacity of the City’s adopted LOS standard, in coordination with the Long Range Transportation Plan of the TPO.

Policy 8.2: The following roadway segments have been identified and prioritized as potential candidates for Road Diets:

- a. By 2022, SR 40/Silver Springs Boulevard from Martin Luther King, Jr. Avenue to East 8<sup>th</sup> Avenue.
- b. By 2022, US 441/Pine Avenue from the base of the railroad bridge (NW 2<sup>nd</sup> Street) to SE 23<sup>rd</sup> Place.
- c. By 2020, Martin Luther King, Jr. Avenue from SR 40/Silver Springs Boulevard to NW 10<sup>th</sup> Street.

Policy 8.3: As part of the Road Diet approval process, the City shall engage the public, including business owners, residents, and other stakeholders, in a planning and design process that is backed by long range traffic studies to evaluate alternatives that will meet the needs of all users.

Policy 8.4: The City shall coordinate with the Ocala/Marion County Transportation Planning Organization and the Florida Department of Transportation regarding the planning and design of any future land reductions on state facilities.

**OBJECTIVE 9:** The City shall develop and maintain adequate access routes to the airport and rail service that is properly integrated with the transportation system shown on the Transportation Map series.

Policy 9.1: The City shall mitigate adverse structural and nonstructural impacts on adjacent natural resources and land uses.

Policy 9.2: The City shall coordinate intermodal management of surface transportation within airports, rail service and related facilities.

Policy 9.3: The City shall protect airports, rail service and related facilities from the encroachment of incompatible land uses.

Policy 9.4: The City shall jointly occupy by agreement, or acquire rail corridor right-of-way, to support future regional transit system connections, as depicted on the Ocala 2035 Vision and the TPO Long Range Transportation Plan.

Policy 9.5: The City shall monitor and pursue opportunities to reconnect the existing train depot with passenger rail service in order to enhance long range mobility options for residents.

**OBJECTIVE 10:** The City shall preserve the potential expansion of the Ocala International Airport to accommodate future growth in quantitative and qualitative terms.

Policy 10.1: The City shall prohibit residential development within the Day Night Average Sound Level area (65 LDN) as published in the 2005 FAR Part 150 Noise Study Update.

Policy 10.2: The City shall require noise disclosure information be distributed for all new land purchases within the Visual Flight Regulations (VFR) area in the City limits.

Policy 10.3 The City shall encourage Marion County to require the distribution of noise disclosure information for all new land purchases within the VFR area.

Policy 10.4 The City shall create an airport overlay district.

- a. The City shall require disclosure information of the Part 150 Noise Exposure Maps and Noise Compatibility Program be distributed for all new land purchases within the VFR area.
- b. The City shall analyze and evaluate land use compatibility strategies that are both preventive and corrective.
- c. The City shall incorporate Building Height restrictions based on Federal Aviation Regulation Part 77.
- d. The City shall establish construction material criteria for housing within the VFR area.
- e. The City shall require a 3 day day/night noise study by developers to ensure developments reside outside of the 65 LDN noise contour.

Policy 10.5 The City shall establish a transit stop at the airport at such time that ridership warrants.

Policy 10.6 The City shall identify and apply for various airport-related state and federal grant programs.

Policy 10.7: The 2007 Airport Master Plan Update is hereby incorporated by reference, and any future development or expansion of the Ocala International Airport shall be consistent with the 2007 Airport Master Plan Update and F.A.A. approved Airport Layout Plan or subsequent updates thereto.

Policy 10.8: As an integral component of the airport master planning process, the City shall make provisions for regional transportation facilities for the efficient use and operation of the airport.

Policy 10.9: The City shall coordinate the future expansion or development of the airport with Marion County to ensure that land use compatibility is consistent with Chapter 333 of the Florida Statutes.

Policy 10.10: The City shall endeavor to ensure that future airport development or expansion is consistent with the Transportation Element and applicable TPO Long Range Transportation plan.

Policy 10.11: The City shall endeavor to ensure that future changes to the Land Development Code shall be consistent with Chapter 333 of the Florida Statutes.

Policy 10.12: The City shall work with the Federal Aviation Administration (FAA), Florida Department of Transportation (FDOT) and other state and federal agencies to address the required traffic improvements needed to support the Ocala International Airport.

Policy 10.13: The City shall coordinate with Marion County and the Ocala/Marion County Transportation Planning Organization (TPO) regarding required improvements needed to support development at the Ocala International Airport. The city shall update each year the Five-Year Schedule of Capital Improvements to address needed traffic improvements to maintain the adopted level of service.

Policy 10.14: All industrial, commercial, and office development at the Ocala International Airport will be required to submit a traffic impact analysis that is consistent with the City's Traffic Study guidelines and concurrency Management System. The methodology and traffic impact analysis shall be coordinated with FDOT and approved by the Department of Economic Opportunity.

Policy 10.15: All industrial, commercial, and office development will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances), required proportionate share contribution payments.

**OBJECTIVE 11:** The City shall deploy Intelligent Transportation Systems (ITS) equipment and strategies for the urban service area that will increase mobility while increasing safety for all modes of transportation.

Policy 11.1: The City shall continue managing, updating and expanding the existing ITS infrastructure.

Policy 11.2: The City shall continue to minimize the adverse vehicular delay effects of work zones, road conditions, trains blocking roadways, and incident congestion through the use of deployed ITS infrastructure. The City shall pursue emergency management grants for emergency services as a funding mechanism.

Policy 11.3: The City shall provide an annual roadway traffic count system to plan improvements, regulate developments, and monitor congestion on City, County and State arterial and collector roadways.

Policy 11.4: The City shall continue coordination of the I-75 Incident Management Plan with the Florida Highway Patrol, Ocala Police Department, and Marion County.

**GOAL II: Promote walking and biking as safe and viable modes of transportation by providing connections to residential, business and community areas.**

**OBJECTIVE 1:** The City shall provide a safe walking and bicycling environment throughout the City.

Policy 1.1 Bicycle and pedestrian improvements will receive priority status within a two-mile radius of public parks and of public and private schools in the City.

Policy 1.2: The City shall pursue improvements to the existing roadway which require minimal capital outlay (i.e. signage, re-striping, shared-use lanes and appropriate traffic control measures), and will greatly increase the safety of bicyclists and pedestrians.

Policy 1.3: The City, in partnership with the TPO, shall maintain an up-to-date inventory of sidewalks throughout the City. This inventory shall be updated during the Community Area planning process.

Policy 1.4: The following general areas of the City shall be targeted for new or improved sidewalks:

- a. High Intensity/Central Core (wider sidewalks that encourage pedestrian activity and allow for outdoor seating and shopping).
- b. Areas for which the City has adopted Community Plans.
- c. Connections to public parks, and public and private schools.
- d. Any area that presents a public safety issue or other identified area.

**OBJECTIVE 2:** The City shall provide more facilities for pedestrians and bicyclists.

Policy 2.1: Pedestrian and bike facilities will be constructed as part of all road expansion projects within the City as appropriate.

Policy 2.2: All plats and site plans in the City must include sidewalks, bicycle paths or lanes, or a combination thereof, as specified in the Land Development Code.

Policy 2.3 The City shall continue to coordinate with the TPO in updating the Bicycle/Pedestrian Master Plan to assure compliance with the Ocala 2035 Vision and Community Plans.

Policy 2.4: By 2015, the City shall develop a Trails Master Plan to be incorporated into the TPO Bike/Pedestrian Master Plan to guide final alignment, trailhead design, amenities (including but not limited to benches, landscaping, and trash receptacles), wayfinding and signage, and other components supportive of the dedicated bicycle and pedestrian trails. The City shall identify, reserve, or acquire right-of-way necessary to accommodate recreational trails in certain corridors identified in the Ocala 2035 Vision.

Policy 2.5: The City shall use the *Florida Pedestrian Safety Plan* and *Bicycle Planning and Design Manual* as guides in planning, designing, and retrofitting roadways and intersections, giving equal design consideration to the needs of the pedestrian and bicyclist as compared to the motor vehicle.

Policy 2.6: The City shall encourage the planning and development of interconnecting pedestrian/bike facilities between developments, which include amenities such as benches, trash receptacles, bicycle racks, and canopies/shading to improve pedestrian comfort.

Policy 2.7: The City shall include bicycle-sensitive traffic control devices, which are appropriately identified with road markings and signage, in intersection improvement projects and new construction.

Policy 2.8: The City shall require new commercial developments to provide secure bicycle lock-up facilities, such as bike barns, bicycle storage lockers and bicycle racks.

Policy 2.9: The City shall investigate and pursue opportunities to utilize existing utility corridors and power line rights of way to co-locate pedestrian and bicycle paths.

**GOAL III: Provide an efficient and safe public transit system that is accessible to all citizens.**

**OBJECTIVE 1:** The City shall provide safe and efficient public transit services based upon existing and proposed major trip generators and attractors.

Policy 1.1: The City shall require all development projects to address transit as identified in the TPO Transit Development Plan.

Policy 1.2: The City shall identify future transit needs by participating in the TPO Transit Development Plan updates.

Policy 1.3: The City will determine the feasibility of implementing a park and ride program in conjunction with the SunTran bus system through coordination with the TPO.

Policy 1.4: As specified in the Transit Development Plan, the City shall construct sidewalks, wheel chair ramps, and improve access to bus stops at appropriate locations.

Policy 1.5: The City shall determine the service, operation and maintenance costs for, and capital improvements necessary to provide, dedicated transit service connecting the North Magnolia, Downtown and Hospital districts within the Central Core.

Policy 1.6: The City shall evaluate opportunities to provide additional SunTran service to enhance connections between West Ocala and Downtown, consistent with the West Ocala Community Plan.

Policy 1.7: The City shall consider creating dedicated transit routes for bus, trolley or rail as depicted on the Ocala 2035 Vision.

# HOUSING ELEMENT

**GOAL:** 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.

**OBJECTIVE 1:** In order to meet the needs of the 2035 projected population, the City shall plan for replacement dwelling units of various types, sizes and costs,.

Policy 1.1: The City shall utilize, the Comprehensive Housing Affordability Strategy (CHAS), which provides information, technical assistance, and clear development guidelines to the private sector to maintain a sufficient housing production capacity. The CHAS is a Housing and Urban Development (HUD) document.

Policy 1.2: The City shall improve the efficiency, affordability, availability, and supply of safe and sanitary housing within the City of Ocala, placing emphasis on the needs of very low, low and moderate income families and those of the elderly by seeking, applying for and administering grant funds.

Policy 1.3: The City shall continue to develop strategies to improve the housing review process. Such actions will include reviewing existing ordinances, codes and regulations and eliminating unreasonable requirements in the permitting process or adding requirements in order to increase private and non-profit involvement, while continuing to ensure the health, welfare and safety of the City's population.

Policy 1.4: The City shall continue to allow special needs housing in all residential categories designated on the Official Zoning Map. This includes the availability of sites and infrastructure for special need residents such as the elderly, handicapped, and institutionalized.

Policy 1.5: To meet the objective of providing dwelling units of varying types, sizes and costs throughout the city, the City shall permit, where appropriate, infill development of various housing types such as but not limited to apartments over garages, mother-in-law apartments, multi-generational housing, live-work units, and residential units above commercial activity.

Policy 1.6: The City shall review lot size and land use requirements to encourage mixed use development that meets the needs and character of the individual neighborhoods.

Policy 1.7: The City shall encourage the development of community groups to address related improvements that foster each neighborhood's unique identity.

**OBJECTIVE 2:** To reduce the number of substandard housing structures, the City shall work with the homeowner to acquire, rehabilitate such structures when possible, or demolish such structures as necessary.

Policy 2.1: The City shall continue to use CDBG funds in target neighborhoods.

Policy 2.2: The City shall continue to seek federal and state funding for the acquisition, rehabilitation or demolition of identified substandard housing. The City will continue to provide a program to educate the homeowners of the rehabilitated properties.

Policy 2.3: The City shall continue to assist the efforts of community housing development organizations (CHDO).

Policy 2.4: The City shall continue to assist in the upgrading of neighborhoods and the quality of housing by providing code enforcement and crime prevention assistance, removing blighted structures, and concentrating capital improvements in the target neighborhoods.

Policy 2.4.1: Code enforcement activities shall be increased in neighborhoods where code violations are prevalent to ensure violations are corrected in a timely manner as provided by the City Building Code.

Policy 2.5: The City shall continue to aid very low, low and moderate-income families, by promoting available housing assistance programs, such as workforce housing.

**OBJECTIVE 3:** The City shall continue to promote open and fair housing practices.

Policy 3.1: The City shall continue to provide assistance to the Ocala/Marion County Housing Authority and other appropriate agencies to determine and develop sites and programs for housing low and moderate-income persons.

Policy 3.2: The City shall continue to endorse the federal and state regulations concerning equal opportunity and non-discrimination in housing opportunity.

Policy 3.3: By 2015, the City shall adopt a Fair Housing ordinance, as required by the Department of Housing and Urban Development (HUD).

**OBJECTIVE 4:** The City shall continue to ensure that available Community Development Block Grant (CDBG) funds are being utilized to extend and conserve the useful life of the existing housing stock according to the latest Building Code and improve neighborhood quality. The City will continue to spend CDBG funds in accordance with the monitoring and reporting system required by the Department of Housing and Urban Development.

Policy 4.1: The City shall continue to carry out CDBG program activities in the designated urban revitalization target areas, and will continue to review demographic information that may result in an adjustment to the urban revitalization target areas.

Policy 4.2: The City shall ensure that urban revitalization grant applications include funding for public infrastructure and support facilities to upgrade the quality of existing neighborhoods. Public infrastructure includes, but is not limited to, roadways, streetlights, sidewalks and water and sewer facilities and hookups.

Policy 4.3: The City, through the Community Development Office, will continue to ensure the availability of relocation housing prior to the implementation of an urban

revitalization program. Residents displaced by state or local projects will be relocated in accordance with Section 421.55, F.S., 1989. The City shall continue to apply for and administer grant funding, such as Community Development Block Grants (CDBG), HOME Investment Partnerships (HOME) and the State Housing Initiative Partnership (SHIP) program..

**OBJECTIVE 5:** In conformance with Objective 4 and Policy 4.3 of this Element, and upon Plan adoption, the City of Ocala shall require availability of relocation housing as a prerequisite to implementation of housing revitalization activities.

Policy 5.1: The City's Community Development Office and Ocala Housing Authority will continue to research, verify and ensure the availability of relocation housing prior to the commencement of any governmental revitalization program.

## SANITARY SEWER SUB-ELEMENT

**GOAL:** The City of Ocala shall secure adequate capacity for treatment and disposal of wastewater, install and maintain adequate wastewater collection and transmission facilities, take steps to conserve water, and maintain sufficient and equitable financing to provide services for the sanitary sewer customers.

**OBJECTIVE 1:** The City of Ocala shall eliminate existing deficiencies identified in this Sub-Element and add facilities and services to serve the future needs of the customers so that adopted LOS standards are maintained.

Policy 1.1: The City of Ocala hereby adopts a level of service standard of 80 gpcd annual average daily flow. The level of service provided by the City shall be deemed adequate if the total operational wastewater treatment and reuse capacity is equal to or greater than the level of service standard multiplied by the City's official population estimate which will be based upon the Office of Economic and Demographic Research (OEDR) figures, and multiplied by the maximum month average day peaking factor in the most appropriate and recent potable water and sanitary sewer planning study, as accepted by the Ocala Water and Sewer Department and Ocala City Council.

Policy 1.2: The City shall continue to require the Water and Sewer Department to monitor the City's sanitary sewer system and identify and correct problems which allow the discharge of inadequately treated wastewater into surface waters and groundwater aquifers in the state or which allow degradation below state effluent standards.

Policy 1.3: The City's wastewater treatment and reuse facilities shall meet Florida Department of Environmental Protection (FDEP) requirements -

Policy 1.4: To protect its wastewater treatment and reuse facilities, the City of Ocala shall continue to enforce its industrial pretreatment ordinance and update it, as necessary.

**OBJECTIVE 2:** The City of Ocala shall provide adequate collection and transmission services to its residential and nonresidential customers to meet the demands for sanitary sewer services forecast in the City's most appropriate and recent sanitary sewer planning study, as accepted by the Ocala Water and Sewer Department and Ocala City Council.

Policy 2.1: An annual maintenance program established and conducted by the City's Water and Sewer Department shall identify and prioritize system needs for renewal and replacement. Capital improvements considered necessary to maintain the system in good working condition shall be made on a timely basis.

Policy 2.2: The City shall initiate a planning study to evaluate the City's sanitary sewer system and provide recommendations for expansions at least every five (5) years. The most appropriate and recent planning study, as accepted by the Ocala Water and Sewer Department and the Ocala City Council, will be the official source of sanitary sewer data for the City's update of the Infrastructure and Capital Improvements Elements which must be prepared as part of the required Evaluation and Appraisal Report (EAR).

Policy 2.2.1: The City's most appropriate and recent sanitary sewer planning study, as accepted by the Ocala Water and Sewer Department and the Ocala City Council, shall include an evaluation of the needs of the sanitary sewer utility and shall include a prioritized Capital Improvements Program.

Policy 2.2.2: The City's most appropriate and recent sanitary sewer planning study, as accepted by the Ocala Water and Sewer Department and the Ocala City Council, shall identify areas where sanitary sewers should be extended. Extensions and improvements shown in the most appropriate and recent sanitary sewer planning study are based on future land uses as shown on the Future Land Use Maps of both the City of Ocala and Marion County. Priority is given to existing facilities to promote infill development, to maximize use of existing facilities, and add new facilities needed to serve areas designated for urban development in either the City of Ocala's or Marion County's Comprehensive Plan.

Policy 2.2.3: The most appropriate and recent sanitary sewer planning study, the priorities set, and the Five (5) Year Potable Water and Sanitary Sewer Capital Improvements Program shall be approved and adopted by the Ocala City Council. Such study, priorities and programs shall be consistent with interlocal agreements with Marion County concerning water and wastewater service.

Policy 2.3: New and expanded subdivisions shall be required to connect to the City's sanitary sewer system.

Policy 2.4: All new residential and commercial structures in the City shall be required to connect to the City's sanitary sewer system if available within one-eighth of a mile.

Policy 2.5: Existing development on septic systems shall be required to connect to City sanitary sewer within two years after notification of the availability of such services within one-eighth mile.

Policy 2.6: New or replacement septic systems shall not be permitted if sewer service is available within one-eighth of a mile of the development.

Policy 2.7: The one-eighth of a mile requirement of Policies 2.4, 2.5 ,and 2.6, can be waived if **non-conventional gravity sewer construction methods, such as bore and jack or a new lift station is required**. In these cases, a new or replacement septic system can be installed and used until such time that service becomes available.

Policy 2.8: Connection requirements specified in policies 2.3, 2.4, 2.5, and 2.6 shall be coordinated with the issuance of septic tank permits with the State Department of Health.

**OBJECTIVE 3:** The City of Ocala shall minimize wastewater resulting from infiltration and inflow and shall conserve potable water by reusing effluent.

Policy 3.1: Estimates of infiltration and inflow shall be made at least every five (5) years in the most appropriate and recent potable water and sanitary sewer planning study to

determine rates and locations. Where economically feasible, system improvements shall be made to reduce these levels

Policy 3.2: The City shall maximize its efficient use of reclaimed water for land irrigation by using reclaimed water on City golf courses.

Policy 3.3: All new and expanded subdivisions shall be required to connect to the City's reclaimed sewer lines if available within one-eighth mile.

Policy 3.4: All new commercial structures shall be required to connect to the City's reclaimed sewer lines if available within one-eighth mile.

Policy 3.5: The City shall maintain a program for the interconnection of wastewater treatment plants to provide redundancy to the reuse water delivery system to prevent delays in delivery.

Policy 3.6: The City shall program the connection of City facilities and parks to the reuse water system.

Policy 3.7: The City shall coordinate with the Florida Department of Environmental Protection (FDEP) to ensure compliance with the Numeric Nutrient Criteria for Florida's Waters.

**OBJECTIVE 4:** The City of Ocala shall fund sanitary sewer system capital improvements, replacement and rehabilitation, and operation and maintenance costs such that customers of the system bear these costs on a cost-of-service basis.

Policy 4.1: The sanitary sewer system shall be operated as an independent enterprise, such that utility customers will bear all costs, and revenues will be used for the benefit of those customers. The rate schedule for sanitary sewer services will be based on public utility cost-of-service principles.

Policy 4.2: Costs for the extension of service to new customers shall continue to be borne to the maximum extent possible by these new customers through an impact fee.

Policy 4.3: A reserve fund for routine system renewal and replacement shall be budgeted at a level equal to 120 percent of the previous 180 day's expenditures for these purposes, or at the level required by bond covenants, whichever is greater.

Policy 4.4: The City shall ensure the sewer accountability rate for fee payments is 95% or greater.

**OBJECTIVE 5:** The Sanitary Sewer sub-Element shall require efficient use of existing services, facilities and infrastructure to discourage urban sprawl and promote a clustered urban development pattern as referenced in Future Land Use Objective 12.

Policy 5.1: The City shall require that any land or development receiving sanitary sewer services from the City of Ocala will annex into the City if or when it becomes contiguous to the City.

Policy 5.2: The City shall prohibit new or expanded private sewer systems within the City limits or any future utility service areas.

Policy 5.3: The Planning and Water and Sewer Department staff shall coordinate to ensure that services are available to accommodate planned future growth.

**OBJECTIVE 6:** A program to eliminate existing deficiencies shall be implemented according to the schedule presented in the Capital Improvements Element.

Policy 6.1: Sanitary sewer capital improvements shall be implemented each year in order of priority. Improvements required for public health shall receive the highest priority; improvements related to providing the level of service standard shall receive the second highest priority; and operational, convenience, and other improvements shall receive the third highest priority.

Policy 6.2: The Water and Sewer Department shall annually update the Wastewater Capital Improvements Program developed in the Water and Wastewater System Master Plan. The Wastewater Capital Improvements Program shall be incorporated into the Capital Improvements Element of the Comprehensive Plan.

## SOLID WASTE SUB-ELEMENT

**GOAL:** To provide safe, efficient, and economical disposal of solid waste in a manner that protects public health and the environment.

**OBJECTIVE 1:** The City shall ensure that solid waste disposal services are available to adequately serve its citizens.

Policy 1.1: The City shall have a collection system available to collect and dispose solid waste at the adopted level of service below:

Residential:	3.54 lbs. per capita per day
Non-residential:	.0112 lbs. per sq. ft. of occupied bldg. space per day

Policy 1.2: The City shall review its solid waste revenues on an annual basis to determine that customer charges are sufficient to cover operating expenses, prevent deficiencies, and to allow expansion of facilities to meet projected demands.

Policy 1.3: The City shall discourage urban sprawl by providing solid waste collection services only to the incorporated area.

**OBJECTIVE 2:** The City shall continue to reduce the per capita solid waste stream.

Policy 2.1: The City shall continue to provide a City-wide recycling program for residential uses.

Policy 2.2: The City shall use mail-outs and school assembly programs, social media, and the internet, as well as other mechanisms, to educate the general public about recycling and solid waste.

Policy 2.3: The City shall maintain an amnesty program for small quantities of hazardous wastes.

## STORMWATER MANAGEMENT SUB-ELEMENT

**GOAL:** To provide stormwater management facilities necessary to protect public and private property, health, and safety from potential flood damage and groundwater contamination.

**OBJECTIVE 1:** The City shall ensure there no net decrease in available flood storage within the 100 year floodplain as defined in the following policies.

Policy 1.1: The City shall require any new development proposed in the 100 year floodplain to be designated and constructed with the finished floor elevation a minimum of one foot above the 100 year flood elevation.

Policy 1.3: The City shall prohibit placement of any material which reduces the volume available for the storage of floodwater within the designated 100 year floodplain unless provisions are made to provide for flood storage equal to or greater than the volume of flood storage displaced by the development.

**OBJECTIVE 2:** The City shall protect the groundwater quality through quantifying discharge limitations and monitoring these discharge characteristics.

Policy 2.1: An inventory of drainage wells shall be conducted and maintained by the City to establish a program of routine maintenance.

Policy 2.2: The City's Land development codes and zoning regulations shall continue to control point sources of groundwater pollution through restrictions in amount and location of heavy industrial land uses that have the potential to cause groundwater pollution.

Policy 2.3: The City shall continue its program of repair of sinkholes to prevent groundwater pollution.

Policy 2.4: The City shall continue to treat stormwater runoff to meet the minimum requirements of the applicable Water Management District and the FDEP Policy 2.5: The City shall continue to identify and eliminate illicit connections to the City's stormwater management collection system to reduce the pollutant loadings into the water retention areas.

Policy 2.6: Based upon the adopted sediment control program, the City shall enforce on-site sediment control practices for all construction.

**OBJECTIVE 3:** The City shall correct existing drainage basin deficiencies.

Policy 3.1: Water retention areas for all new or expanded development shall be constructed in accordance with Florida Department of Environmental Protection (FDEP) and the applicable Water Management District (WMD) requirements to provide flood protection for a 100-year, 24-hour storm.

Policy 3.2: Stormwater collection and conveyance facilities shall be constructed in accordance with Florida Department of Environmental Protection (FDEP) and the applicable Water Management District (WMD) requirements to provide capacity to transport the runoff from a 10 year, 24 hour storm.

Policy 3.3: Where land use is compatible, the City shall construct regional stormwater management facilities suitable for handling all development within the basin. New development will be required to utilize the regional facilities and pay an equitable share of the cost of constructing new facilities.

**OBJECTIVE 4:** The City shall maximize the use of existing stormwater management facilities to discourage urban sprawl.

Policy 4.1: The City shall finance the upgrade of existing facilities as a priority relative to construction of new facilities.

Policy 4.2: To promote compact urban development, the City shall evaluate the siting of regional stormwater treatment and storage facilities, work to adapt existing and future facilities to multiple uses, such as recreation and open space, and include eco-friendly design principles.

**OBJECTIVE 5:** The City shall maintain a financially sound Stormwater Management Facility Program through matching annual expenditures with annual Stormwater Management Utility revenues.

Policy 5.1: Within the legal authorizations provided by Ocala's existing Stormwater Management Utility Ordinance, the City shall annually establish rates, which will adequately fund the deficiencies in the existing system and the future priority needs of the Stormwater Management Utility Program.

Policy 5.2: Existing stormwater facility deficiencies shall be identified and corrected based on the priority in the Schedule of Projects in the CIE.

Policy 5.3: Future stormwater facility needs to support future growth shall be identified and corrected based on the priority in the Schedule of Projects in the CIE.

Policy 5.4: The City shall continue to equitably recover the cost of capital projects from new development through a program involving developer contributions.

## POTABLE WATER SUB-ELEMENT

**GOAL:** The City of Ocala shall secure and maintain adequate potable water treatment, storage, and distribution facilities; maintain or reduce per capita demands; and maintain sufficient and equitable financial measures to provide services to potable water customers.

**OBJECTIVE 1:** Adequate Water Supply and Treatment. The City of Ocala shall secure sufficient raw water supplies and treatment capabilities to meet water demands for existing and future customer needs.

Policy 1.1: The average level of service standard for residential water demands shall be 100 gpcd annual average day demand.

Policy 1.1.1: The level of service provided by the City shall be deemed adequate in the concurrency management process if total operational water treatment capacity is equal to or greater than the level of service standard multiplied by the City's official population estimate, which will be based upon the Office of Economic and Demographic Research (OEDR) figures, and multiplied by the maximum day peaking factor in the most appropriate and recent potable water and sanitary sewer planning study.

Policy 1.2: The City shall develop and maintain water treatment facilities that produce potable water of sufficient quality to meet all applicable federal and state regulatory requirements.

Policy 1.3: All new residential, commercial, or industrial structures with needs for potable water in the City shall connect to the City's water system if available within one-quarter mile.

Policy 1.4: All City-owned water supply wells in the Ocala service area shall be metered.

Policy 1.5: Present and identified future wellfield locations shall be protected to assure that water resources are not adversely affected by development or excessive draw down. Incompatible land uses, as defined by the Land Development Code, will not be allowed in the 1-year zone of influence as defined in the Groundwater Recharge Sub-Element.

Policy 1.6: Development approval shall be contingent on the availability of adequate potable water facilities.

Policy 1.7: The City shall continue to coordinate water supply planning with the water management districts, the Department of Environmental Protection (DEP) and other regional agencies.

Policy 1.8: The City shall participate in the development of updates to the St. Johns River and Southwest Florida Water Management district's water supply assessments, water supply plans, and other water supply development-related initiatives facilitated by the District that affect the city.

**OBJECTIVE 2:** Adequate and Efficient Distribution Facilities. The City of Ocala shall provide distribution services to its potable water customers that are adequate to meet the LOS standards for potable water adopted as part of this Plan.

Policy 2.1: An annual maintenance program established and conducted by the City's Water and Sewer Department shall identify and prioritize system needs for renewal and replacement. Capital improvements considered necessary to maintain the system in good working condition will be made on a timely basis.

Policy 2.2: The City shall initiate a potable water and sanitary sewer planning study for facility evaluation and expansion at least every five (5) years. The most appropriate and recent planning study, as accepted by the Ocala Water and Sewer Department and Ocala City Council, will be the official source of potable water data for the City's update of the Infrastructure and Capital Improvements Elements which must be prepared as part of the required Evaluation and Appraisal Report (EAR).

Policy 2.2.1: The City's most appropriate and recent potable water planning study, as accepted by the Ocala Water and Sewer Department and the Ocala City Council, shall include an evaluation of the needs of the potable water utility and shall include a prioritized Capital Improvements Program.

Policy 2.2.2: The City's most appropriate and recent potable water and sanitary sewer planning study, the priorities set, and the Five (5) Year Potable Water and Sanitary Sewer Capital Improvements Program shall be approved and adopted by the Ocala City Council. Such study, priorities and programs shall be consistent with interlocal agreements with Marion County concerning water and wastewater service.

Policy 2.3: All new or expanded subdivisions shall be required to connect to the City's potable water system.

Policy 2.4: All new residential and commercial structures in the City shall be required to connect to the City's potable water system if available within one-fourth of a mile.

Policy 2.5: When a potable well fails to function properly, it shall be abandoned and the structure shall be connected to the City's potable water system if available within one-fourth of a mile.

Policy 2.6: Connection requirements specified in policies 2.3, 2.4, and 2.5 shall be coordinated with the issuance of potable well permits with the State Department of Health.

**OBJECTIVE 3:** Water Conservation. The City of Ocala shall reduce the need for water system expansion and protect the State's water resources by promoting water conservation to reduce the per capita water demand.

Policy 3.1: Water users in Ocala shall be advised during dry periods through the use of public service announcements to reduce potable water demand.

Policy 3.2: The City shall encourage uses of non-potable water, including groundwater, grey water, and reclaimed water, for landscape irrigation.

Policy 3.3: The City shall continue to promote Florida Friendly landscaping.

Policy 3.4: The City may adopt an irrigation ordinance based upon the model ordinance from the St. Johns Water Management District.

Policy 3.5: The City shall continue to promote water conservation through the enforcement of the adopted Building Code which requires such items as low-volume commodes, water flow restrictions for showers and spigots and similar devices in all new construction and renovations, and will comply with the appropriate water management district water use restrictions.

Policy 3.6: The City shall continue to pursue alternative water sources.

**OBJECTIVE 4:** Equitable Financing of System Improvements and Operations. The City of Ocala shall fund potable water system capital improvements, replacement, and rehabilitation, and operation and maintenance costs such that system customers bear the costs on a cost-of-service basis.

Policy 4.1: The potable water system shall be operated as an independent enterprise, such that water utility customers shall bear all costs, and revenues shall be used for the benefit of those customers. The rate schedule for water services shall be based on public utility cost-of-service principles.

Policy 4.2: Costs for the extension of service to new customers shall be borne to the maximum extent possible by those new customers through an impact fee system.

Policy 4.3: A reserve fund for routine system renewal and replacement shall be budgeted at a level equal to at least 120 percent of the previous 180 day's expenditures for these purposes, or at the level required by bond covenants, whichever is greater.

Policy 4.4: The City shall ensure the water accountability rate for fee payments is 95% or greater.

**OBJECTIVE 5:** The Potable Water sub-Element shall require efficient use of existing services, facilities and infrastructure to discourage urban sprawl and promote a clustered urban development pattern as referenced in Future Land Use Objective 12.

Policy 5.1: The City shall require that any land or development receiving potable water services from the City of Ocala will annex into the City if or when it becomes contiguous to the City.

Policy 5.2: The City shall prohibit new or expanded private water systems within the City limits or any future utility service areas.

Policy 5.3: Growth Management and Utility Department staff shall coordinate to ensure that services are available to accommodate planned future growth.

**OBJECTIVE 6:** Elimination of Existing Deficiencies. A program to eliminate existing deficiencies shall be implemented according to the schedule presented in the Capital Improvement Element.

Policy 6.1: Potable water system capital improvements shall be implemented each year in order of priority. Improvements required for public health shall receive the highest priority; improvements related to providing the level of service standard shall receive the second highest priority; and operational, convenience, and other improvements shall receive the third highest priority.

# NATURAL GROUNDWATER AQUIFER RECHARGE SUB-ELEMENT

**GOAL:** To preserve and maintain aquifer water quality and quantity.

**OBJECTIVE 1:** The City shall protect the function of prime groundwater recharge areas and natural drainage features within the City limits.

Policy 1.1: The City shall encourage all development activity in the City to participate in Florida Yards and Neighborhoods Program. Implementation of the Florida Yards and Neighborhoods (FYN) Program shall be required based on proposed or permitted use type(s).

Policy 1.2: The City shall conduct activities to educate the public on the proper handling of hazardous compounds. These activities shall include regular hazardous waste amnesty days for small generators and households.

Policy 1.3: The City will coordinate with other governmental agencies on development review and initiate discussions to resolve conflicts to protect the groundwater recharge areas in the Withlacoochee Region, both in and beyond the City limits.

Policy 1.4: The City shall ensure that all development approvals are consistent with local, regional, state, and federal resource protection plans.

Policy 1.5: The City shall restrict the location of land uses and activities that have the potential to contaminate the aquifer. Examples include landfills, heavy industrial, toxic waste (handling, bulk storage, or processing), wastewater residual or septic disposal sites. This will be accomplished using the Future Land Use Map, land development code, zoning regulations, and occupational licensing.

Policy 1.6: The City shall continue to develop and enforce ordinance(s) that establish wellfield protection zones for the purpose of regulating activities, which pose threats to the potable water supply of the City. Regulations shall be the most stringent in zones nearest to the City's wellfields. Incompatible land uses (defined in the City's Wellfield Protection Ordinances) shall not be allowed in the vicinity of wellfields that are maintained for use as a source of public potable water.

Policy 1.7: The City shall ensure surface runoff from development is treated to meet, at a minimum, water management district and Florida Department of Environmental Protection standards prior to being discharged to surface waters or drainage wells.

Policy 1.8: The City shall ensure that geologic features such as solution pipes, sinks, caves, and lineaments, which are of significance to groundwater protection are documented on plans, and in reports, throughout the development application process.

Policy 1.9: The City shall continue its program of repairing sinkholes.

**OBJECTIVE 2:** The City shall minimize the potential adverse effect of development on the quality of surface and groundwater.

Policy 2.1: The City reserves the option to require a Water Quality Monitoring Program (WQMP), which shall be based on the proposed, or permitted, use type(s) and site characteristics (e.g. environmental sensitivity) as referenced in the Conservation Element, policy 5.5. In such cases, development activity shall not occur until the WQMP is submitted.

Policy 2.1.a: WQMPs may be required to address monitoring well location coordinates; sampling and analysis parameters; site specific subsurface investigative techniques, and reporting criteria which address periodicity, delivery to City, degradation sources, administrative responsibility, and transferability.

Policy 2.1.b: When a WQMP is required, a remediation plan shall be filed with the City.

Policy 2.2: The City may require an Integrated Pest Management Plan (IPMP) before development activity occurs. Required (IPMPs) shall be based on permitted use types.

Policy 2.3: The City shall ensure that storm water management systems are designed, constructed, and maintained in accordance with local, water management district, and state regulations.

Policy 2.4: The City shall continue to monitor groundwater quality via monitoring wells installed within and around the City.

Policy 2.5: The City shall remove and cap any inactive, unfiltered municipal potable water wells owned by the City of Ocala.

# CONSERVATION

**GOAL:** 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.

**OBJECTIVE 1:** The City shall inventory and classify natural resources (including sinkholes, wetlands and floodplains, and municipal trees) as properties are annexed to the City.

Policy 1.1: By 2016, the City shall identify retention ponds for possible use as urban ecological nature preserves, passive parks, constructed wetlands or open spaces.

Policy 1.2: By 2017, the City shall complete an inventory of municipal trees within the City Limits.

**OBJECTIVE 2:** The City shall meet, or exceed, the air quality standards outlined by the Florida Department of Environmental Protection.

Policy 2.1: The City shall employ a Land Development Code to restrict land uses that have the potential to significantly diminish air quality.

Policy 2.2: In order to reduce non-point sources of air pollution resulting from automotive traffic, the City will promote alternative modes of transportation such as public transit, car pooling, bicycling and walking.

Policy 2.3: The City shall report point source violations of state air pollution laws regulating particulate discharges to the Florida Department of Environmental Protection.

**OBJECTIVE 3:** The City shall work to reduce the per capita amount of raw water used by restricting land use activities that have the potential to pollute public water supply facilities and/or the Floridan Aquifer.

Policy 3.1: The City shall adopt and maintain an emergency water conservation program in accordance with the policies of the St. Johns River and Southwest Florida Water Management Districts.

Policy 3.2: The City shall achieve a minimum 95% utilization of wastewater flows for irrigation and other acceptable uses.

Policy 3.3: As a water conservation measure, the City shall employ a tiered rate structure to establish potable water consumption charges. The rate structure shall be based on studies commissioned by the Water and Sewer Department.

Policy 3.4: The City shall continue to promote water conservation through the enforcement of the latest adopted Building Code which requires such items as low-volume commodes, water flow restrictions for showers and spigots and similar devices in all new

construction and renovations, and will comply with the appropriate water management district water use restrictions.

Policy 3.5: The City shall continue to control point sources of groundwater pollution by maintaining a Land Development Code to restrict any land use that will significantly diminish groundwater quality and quantity.

Policy 3.6: The City shall continue to prohibit the establishment of potentially polluting land uses and activities within 1,500 feet of City public wellfields.

Policy 3.7: The City shall continue to program the interconnection of wastewater treatment plants to provide redundancy to the reuse water delivery system to prevent delays in delivery.

Policy 3.8: The City shall program the connection of City facilities and parks to the reuse water system.

Policy 3.9: The City shall review and revise its landscape ordinance regularly for methods to reduce water usage requirements for plantings, and to require the use of Florida Friendly landscaping materials and principles.

Policy 3.10: The City shall require connection to the reuse water system. .

**OBJECTIVE 4:** The City shall regulate the location of hazardous waste storage, handling and distribution uses and improve public awareness of the regulations.

Policy 4.1: The City shall ensure that hazardous waste material storage, handling and distribution restrictions shall increase correspondingly with quantity and/or toxicity, and with proximity to residential areas and potable water supplies.

Policy 4.2: The City shall educate the general public about hazardous waste through the use of mail outs in utility bills, public service announcements, social media, the internet and school assembly programs.

Policy 4.3 The City shall require all hazardous waste generators within the City limits to participate in recycling and waste disposal programs.

Policy 4.4: The City shall provide a hazardous waste disposal reporting system for use between generating firms and approved hazardous waste disposal companies and the City.

**OBJECTIVE 5:** The City shall preserve the natural function and use of resources, and protect Ocala's natural and manmade aesthetic beauty.

Policy 5.1: The City shall maintain and enforce a Land Development Code that preserves the function and use of natural resources (e.g. minerals, soils, native vegetative communities, floodplains and wetlands).

Policy 5.2: The City shall ensure the protection of trees through enforcement of the Tree Protection and Preservation Ordinance (Ord. 2117, 10/89) or a similar ordinance .

Policy 5.3: The City shall require developers to reduce soil erosion during development activities.

Policy 5.4: The City shall prohibit development within the 10 and 100-year floodplain unless provisions are made to provide flood storage equal to or greater than the volume displaced by the development.

Policy 5.5: The City shall designate the following as environmentally sensitive areas due to the possibility of aquifer contamination and/or loss of habitat attributable to development activities in these areas:

Scott Springs (R21E, T15S, Section 25);  
Tree Haven subdivision (R21E, T15S, Section 1);  
Red Oak property - Briar Cave (R21E, T15S, Section 35);  
Bellechase subdivision (R22E, T15S, Sections 32,33);  
Becerra property - Waldo Cave (R21E, T15S, Section 35);  
84 Lumber (R21E, T15S, S13).

**OBJECTIVE 6:** The City shall protect wildlife and ecological communities identified by the State of Florida as endangered, threatened, or species of special concern.

Policy 6.1: The City shall continue to identify unique natural habitats and analyze the potential to acquire and maintain them for public benefit.

Policy 6.2: The City shall investigate the existence of rare, threatened, and endangered species within its jurisdiction.

Policy 6.3: The City shall require all development to comply with all state and federal regulations regarding rare, threatened or endangered species.

Policy 6.4: The City shall initiate interlocal agreements with Marion County to protect unique vegetative communities that are located in both jurisdictions (i.e. straddle the City Limits).

Policy 6.5: The City shall continue to provide for the removal of invasive exotic vegetation as listed in the most current edition of <http://www.fleppc.org/list/11list.html> from City-owned recreational and open space properties.

**OBJECTIVE 7:** The City shall maintain and preserve wetlands. Wetlands are evaluated in terms of hydrologic function, total acreage and water quality using established processes such as Habitat Evaluation Procedure (HEP) and Wetland Evaluation Technique (WET). *[Ref: Dennison, Mark S., Wetland Mitigation, Government Institutes Inc., 1997, pp. 115. FDCA Report Planning for Wetlands Protection through a Federal, State and Local Partnership, May 18, 1998, Assessing Wetlands Functions and Values, p. 4.]*

Policy 7.1: Wetlands within the City limits shall be categorized, then managed with a high preference for preservation, followed by protection, and the use of mitigation strategies shall be considered a least desirable alternative. *[Ref: FDCA Report Planning for Wetlands Protection through a Federal, State and Local Partnership, May 18, 1998, p. 9 and Appendices.]*

Policy 7.1.1: The City shall prohibit development activity impacts to wetlands prior to wetland evaluation and classification.

Policy 7.1.2: The City shall require, prior to site plan approval, an inventory, analysis, and evaluation of on-site wetlands in terms of type, size and quality, and an assessment of their significance in maintaining the health of the site's specific water shed. *[Ref: Dennison, Mark S., Wetland Mitigation, Government Institutes Inc., 1997, pp. 19.]*

Policy 7.1.3: The City shall require any wetland protection easements to be recorded in the public records of Marion County.

Policy 7.1.4: The City shall collaborate with St. Johns River and Southwest Florida Water Management Districts to establish minimum criteria for acceptable methods of wetland protection and for the timing or sequencing of permit issuance; and will include such prescribed methods in the Land Development Code.

## RECREATION, OPEN SPACE AND CULTURAL ARTS ELEMENT

**GOAL:** Provide, preserve, revitalize and enhance all park, trail, recreation, open space and cultural art resources to meet the needs of the current and projected population.

**OBJECTIVE 1:** The City shall continue to plan for the recreational, open space, and park facility needs of current and future members of the community.

Policy 1.1: The City shall consider the 2010 Recreation and Parks Master Plan in providing recreational site and facilities.

Policy 1.2: The City shall review the Recreation and Parks Master Plan every five (5) years to determine if revisions are necessary to maintain adopted Level of Service (LOS) standards and promote community walkability and recreational objectives.

**OBJECTIVE 2:** The City shall provide recreation sites and facilities to meet current and future parks, recreation, open space, cultural arts and conservation needs, according to the LOS standards identified within this element.

Policy 2.1: The City hereby adopts the following park acreage LOS standards which shall be implemented as follows:

1. Neighborhood and Community Parks – The LOS Standard for Neighborhood and Community Parks shall be 4.6 acres per 1000 residents (.0046 acre per person), as described in the 2010 Recreation and Parks Master Plan.
2. The Neighborhood and Community Parks LOS shall be maintained within each of the five regional parks service areas (RPSA) as illustrated in the Recreation and Parks Master Plan.
3. Where a RPSA does not meet the required LOS, and suitable sites as described in Policy 2.2 are not available for Neighborhood or Community Parks, alternative sites in adjacent service areas shall be identified and developed and credited toward the LOS requirement for the LOS deficient service area, to the extent the adjacent service areas exceed their required LOS acreage and to the extent that the site in the adjacent service area can justifiably be expected to serve the deficient RPSA.
4. City owned and operated Neighborhood and Community Parks shall be credited toward LOS.
5. Privately owned and operated Neighborhood and Community Parks within the city limits shall be credited toward LOS only as provided in Policy 2.6 of this element.
6. Community Parks which are operated by another public agency (i.e. Federal, State, and County) and which are located within the City, or which are no more than two miles from the City's incorporated limits and which could reasonably be expected to serve City residents, shall be counted toward LOS.
7. For planning purposes only, the design size of a Neighborhood Park is 0.50 to 10.0 acres, while the typical size of a Community Park is greater than 10.0 acres.

Policy 2.2: The following thresholds shall be used to schedule the funding and construction of new Community and Neighborhood parks:

1. A park project shall be added to the Capital Improvement Program and Capital Improvement Element for the fiscal year in which the projected LOS deficiency in a service area reaches five (5) acres.
2. A park project shall be scheduled for funding within three (3) years of the Capital Improvement Program and Capital Improvement Element for the fiscal year in which the confirmed LOS deficiency in a service area reaches five (5) acres. The park site shall be acquired and the park construction complete within three (3) years of the date that the LOS deficiency was confirmed.
3. The Recreation and Parks Department shall use the Existing Parks Inventory and Analysis of the 2010 Recreation and Parks Master Plan as amended and updated in compliance with the Comprehensive Plan goals, objectives and policies to monitor projected level of service deficiencies on an annual basis.

Policy 2.3: By 2014, the Recreation and Parks Department in cooperation with the Planning Department and other City staff shall survey, inventory and rank private and publicly owned land for possible future acquisition for parks and open space to meet level of service requirements and shall maintain a schedule of same.

Policy 2.4: The criteria for evaluating appropriate, viable, and suitable sites for dedication, acquisition and development of future Community or Neighborhood Parks shall include the following:

1. The site is located in a Regional Park Service Area with a current or projected LOS deficiency.
2. The site is or will be accessible from a public right of way.
3. The site is or will be visible from a public street.
4. If a Neighborhood Park, the site is or will be located within or adjacent to a residential neighborhood.
5. The site edge is or will be strategically spaced from existing or proposed parks by not more than 1½ miles nor less than ½ mile (creating a walking radius of ¼ to ¾ miles); and, except that where two or more existing parks are more than three miles apart, it shall be located somewhere near the midpoint between the two.
6. The site is or will be free of any environmental constraints.
7. The site has special historical, archeological or ecological considerations that require special attention for preservation purposes.
8. The site provides linkage to other recreation and parks systems or trails.
9. The site is more than ¼ mile from heavy industrial uses.

Policy 2.5: In addition to the adopted Neighborhood and Community Park LOS Acreage Standards, the City shall plan amenity and facility needs in accordance with state recommendations outlined in the State Comprehensive Outdoor Recreation Plan (SCORP). While not used for concurrency management purposes, these guidelines shall be used to conscientiously guide park acquisition and recreation facility development throughout the planning period.

Policy 2.6: By 2013, the City shall inventory all private recreation resources in the City in order to evaluate how those sites contribute to current and future Recreation and Parks LOS. To the extent that these private facilities serve a minimally proportionate number of people, they shall contribute to and offset LOS acreage requirements for the region in which they lie. The following formula shall be used to determine if a private facility serves the required minimally proportionate number of people:

*Park Acreage divided by the number of residents in the neighborhood is greater than or equal to .0046 (equivalent to the 4.6 acres per 1,000 persons level of service requirement).*

*(For purposes of this calculation only, the number of residents shall be calculated by multiplying the number of houses by 2.30.)<sup>1</sup>*

Policy 2.7: By 2013, the Recreation and Parks Department, with the assistance of the Planning Department, shall develop for City Council's consideration, land development regulations that will require new subdivisions with 37 homes or more to provide land for parks in compliance with the adopted LOS for parks. The required total acreage shall be calculated using the formula provided below:

*# of Houses X 2.30 X .0046 = Total Acreage*

To the extent that the total required acreage exceeds ten (10) acres, the acreage shall be divided into smaller parcels and disbursed through the subdivision in keeping with the goal of walkability. The land development regulations shall specify circumstances under which the required facilities shall be publicly or privately maintained dependent upon public access limitations and other factors as determined by the City. Other criteria related to the provision of minimal amenities to designate the park as a Neighborhood Park (as opposed to urban open space, which does not qualify as LOS acreage) shall be incorporated.

Policy 2.8: By 2013, the Recreation and Parks Department will make a report to the Ocala City Council; outlining acreage needs to meet LOS and facility needs based on current and future population and after factoring in other LOS criteria provided in this element.

Policy 2.9: The City Recreation and Parks Department will coordinate with the Public Works Department to evaluate City-owned stormwater facilities that could be effectively transitioned into neighborhood park facilities. The Recreation and Parks Department shall cooperate with the Public Works Department to determine responsibility and provide the appropriate level of maintenance for dual use facilities. This re-purposing or dual use of land owned by the City may be included when calculating acreage needs for current and future park acreage LOS.

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<sup>1</sup> The City has an average household size of 2.30 persons per household (2010 US Census, US Census Bureau). This number will be adjusted as needed to reflect the current US Census Bureau data for household size.

Policy 2.10: Throughout the planning period, the Recreation and Parks Department shall maintain a database of parks, facilities and equipment which have met criteria stated herein and which have been determined to contribute to the City's LOS land requirements or facilities standards. This database shall include those that are City owned or operated, as well as those that are owned/operated by other public, non-profit or private agencies.

**OBJECTIVE 3:** The City shall administer public and private recreation and parks resources including funding, maintaining and operating City facilities and programs in order to accommodate current and projected recreation and parks needs as outlined in the Recreation and Parks Master Plan.

Policy 3.1: By 2013, the City shall amend the Chapter 46 of the City Code, to be consistent with these Comprehensive Plan policies and recommendations of the Recreation and Parks Master Plan.

Policy 3.2: By 2014, the Recreation and Parks Department shall develop and maintain a list of funding alternatives that could potentially be used to upgrade existing facilities and help finance new facilities.

Policy 3.3: By 2013, the Recreation and Parks Department shall develop a Fee Policy which shall provide for fair and equitable distribution of direct program costs to participants; and provide for the continued collection of user fees at certain identified specialized recreation facilities to help defray the cost of maintaining and operating these facilities.

Policy 3.4: Understanding that the City taxpayer should not shoulder the burden of non-resident use of City facilities and participation in City provided programs, the City will determine the demand of County residents on City parks and facilities and the appropriateness of incorporating surcharges on County resident utilization of those facilities and programs by 2014. This evaluation shall also factor in the extent to which the County provides or funds programs and facilities provided within the incorporated City. Non-resident surcharge recommendations shall be incorporated into the adopted fee policy.

Policy 3.5: By 2013, the City shall identify older parks in need of redevelopment or facility replacement and assign each a priority for improvement to better meet the current and future needs of existing residents. Improvement of these parks shall take priority over development of new parks, with regard to expenditure of public funds.

Policy 3.6: By 2015, the Recreation and Parks Department and Growth Management Department shall develop park (natural, cultural, facility and educational) master/management plans for all City Community Parks. These plans shall be used to prioritize operating and maintenance decisions for the specific park.

Policy 3.7: By 2013, the Recreation and Parks Department shall prepare a Facilities Maintenance and Replacement Plan, based upon industry standards, that requires adequate planning and funding to keep existing amenities maintained and operating at a level of

service acceptable to the community. Funding for this plan shall be incorporated into the Capital Improvement Element and Capital Improvement Plan as appropriate.

Policy 3.8: By 2013, the City will initiate programs to enlist the help of groups and individuals in maintaining and beautifying parks and recreation facilities; recruit volunteers to monitor parks and facilities for potential hazards, vandalism and general park mistreatment; and to emphasize good stewardship principles in our younger generations.

Policy 3.9: By 2014, the City will initiate a City Park Benefactor Program that encourages private commercial businesses and other philanthropic organizations to donate financially to park and trails improvements in the City.

Policy 3.10: Throughout the planning period, the City shall continue the pursuit of grants and outside funding sources for parks expansion and development of new parks facilities. The City Recreation and Parks Department will pursue outside funding from FDOT, the St. Johns Water Management District, Florida Trails Association, Florida Department of Parks and Recreation, and the Florida Department of Environmental Protection, Federal grant and loan programs and not for profit grant foundations.

Policy 3.11: The Recreation and Parks Department will coordinate with the Tourist Development Council and Visitors and Convention Bureau to provide them with information needed to market Ocala as a quality event and sports venue; to identify tournaments and events which could provide local economic impact; to identify facility expansions needed to attract quality tournaments and events; and for funding assistance needed to support the solicitation and operation of these events on City property.

**OBJECTIVE 4:** The City, through its recreation and parks facilities and programs and through related design standards, shall provide a community environment that fosters walkability, healthful alternatives for use of leisure time, safe and open access for persons of all ages and abilities, and encourages citizens to participate to the maximum extent of their ability according to their varied individual interests.

Policy 4.1: The City shall provide a variety of active and passive outdoor recreational facilities in its parks. In addition to traditional facilities such as play equipment, athletic fields/courts, etc. this variety shall include nature trails or boardwalks, interpretive displays, educational programs, wildlife observational areas, historic or archeological preservation areas and other non-traditional facilities such as splash parks and skate parks to provide recreational usage for a wide range and age of park user. The City will consider ways to balance the traditional recreational programs and facilities with "out of the box" programs and facilities.

Policy 4.2: By 2013, the Recreation and Parks Department shall inventory the availability of bicycle parking racks at all community and neighborhood parks and shall develop a plan to address deficiencies and provide adequate bicycle parking racks for all Community and Neighborhood Parks by 2015.

Policy 4.3: Parks shall be located, designed and developed to serve as a primary organizing and focal point for City neighborhoods, reinforcing neighborhood identity and sense of community.

Policy 4.4: To serve as a catalyst for a healthy, walkable Ocala, by 2015, the Recreation and Parks Department shall develop a Neighborhood Walking Trails Plan that provides a program that is readily identifiable throughout the City and which provides ready access to walking trails in all park regions. The plan shall include an inventory of existing facilities including any improvements or upgrades needed to same; proposed facilities to augment what exists; a plan for connectivity to other City trails and greenways; costs and timeline for implementation; and funding alternatives.

Policy 4.5: To promote knowledge about community health, risk factors for chronic disease, and available fitness programs, the Recreation and Parks Department shall participate in the Centers for Disease Control and Prevention (CDC) Healthy Communities Program.

Policy 4.6: Throughout the planning period, the Recreation and Parks Department shall require that all new play ground equipment be protected from car traffic or other readily identifiable hazards by locating the play area at least 50 feet from the street or potential hazard or by providing a fence (or other suitable barrier). Additionally the Department shall evaluate existing facilities against this standard and develop a plan to bring those facilities into compliance by September 2015.

Policy 4.7: By March 2013, the Recreation and Parks Department shall conduct a detailed Americans with Disabilities Act (ADA) compliance study to verify accessibility deficiencies within City parks and develop a compliance mitigation strategy and schedule in the form of the required ADA Transition Plan. Moving forward, the City shall require that all new facilities are constructed in compliance with Federal ADA Regulations or state building regulations (whichever is more stringent).

Policy 4.8: Throughout the planning period, the City shall require that all new playgrounds and equipment in Neighborhood Parks are in compliance with federal ADA Regulations and that all new playgrounds and equipment in Community Parks meet ADA and industry recognized universal accessibility guidelines.

Policy 4.9: By 2014, the City shall prepare a Public Space Plan for the downtown area. The Public Space Plan should identify areas for development of pedestrian oriented streetscapes/corridors, bicycle/pedestrian trail connections to and through the downtown area, the possible expansion of existing parks, or other space utilization that will encourage pedestrian usage, redevelopment and infill activities, and residential development in the downtown area.

Policy 4.10: The Recreation and Parks Department shall require that City park facility design standards and department operating policies consider other public safety concerns such as shade for play structures and spectator seating areas; no smoking in areas where children would be expected to play or congregate; and control of, caring for and restricting areas of access for dogs in parks.

Policy 4.11: By 2015, the Recreation and Parks Department and the Growth Management Department shall develop a Greenways and Bicycle/Pedestrian Trails Master Plan to establish general trails routing, identification of trail rights-of-ways, the design of various trail sections, linkage to and integration with on-street bicycle lanes and the development of budgetary projections for acquisition, construction and maintenance of the trail system.

Policy 4.12: By 2016, The City shall begin creation of a greenways system, consistent with the Greenways and Bicycle/Pedestrian Trails Master Plan that connects parks and recreation facilities through the use of pedestrian sidewalks, bike paths or bike lanes. These pedestrian and bicycle linkages shall be designed to follow designated canopy roads, where possible. The opportunity to link City parks and recreation facilities to the greenways system shall be one of the criteria used in future park site acceptance or acquisition.

Policy 4.13: By 2013, the City will develop and implement a City-wide WayFinding Program to direct visitors and citizens to community landmarks, and points of interest, including the City's public parks.

**OBJECTIVE 5:** The City shall develop, preserve and protect significant natural, historic and cultural resources at all existing parks and park lands, recreational and open space sites and facilities.

Policy 5.1: To promote the preservation of the City's historical and archeological resources and the Fort King National Historic Landmark and to encourage public education opportunities regarding Ocala's heritage, the City shall support public/private partnerships to develop and operate the Fort King site. The City shall review all development and operation activities for compliance with the State approved Fort King Park Management Plan.

Policy 5.2: To promote protection of unique geological features at Scott Springs Park and to provide for water quality assurance, the City shall continue to regulate stormwater discharge to the sink. The Recreation and Parks Department shall provide opportunities for citizens to observe and understand the unique geological features while ensuring safety. The City shall review all development and operation activities at Scott Springs for compliance with the State approved Scott Springs Management Plan.

Policy 5.3: The City shall require in the Land Development Regulations that all new parks and recreation facilities be appropriately buffered from adjacent land uses to minimize adverse impacts. Proposed buffer design shall provide for safety and visibility by park users, consistent with Crime Prevention Through Environmental Design (CPTED) principles. For

buffer purposes, parks and recreation facilities will be treated as residential uses. In cases where the development of adjacent lands precedes acquisition of the park land, buffers between new recreational sites and adjacent properties shall be on the park property and shall be sufficient to minimize adverse impacts from or to adjacent lands. When the adjacent property is commercial, the park shall include a buffer of a minimum of twenty-five (25) feet in depth, or as otherwise deemed appropriate for site conditions and CPTED principles. In cases where development of commercial adjacent lands comes after the park acquisition, the same buffers shall be required, except that they shall be provided on the commercial property.

Policy 5.4: To aid in the protection of habitat for native wildlife and with special consideration for wildlife that has been listed as imperiled or endangered, the City shall annually review its Exotic, Feral, and Nuisance Animal Policy and operating practices and update same as required to stay in compliance with Federal, State and Local regulations regarding the control of nuisance, invasive, feral domestic animals and wildlife.

Policy 5.5: To aid in the protection of native wildlife and vegetative communities, the Recreation and Parks Department shall continue monitoring of same on a regular basis on designated park properties; shall report the finding of imperiled or endangered species to the Florida Natural Areas Inventory; and shall support the ongoing protection of those wildlife species and vegetative communities through appropriate control of invasive exotics, and through design, construction and management activities.

Policy 5.6: By 2015, the City will identify creative and sustainable "green" park design standards to guide planning and engineering design practices that will minimize site impacts, reduce total operational and maintenance costs, reduce power consumption, reduce stormwater runoff and capture available water for on-site usage.

**OBJECTIVE 6:** The City shall coordinate with Marion County Parks and Recreation, and Marion County Public Schools to provide shared development and operation of park and recreational facilities to provide cost-effective park, open space and recreational services to the residents of Ocala and Marion County.

Policy 6.1: City staff shall continue to coordinate with Marion County Parks and Recreation and Marion County Public Schools to facilitate public access to school recreational facilities during off-school hours (i.e. athletic facilities, playgrounds, etc.) Understanding that this use does not contribute to the satisfaction of City LOS requirements, it does further neighborhood recreational needs and community walkability objectives.

Policy 6.2: The City will coordinate with Marion County Parks and Recreation and Marion County Public Schools to develop appropriate cost sharing initiatives and standards regarding the provision of all recreational and athletic facilities that serve public and school related athletic and recreational needs to maximize the benefit to the public from tax funded facilities.

Policy 6.3: Understanding that City residents are also County residents, the Recreation and Parks Department will continue to coordinate with Marion County Parks and Recreation Department to provide an equitable proportion of County funded facilities within the incorporated limits of the City and in accordance with Marion County's county-wide adopted LOS standards. .

Policy 6.4: To reduce redundancy between City and County programming and operations and meet the needs of all County residents on an equitable, cost effective basis, the Recreation and Parks Department shall continue to coordinate with Marion County Parks and Recreation to provide programming that is complementary one to the other; provide joint marketing/promotion endeavors; and to promote interagency cooperation in the provision of programs that have a County-wide impact.

**OBJECTIVE 7:** The City will continue to improve communications, coordination, and cooperation among community stakeholders in regard to parks, recreation, and conservation opportunities.

Policy 7.1: The Recreation and Parks Department shall continue to engage citizens serving on the Recreation Commission, the Ocala Municipal Arts Commission and any advisory boards to serve as active advocates for Recreation and Parks in the City and surrounding areas and to assist with implementation of the Recreation and Parks Master Plan.

Policy 7.2: The City Recreation and Parks Department shall, at least annually, conduct citizen surveys to measure satisfaction with Recreation and Parks Department services and to identify community desires for future facilities and services.

Policy 7.3: The City will keep the general public advised on the Recreation and Open Space and Cultural Arts Element, the Recreation and Parks Master Plan and department services and facilities through workshops and meetings with civic and community groups.

Policy 7.4: The Recreation and Parks Department in cooperation with the Recreation Commission shall conduct at least one community meeting to receive public input on all community park master/management plans before presentation of same for adoption by City Council.

Policy 7.5: The City's 2010 Recreation and Parks Master Plan shall be evaluated and updated every five years. Evaluation should include, at a minimum, LOS analysis based on the current status at the time of the update; adjusted recommendations for facilities improvements and budgetary projection updates based on any parks or facilities expansions needed to meet land acreage level of service standards or facilities guidelines; and a citizen survey/community meeting process designed to garner public input on the update.

Policy 7.6: Recreation and Parks related policies and code revisions which require City Council approval shall first be reviewed by the Ocala 2035 Vision Leadership Group and Recreation Commission in advance of presentation to City Council.

**OBJECTIVE 8:** Provide leadership to support cultural arts to enhance the quality of life for the community as a whole, and recommend programs and policies that are a driver for economic development.

Policy 8.1: The City will continue its support of and expand the Ocala Municipal Arts Commission (OMAC) which is to be comprised of individuals representing the fields of fine arts and performing arts, nonprofit and arts administration, local business leaders and the community at large. The mission of this Commission is to provide leadership for city government in supporting cultural arts, and to recommend programs and policies that develop, sustain and promote artistic excellence in the community.

Policy 8.2: By 2014, the Recreation and Parks Department in cooperation with the Ocala Municipal Arts Commission will develop a Community Cultural Arts Plan that identifies and addresses the need for visual and performing art programming in parks and community centers that compliments (not duplicate) cultural arts programs already provided by other public, private and non-profit organizations. The Community Cultural Arts Plan will incorporate by reference the existing Tusawilla Park Cultural Arts Plan.

Policy 8.3: The City will direct the Ocala Municipal Arts Commission to evaluate the establishment of an "Art in Public Places" program to create sites of community significance, encourage private and public awareness of and interest in the visual arts, increase employment opportunities in the arts, and encourage art as an integral part of local architecture. The City shall evaluate funding mechanisms for the program.

Policy 8.4: The City shall enhance and expand cultural art programs in the Central Core and Medium Intensity Areas, as identified on the Future Land Use Map, to foster reinvestment in these areas. The City shall evaluate the appropriateness of cultural art programs and projects to be included in Community Redevelopment Area (CRA) Master Plans.

Policy 8.4.1: The City shall continue efforts to enhance facilities in the Central Core to allow expanded possibilities for performing arts (i.e.: Citizens' Circle in 2012; Downtown Square enhancements by 2014; and Tusawilla Park enhancement by 2016).

Policy 8.4.2: The City shall evaluate new performing art venues, exhibit areas, and the display of public art as a critical design element of the Central Core.

Policy 8.5: The City shall evaluate the appropriateness of facilitating and encouraging partnerships in economic development efforts to strengthen designated arts and cultural sectors of the City with emphasis on the Central Core, Mixed Use districts and Gateways to the City.

Policy 8:6: The City shall evaluate enhanced incentive packages to encourage early collaboration among artists, architects, engineers, and owners in the design of public and private facilities and spaces.

Policy 8:7: The Ocala Municipal Arts Commission will maintain a consistent dialog with the city's economic development staff, assisting with implementation of the economic development plan.

Policy 8:8: The City shall complete an inventory compiled by City staff, the Ocala Municipal Arts Commission, and consultants identifying existing cultural arts organizations including their missions and leadership roles, and pieces of public art and their artists/creators, locations, dimensions, art media, funding sources, and ownership. It is envisioned this initial inventory will be expanded in the future, to incorporate in the database newly acquired artworks and to provide additional information about existing public art.

Policy 8:9: The City shall encourage the establishment of a community artist and community art organizations database. Annual updating of this artist database should occur with a focus on including more artists from all disciplines as well as email and web site information in order to streamline communications with artists. City shall consult with other existing artist databases in this effort.

Policy 8.10: Arts and Cultural related policies and code revisions which require City Council approval shall first be reviewed by the Ocala 2035 Vision Leadership Group and the Ocala Municipal Arts Commission in advance of presentation to City Council.

# INTERGOVERNMENTAL COORDINATION ELEMENT

**GOAL:** To ensure efficient and effective processes to address multi-jurisdictional planning issues and further the goals of the City of Ocala's Comprehensive Plan.

**OBJECTIVE 1:** The City shall coordinate with government agencies having operational or maintenance responsibility for public facilities in or near the City.

Policy 1.1: The City shall monitor the actions of government agencies to determine effects of these actions on the implementation of the Comprehensive Plan and the City's ability to maintain adopted Levels of Service.

Policy 1.2: The City shall have representatives attend the monthly meetings of the Transportation Planning Organization (TPO) to coordinate with Marion County and the Florida Department of Transportation (FDOT).

Policy 1.3: The City shall coordinate with Marion County and FDOT in reviewing access permits and median openings and closing on state and county roadways.

Policy 1.4: The City shall attempt to coordinate with Marion County regarding water and sewer facility placements and connections outside the City's Territorial Service Agreement boundaries.

Policy 1.5: The City shall pursue an interlocal agreement with Marion County to establish a Joint Planning Area for the purpose of addressing annexations, land use designations, infrastructure, permitting and Developments of Regional Impact.

Policy 1.6: The City shall provide notices and comments to Marion County and the Marion County School District regarding annexations and large-scale land use amendments.

Policy 1.7: The City shall pursue the creation of a countywide Mobility Plan pursuant to Future Land Use Element Policy 3.7.

Policy 1.8: The City shall work with the Florida Department of Transportation to maintain Levels of Service on the State Highway System, including State Intermodal System (SIS) facilities within the city, pursuant to the Transportation Element of the City of Ocala Comprehensive Plan.

**OBJECTIVE 2:** The City of Ocala shall maintain joint planning processes and procedures for coordination of public education facilities as listed in the adopted Interlocal Agreement to ensure plans of the Marion County School Board are coordinated with the plans of the City.

Policy 2.1: In cooperation with the School Board and local governments within Marion County, the City will comply with the adopted Interlocal Agreement, while it remains in effect.

**OBJECTIVE 3:** In order to accomplish the Objectives and Goals of the Potable Water Sub-Element, the City shall collaborate with state agencies to implement water policies consistent with the St. Johns River Water Management District and the Florida Department of Environmental Protection.

Policy 3.1: To conserve water, the City may adopt an irrigation ordinance as set forth in Policy 3.4 of the Potable Water sub-element.

Policy 3.3: The City shall ensure coordination of its Comprehensive Plan with the Comprehensive Plans of Marion County, the State of Florida, and the regional water supply plan of the St. Johns Water Management District.

Policy 3.2: The City shall continue to collaborate with applicable State agencies to ensure its Consumptive Use Permit (CUP) is current and consistent with all regulations as specified in the Potable Water Sub-Element.

# CAPITAL IMPROVEMENTS ELEMENT

**GOAL:** To use sound fiscal policies to provide adequate public facilities concurrent with, or prior to development in order to achieve and maintain adopted standards for levels of service, and to exceed the adopted standards, whenever possible.

**Objective 1:** The City shall establish Level of Service (LOS) standards for recreation and parks, transportation and school public facilities, and determine what capital improvements are needed in order to achieve and maintain the standards for existing and future populations, and to repair or replace existing public facilities.

Policy 1.1: The City shall establish standards for levels of service for public facilities, and shall apply the standards as follows:

1.1.1: Transportation:

All City/County Facilities	LOS E
State Facilities (except SIS)	LOS D +10%
State Facilities (SIS)	LOS C

1.1.2: Parks and recreation facilities:

4.6 developed park acres per 1,000 population for each Regional Park Service Area, as stipulated in Policy 2.1 of the Recreation, Open Space and Cultural Element and the 2010 Recreation and Parks Master Plan.

1.1.3: Potable Water	100 gpcd
Sanitary Sewer	80 gpcd

Policy 1.2: The City shall establish criteria to determine need for capital improvements. There are circumstance in which the LOS standards are not the exclusive determinant of need for a capital improvement, including without limitation:

1.2.1: Repair and replacement of obsolete or worn out facilities will be determined by the City Council.

1.2.2: Capital improvements that provide levels of service in excess of the standards adopted may be constructed or acquired at any time as long as the following conditions are met:

1.2.2.a: The capital improvement does not make financially infeasible any capital improvement of the same type that is needed to achieve or maintain the adopted LOS;

1.2.2.b: The capital improvement does not contradict, limit, or substantially change the goals, objectives, or policies of any element of the Comprehensive Plan;

1.2.2.c: One of the following conditions is met:

1.2.2.c(1): the excess capacity is an integral part of a capital improvement that is needed to achieve or maintain standards for levels of service, or;

1.2.2.c(2): the excess capacity provides economies of scale making it less expensive than a comparable amount of capacity if acquired at a later date, or;

1.2.2.c(3): the asset acquired is land that is environmentally sensitive, or designated by the City as necessary for conservation, recreation, or;

1.2.2.c(4): the excess capacity is part of a capital project financed by general obligation bonds by referendum.

Policy 1.3: The relative priorities among public facilities are as follows:

1.3.1: Priorities of Capital Improvements. Capital Improvements are to be evaluated on the following criteria and considered in the order of priority listed below. The City shall establish the final priority of all capital improvements.

1.3.1.a: Repair, remodeling, renovation, or replacement of obsolete or worn out facilities that contribute to achieving or maintaining adopted levels of service.

1.3.1.b: New or expanded facilities that reduce or eliminate deficiencies in levels of service for existing demand.

1.3.1.c: New or expanded facilities that provide the adopted levels of service for new development and redevelopment during the next five years, as updated by the annual review of this Capital Improvements Element.

1.3.1.d: Improvements to existing facilities, and new facilities that significantly reduce the operating cost of providing a service or facility or otherwise mitigate impacts of public facilities on future operating budgets.

1.3.1.e: New facilities that exceed the adopted levels of service for new growth during the next five fiscal years by either:

1.3.1.e.(1): Providing excess public facility capacity that is needed by future growth beyond the next five fiscal years, or

1.3.1.e.(2): Providing higher quality public facilities than are contemplated in the City's normal design criteria for such facilities.

1.3.1.f: Facilities not described in the foregoing provisions, but for which the City is obligated to complete, provided that such obligation is in a written agreement executed by the City.

1.3.2: All facilities scheduled for construction or improvement in accordance with this Policy shall be evaluated to identify any plans of State agencies, including the St. Johns River Water Management District and the Southwest Florida Water Management District, that affect, or will be affected by, the proposed City capital improvement.

1.3.3: Project evaluation may also involve additional criteria that are unique to each type of public facility, as described in other elements of this Comprehensive Plan.

**Objective 2:** The City shall maintain a concurrency management system as part of the Land Development Regulations and provide needed capital improvements for repair or replacement of obsolete or worn out facilities, eliminate existing deficiencies, and meet the needs of future development and redevelopment caused by previously issued and new development orders consistent with the adopted plan depicted on the adopted Future Land Use Map. The City's ability to provide needed improvements shall be demonstrated by maintaining a Schedule of Capital Improvements, as contained in this Capital Improvements Element.

Policy 2.1: The City shall determine, prior to the issuance of development orders, whether or not there is sufficient capacity of public facilities to meet the standards for levels of service for existing development and the impacts of proposed development concurrent with the proposed development. For the purpose of this policy and the City's Land Development Regulations, "concurrent with" shall be as defined in Section 163.3180, Florida Statutes.

2.1.1: The City shall maintain Land Development Regulations that establish the criteria for determining the vested rights of previously issued development orders, and establishing the procedures for reserving capacity of public facilities.

2.1.2: The Planning Department shall be responsible for maintaining an inventory of existing public facilities (capacities and deficiencies) and determining concurrency of a proposed development.

**Objective 3:** The City shall ensure that all development receives public facility levels of service equal to, or greater than the standards adopted in Policy 1.1, through the land development review process, and by implementing the Schedule of Capital Improvements (required by Objective 2) and produced in its entirety elsewhere in the Capital Improvements Element.

Policy 3.1: All public facility capital improvements shall be consistent with the goals, objectives and policies, of the appropriate elements of this Comprehensive Plan.

Policy 3.2: The City shall integrate its land use planning and decisions with its plans for public facility capital improvements by developing, adopting, and using the programs listed in the Capital Improvements Element. The location of, and the level of service provided by the projects in the Schedule of Capital Improvements shall maintain adopted standards for levels of service for existing and future development in a manner and location consistent with the Future Land Use Element of this Comprehensive Plan. Individual land use decisions shall be consistent with the Comprehensive Plan.

**Objective 4:** The City shall coordinate with the Marion County School Board regarding new development.

Policy 4.1: The City shall notify the Marion County School Board regarding proposed residential development orders such as but not limited to proposed future land use and zoning changes, site plans and subdivisions.

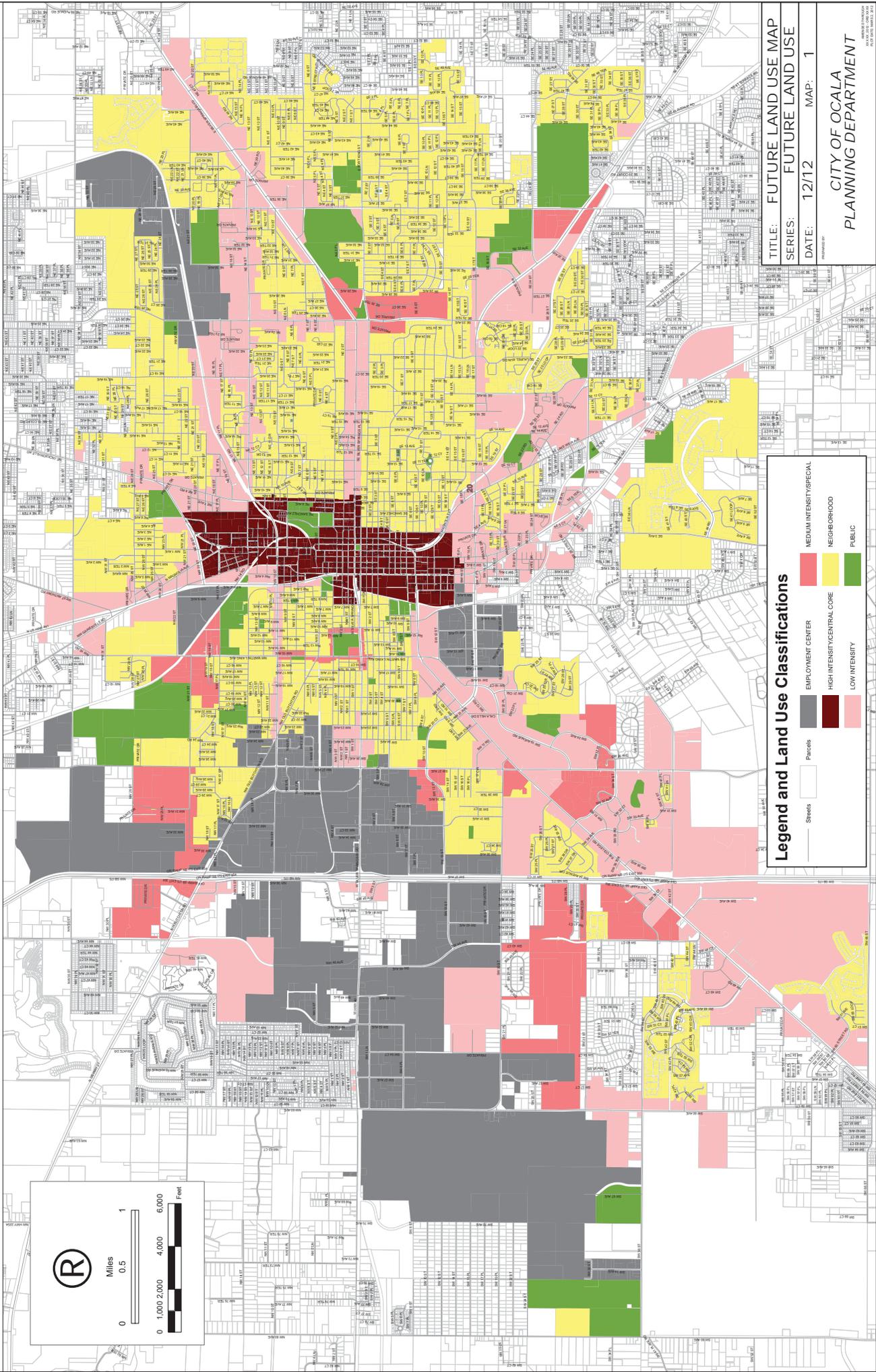
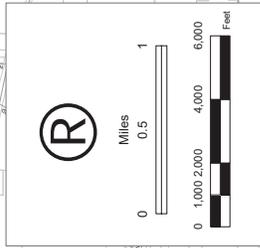
Policy 4.2: The City shall coordinate with the Marion County School Board regarding identification of adequate sites for funded schools.

**SCHEDULE OF CAPITAL IMPROVEMENTS**

Priority	Project	Description	Phase Code	Fund Source	FY2013/2014	FY2014/2015	FY2015/2016	FY2016/2017	FY2017/2018
E1	NW 31st Ave From: NW 28th St To: NW 23rd Pl	New 2 Lane	CST	City	\$ 584,000	0	0	0	0
E6	SW 44th Ave From: SW 32nd St To: SR200	New 4 Lane	CST	City	\$ 148,000	0	0	0	0
E13	I-75 & NW 49th St	Interchange Study	PD	City	\$ 100,000	0	0	0	0
PW1	Stormwater Improvements Heritage Hills	Expand stormwater system	CST	City	\$ 300,000	\$ 500,000	0	0	0
PW5	SR40 & NE 40th Ave Aztecha	Construct second DRA	CST	City	\$ 225,000	0	0	0	0
WS1	Water Main Improvements Citywide	Replace existing lines w. larger mains	PD DSN CST	City City City	\$ 5,000 \$ 25,000 \$ 470,000	\$ 5,000 \$ 25,000 \$ 470,000	\$ 5,000 \$ 25,000 \$ 470,000	\$ 5,000 \$ 30,000 \$ 525,000	\$ 5,000 \$ 30,000 \$ 525,000
WS7	Water System Improvements Citrus Park & Raven Hill	Replace existing lines w. larger mains	PD DSN CST	City City City	\$ 5,000 \$ 20,000 \$ 355,000	0	0	0	0
WS10	Water, Sewer, Reuse Extension Citywide	Extend water, sewer, reuse	PD DSN PMT CST	City City City City	\$ 5,000 \$ 25,000 \$ 5,000 \$ 1,785,000	\$ 5,000 \$ 25,000 \$ 5,000 \$ 1,965,000	\$ 5,000 \$ 25,000 \$ 5,000 \$ 1,715,000	\$ 5,000 \$ 25,000 \$ 5,000 \$ 1,290,000	\$ 5,000 \$ 25,000 \$ 5,000 \$ 1,690,000
	<b>TOTAL</b>				\$ 4,057,000	\$ 3,000,000	\$ 2,250,000	\$ 1,885,000	\$ 2,285,000

CST: Construction  
 DSN: Design  
 PMT: Permitting  
 PD: Project Development  
 E1, E6, E13: Engineering Priority  
 PW1, PW5: Public Works Priority  
 WS1, WS7, WS10: Water & Sewer Priority

# FUTURE LAND USE MAP 2035



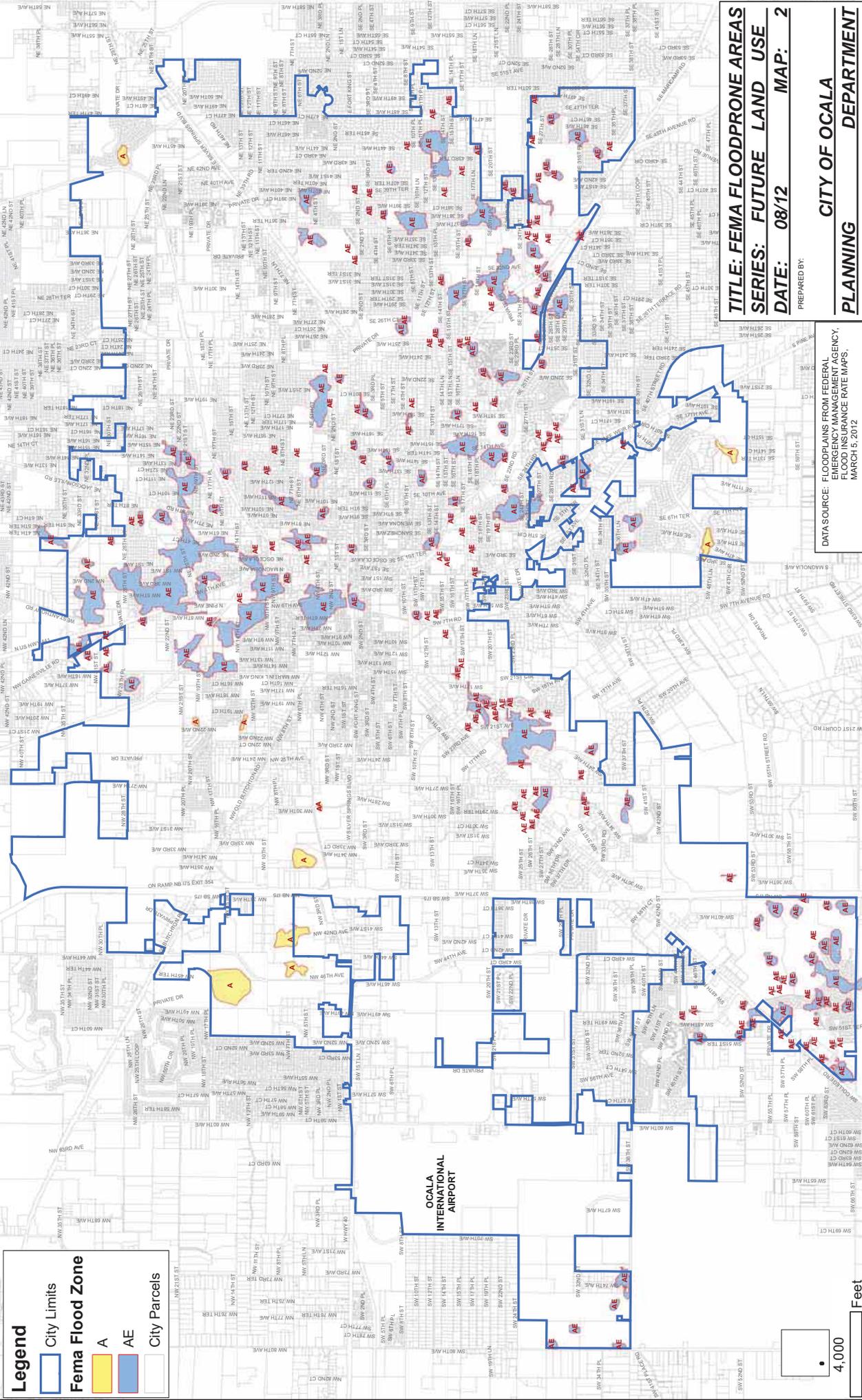
**Legend and Land Use Classifications**

Streets	Parcels	EMLOYMENT CENTER	MEDIUM INTENSITY/SPECIAL
		HIGH INTENSITY/CENTRAL CORE	NEIGHBORHOOD
		LOW INTENSITY	PUBLIC

TITLE: FUTURE LAND USE MAP  
SERIES: FUTURE LAND USE  
DATE: 12/12  
MAP: 1  
CITY OF OCALA  
PLANNING DEPARTMENT

# Exhibit B

# FEMA FLOODPRONE AREAS



**Legend**

- City Limits
- Fema Flood Zone
- A
- AE
- City Parcels

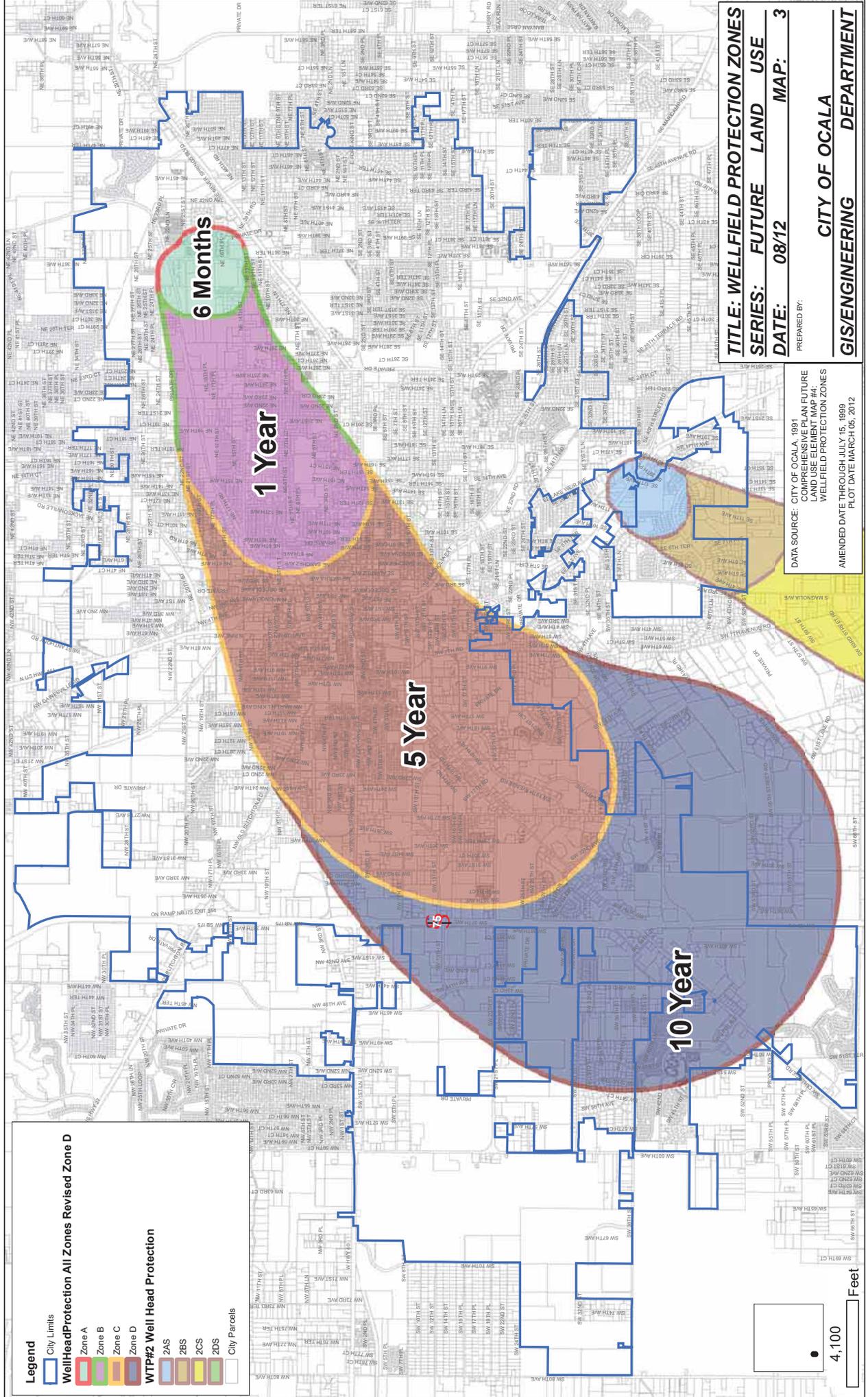
4,000 Feet

**TITLE: FEMA FLOODPRONE AREAS**  
**SERIES: FUTURE LAND USE**  
**DATE: 08/12** **MAP: 2**  
PREPARED BY:  
**CITY OF OCALA**  
**PLANNING DEPARTMENT**

DATA SOURCE: FLOODPLAINS FROM FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAPS, MARCH 5, 2012

# Exhibit B

## WELLFIELD PROTECTION ZONE



**Legend**

- City Limits
- WellHead Protection All Zones Revised Zone D
- Zone A
- Zone B
- Zone C
- Zone D
- WTP#2 Well Head Protection
- 2AS
- 2BS
- 2CS
- 2DS
- City Parcels

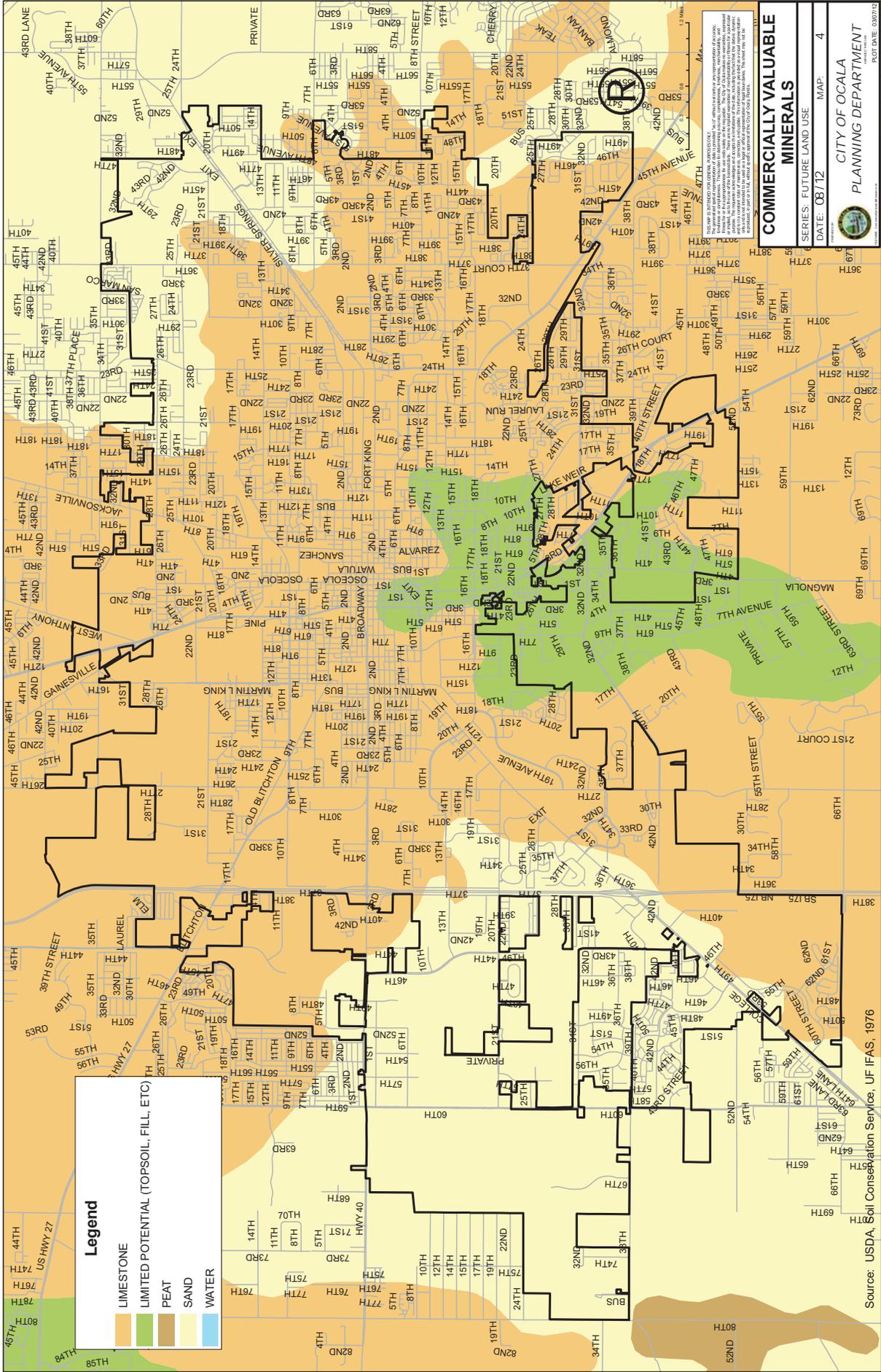
**TITLE: WELLFIELD PROTECTION ZONES**  
**SERIES: FUTURE LAND USE**  
**DATE: 08/12** **MAP: 3**

PREPARED BY:  
**CITY OF OCALA**  
**GIS/ENGINEERING DEPARTMENT**

DATA SOURCE: CITY OF OCALA, 1991  
 COMPREHENSIVE PLAN FUTURE  
 LAND USE ELEMENT MAP #4:  
 WELLFIELD PROTECTION ZONES  
 AMENDED DATE THROUGH JULY 15, 1999  
 PLOT DATE MARCH 05, 2012

4,100 Feet

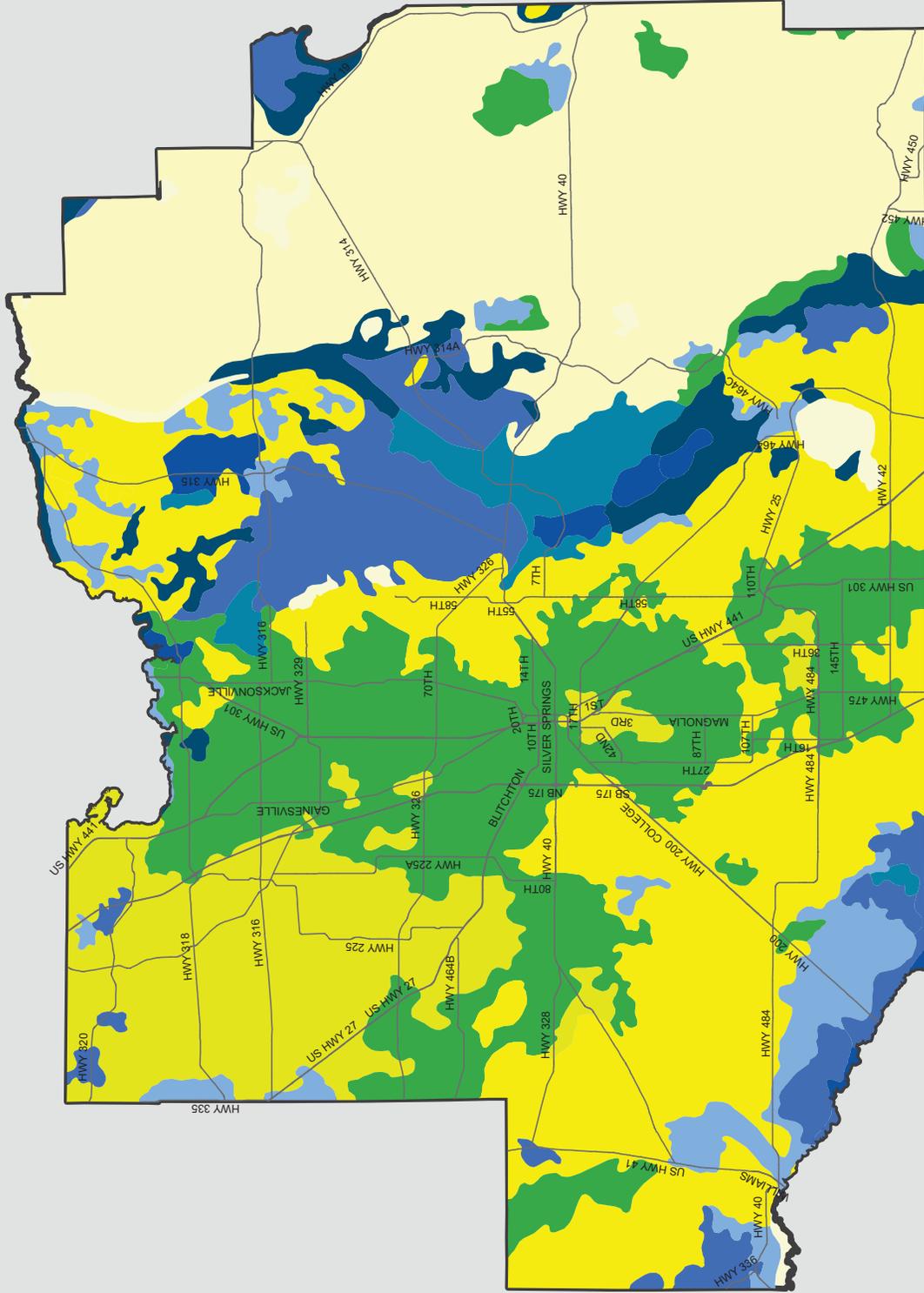
# Exhibit B



# Exhibit B

**Legend**  
Soil Associations

1 - Astatula
2 - Candler - Apopka
3 - Arredondo - Gainesville
4 - Kendrick - Hague - Zuber
5 - Sparr - Lochloosa - Tavares
6 - Lynne - Pomona - Pompano
7 - Eureka - Paisley - Eaton
8 - Blichton - Flemington - Kanapaha
9 - Bluff - Martel
10 - Okeechobee - Terra Ceia - Tomoka



THIS MAP IS INTENDED FOR GENERAL INFORMATION ONLY. IT IS NOT TO BE USED AS A BASIS FOR ANY LEGAL ACTION OR AS A BASIS FOR ANY DECISION. THE USER OF THIS MAP ASSUMES ALL LIABILITY FOR ANY AND ALL DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING FROM THE USE OF THIS MAP. THE CITY OF OCALA PLANNING DEPARTMENT AND ITS STAFF DO NOT WARRANT THE ACCURACY OF THE DATA OR THE RESULTS OF THE ANALYSIS. THE CITY OF OCALA PLANNING DEPARTMENT AND ITS STAFF DO NOT ASSUME ANY LIABILITY FOR ANY AND ALL DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, ARISING FROM THE USE OF THIS MAP.

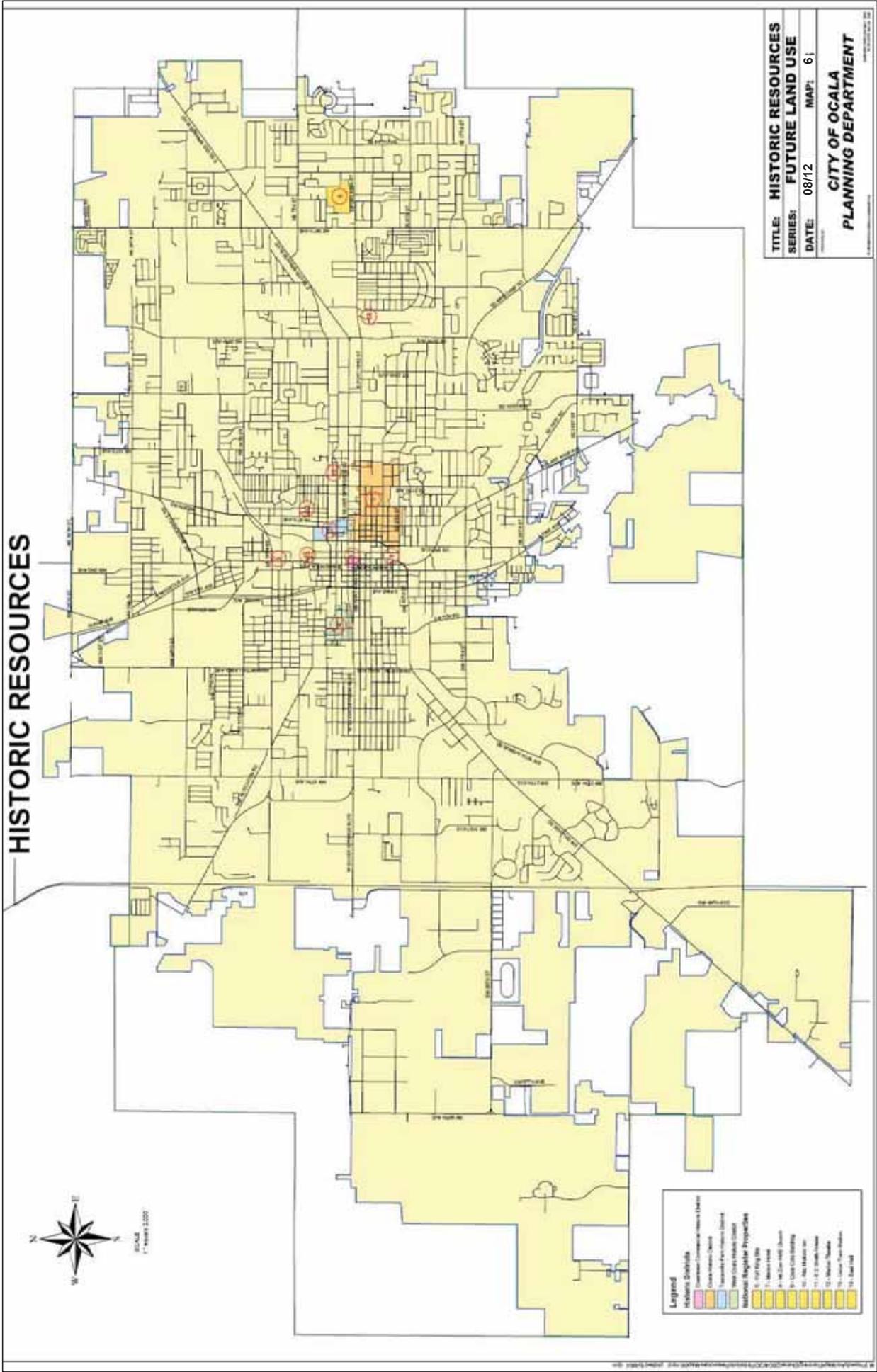
**GENERAL SOILS  
FOR MARION COUNTY, FLORIDA**

SERIES: FUTURE LAND USE  
DATE: 1976  
MAP: 5

CITY OF OCALA  
PLANNING DEPARTMENT

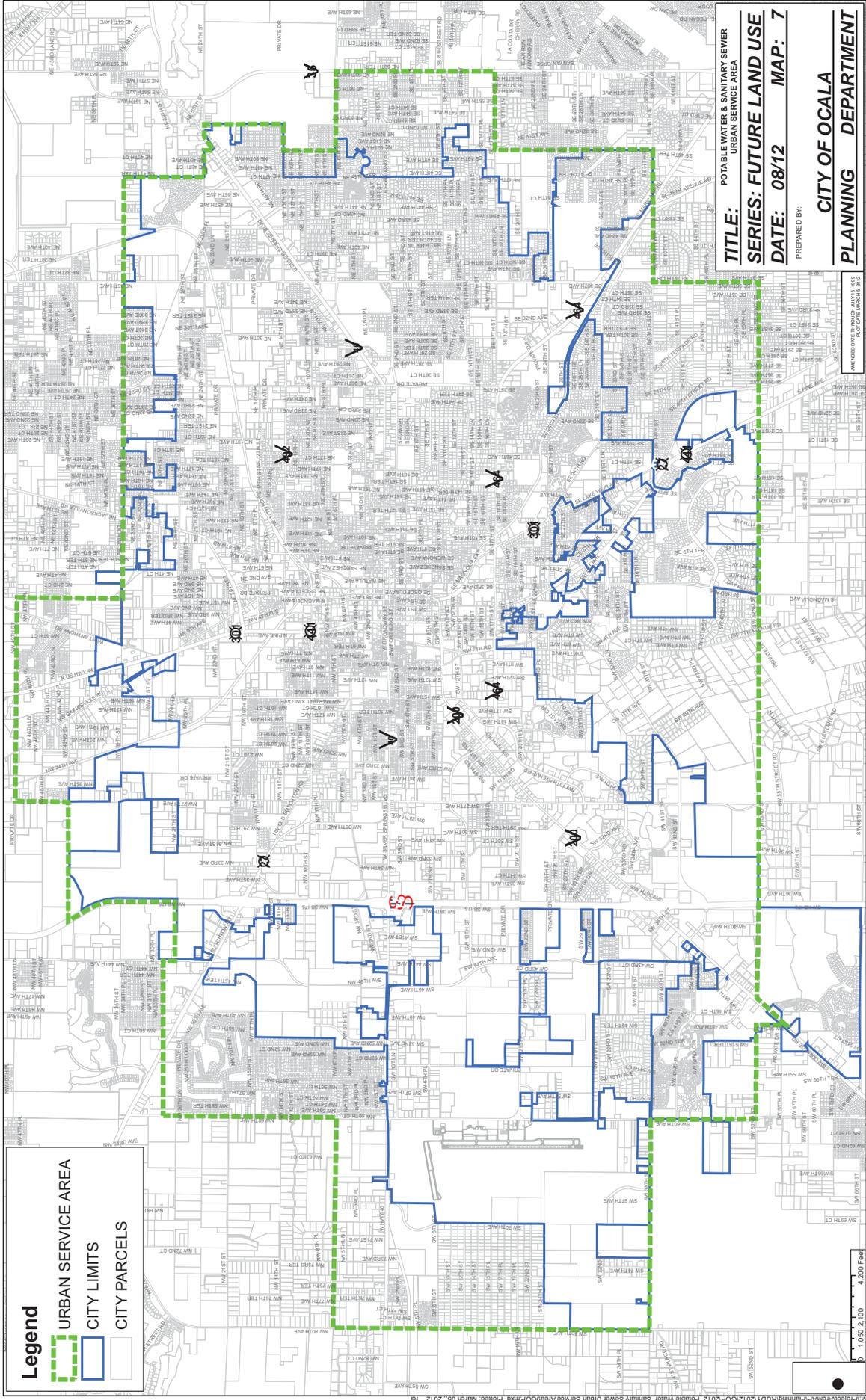
PLANNING DEPARTMENT  
1000 UNIVERSITY BLVD., SUITE 100  
OCALA, FLORIDA 34401  
PHONE: 352.309.1000  
FAX: 352.309.1001  
WWW.CITYOFOCALA.COM

Exhibit B



# Exhibit B

## POTABLE WATER AND SANITARY SEWER URBAN SERVICE AREA



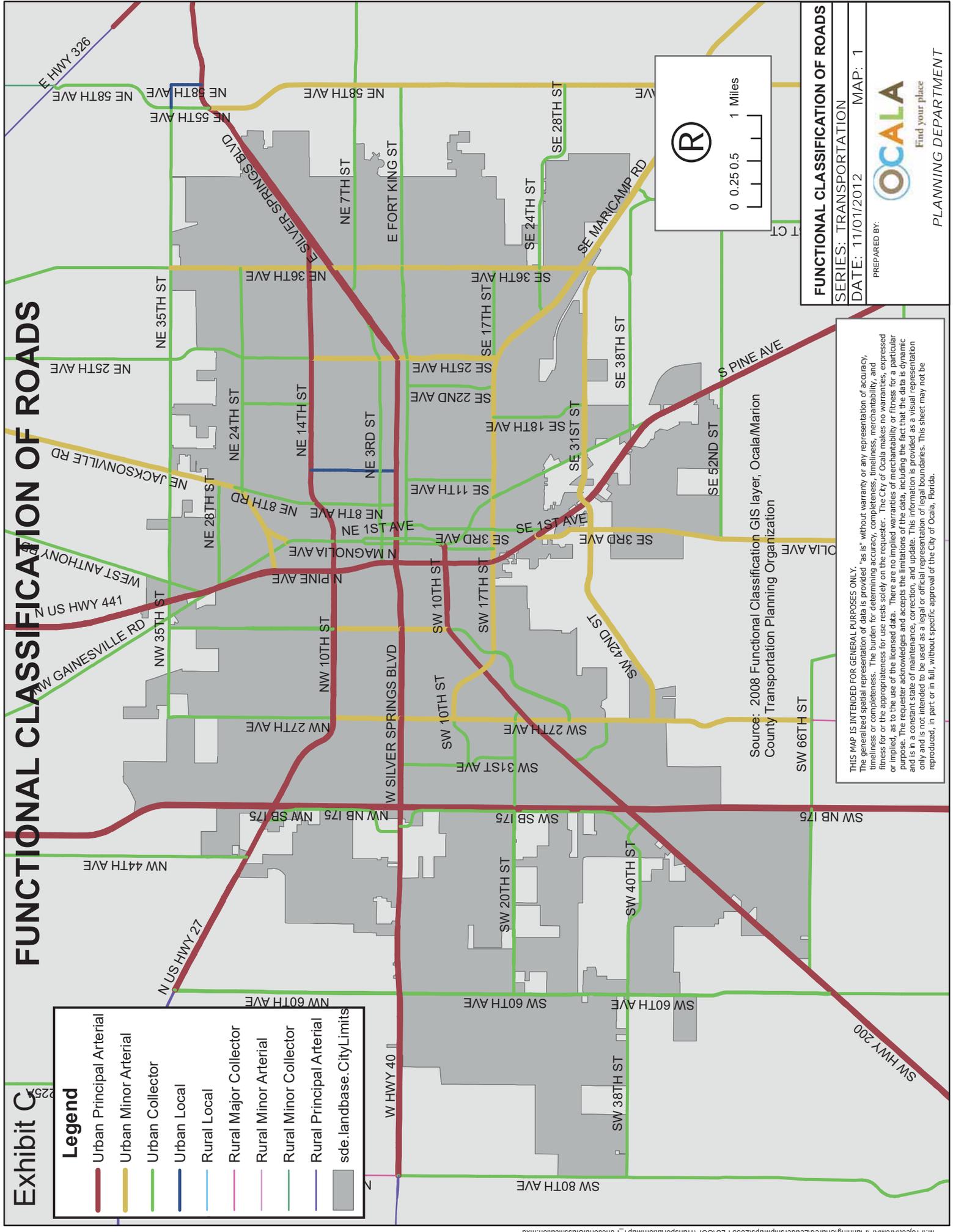


# FUNCTIONAL CLASSIFICATION OF ROADS

Exhibit C

**Legend**

- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Local
- Rural Local
- Rural Major Collector
- Rural Minor Arterial
- Rural Minor Collector
- Rural Principal Arterial
- side. landbase. City Limits



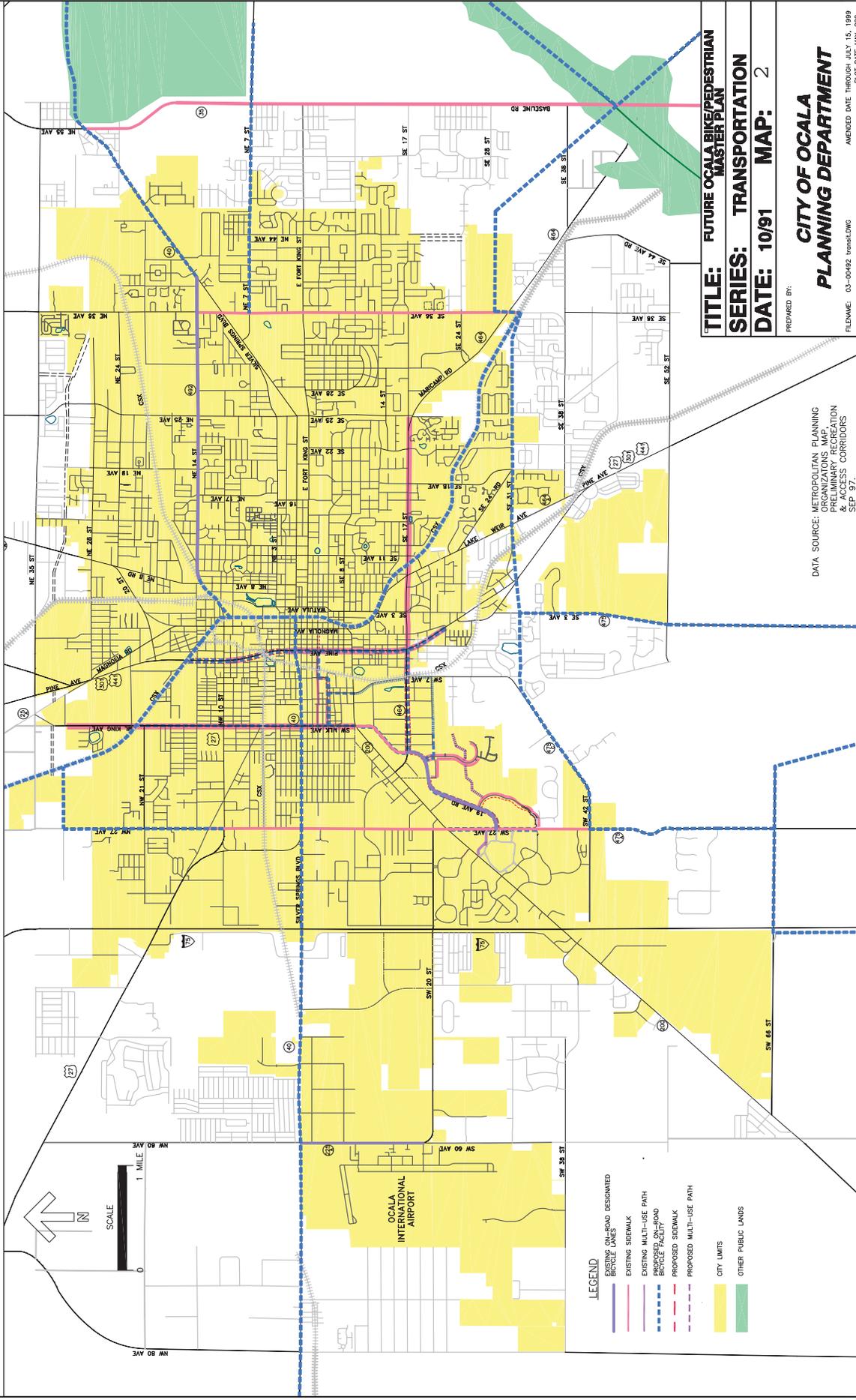
Source: 2008 Functional Classification GIS layer, Ocala/Marion County Transportation Planning Organization

THIS MAP IS INTENDED FOR GENERAL PURPOSES ONLY. The generalized spatial representation of data is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, timeliness, merchantability, and fitness for or the appropriateness for use rests solely on the requester. The City of Ocala makes no warranties, expressed or implied, as to the use of the licensed data. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the data, including the fact that the data is dynamic and is in a constant state of maintenance, correction, and update. This information is provided as a visual representation only and is not intended to be used as a legal or official representation of legal boundaries. This sheet may not be reproduced, in part or in full, without specific approval of the City of Ocala, Florida.

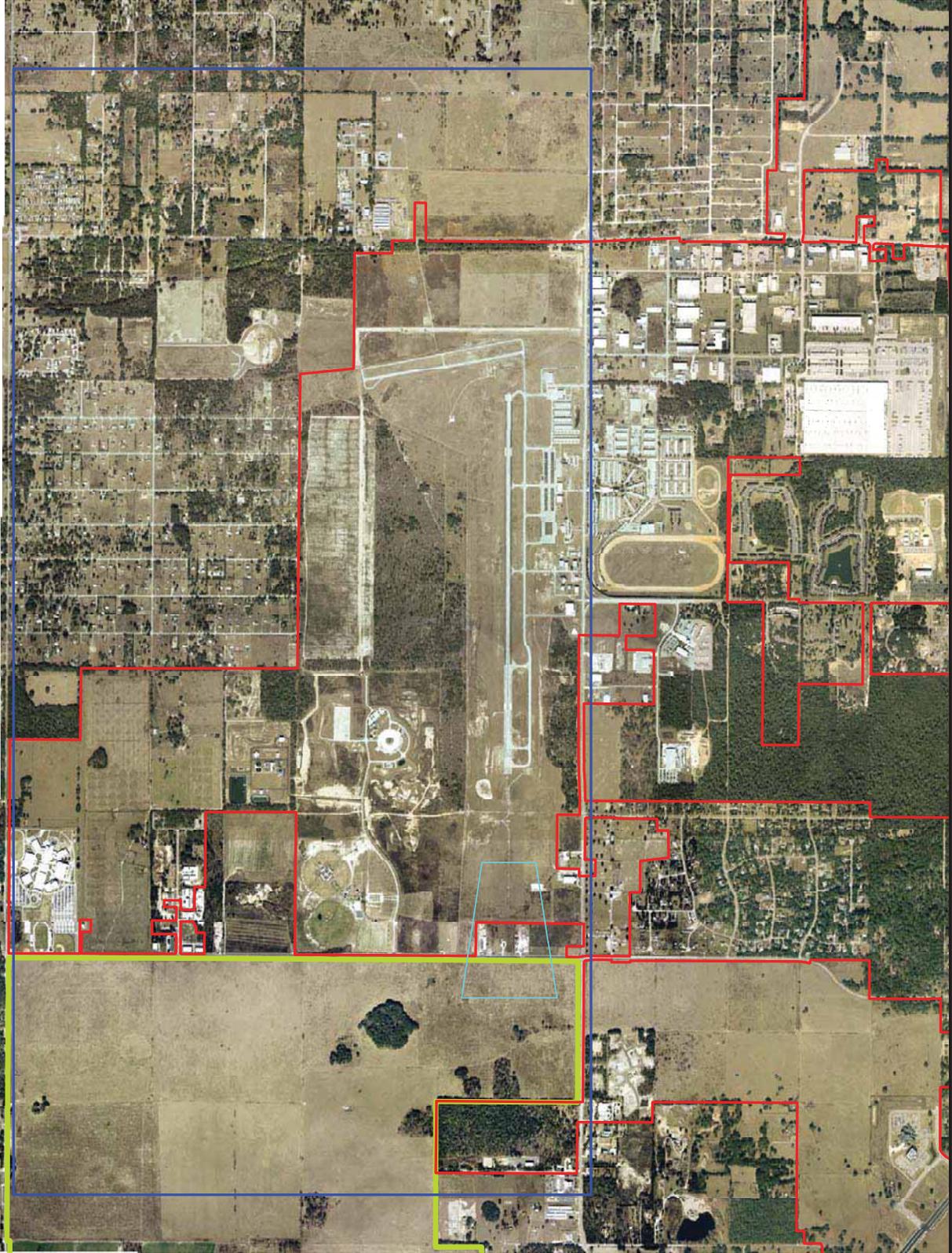
**FUNCTIONAL CLASSIFICATION OF ROADS**  
 SERIES: TRANSPORTATION  
 DATE: 11/01/2012  
 MAP: 1

PREPARED BY:  
  
 Find your place  
 PLANNING DEPARTMENT

# FUTURE OCALA BIKE/PEDESTRIAN MASTER PLAN



# AIRPORT PLAN



FILENAME: AirportCriticalAviationAreas 11x17.djpm 09.25.07

### Legend

- Runway Protection Zone
- VFR Envelope
- City limits
- OTOW



1

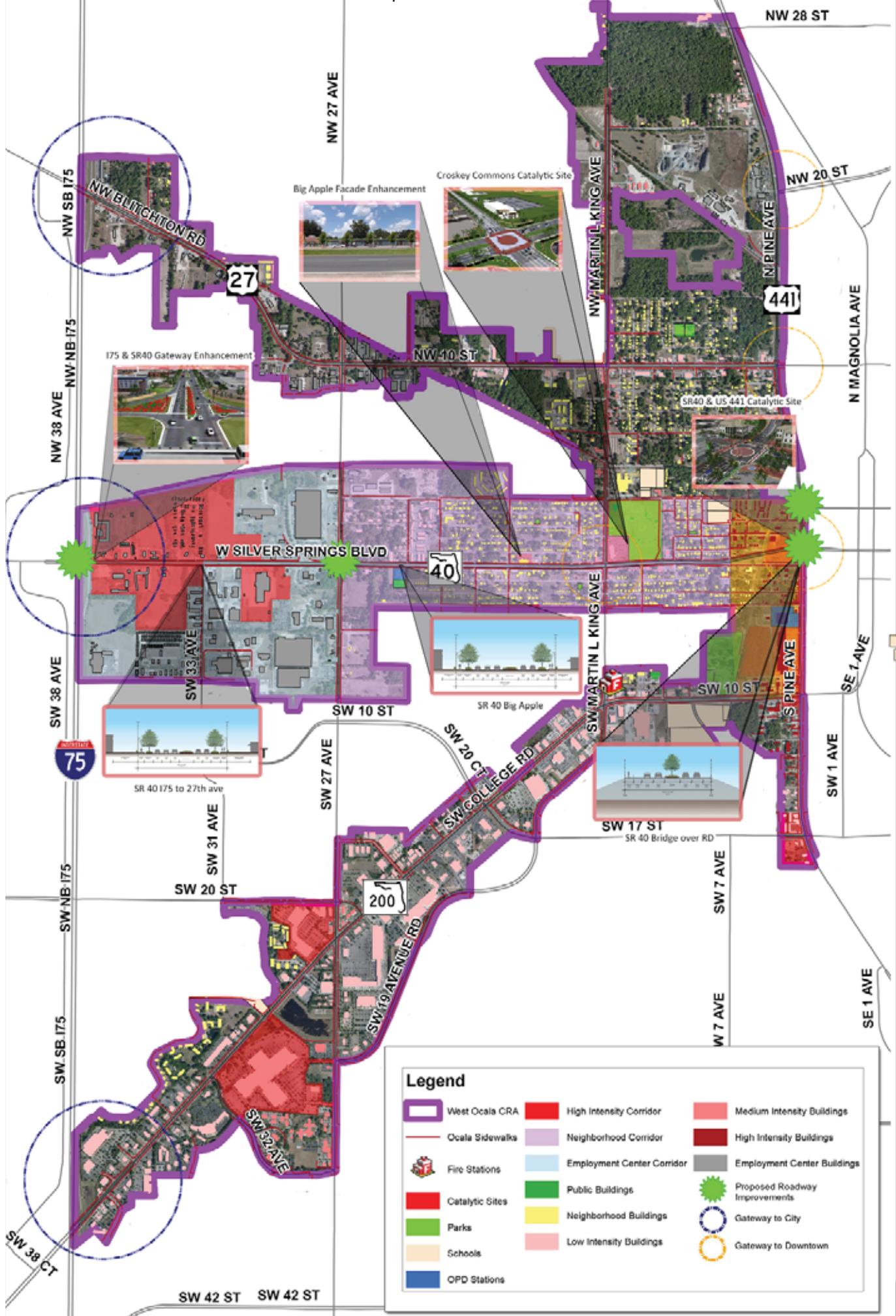
1 Miles

TITLE:	AIRPORT PLAN
SERIES:	TRANSPORTATION
DATE:	10/91
MAP:	3

**CITY OF OCALA  
PLANNING DEPARTMENT**

SOURCE: CITY OF OCALA  
PLANNING DEPARTMENT  
FILENAME: Airport CriticalAviation Areas  
AMENDED DATE THROUGH FEBRUARY 12, 2001  
PLOT DATE: SEPT. 25, 2007

# West Ocala CRA Master Plan Map



### Legend

West Ocala CRA	High Intensity Corridor	Medium Intensity Buildings
Ocala Sidewalks	Neighborhood Corridor	High Intensity Buildings
Fire Stations	Employment Center Corridor	Employment Center Buildings
Catalytic Sites	Public Buildings	Proposed Roadway Improvements
Parks	Neighborhood Buildings	Gateway to City
Schools	Low Intensity Buildings	Gateway to Downtown
OPD Stations		

## **Appendix 4**

### **Florida Statute 163.362**

Contents of Community Redevelopment  
Plan

Every community redevelopment plan shall:

**(1) Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.**

a) See Appendix 4.1

**(2) Show by diagram and in general terms:**

**a) The approximate amount of open space to be provided and the street layout.**

- i) The CRA Plan will be utilized in a manner in which to carry out goals of the City's Comprehensive Plan including, but not limited to, Recreation, Open Space and Cultural Arts. The goal in the Comprehensive Plan states that the City will provide, preserve, revitalize and enhance all park, trail, recreation, open space and cultural art resources to meet the needs of the current and projected population.
- ii) According to the US Environmental Protection Agency open space is "any open piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public. Open space provides recreational areas for residents and helps to enhance the beauty and environmental quality of neighborhoods.
- iii) In 2010, the City of Ocala developed a comprehensive Recreation and Parks Master Plan to identify current conditions and deficiencies in the park system while providing recommendations for remediations and additions.
- iv) The Map (Appendix 4.2) depicts the City Open Space which includes public parks within the boundary comprised of Community, Neighborhood, and Urban Spaces (see Table 2A as reference). For redevelopment purposes, Drainage Retention Areas and Water Retention Areas are also considered open space. Development and redevelopment occurring in the CRA shall follow open space requirements as set out in the City's Code of Ordinances, Chapter 122.
- v) Street layout can also be found in the Open Space Map, identified are existing streets located within the boundary. All proposed roadway changes can be found in section 2)d)
- vi) West Ocala CRA Open Space is approximated at 108.64 acres.

**Table 2A - Public Park Definitions and Data**

Park Category	City of Ocala Acreage	# of Parks	Park Size	Function	Typical Included Facilities	Population Served	Acreage per Population	Service Radius	Access Method
<b>Neighborhood Park</b>	62.48 ac	15	.1-10 Acres	Contains play equipment for small children passive and active recreation needs to neighborhoods	Play Structure Benches Bike Rack Open Space Multipurpose Courts Picnic Tables Grills	500-5,000 residents	2.3/1,000 (residents)	.25-.5 mile	Walk & Bike to Park
<b>Community Park</b>	295.25	6	10 Acres min.	Park serving several	Playground Ball Fields Multipurpose	20,000	2.3/1,000	1.5 mile	Drive to Park

				neighborhoods for passive and active needs, includes recreation centers	Courts Swimming Pool Community Building Passive Rec Area Picnic Areas Grills Trails Bike Rack Parking Lots				
<b>Urban Open Space</b>	45.21 ac	15	.1-50 Acres	Landscaped or natural settings	Landscaping Benches Walkways		1/1,000	.25-.5 mile	Walk, Bike or Drive to Park

**\*Based on available City of Ocala GIS Data**

**b) Limitations on the type, size, height, number, and proposed use of buildings.**

- i) Limitations of type, size, height, number, and proposed use of buildings in the CRA shall be regulated by the City of Ocala's Comprehensive Plan, as well as the City's Land Development Regulations.
- ii) The CRA is comprised of six different land use categories, each has a variety of allowable usages, as well as densities; as reference, see Table 2B which can be found within the City's Comprehensive Plan Future Land Use Element. Building height ranges by zoning type citywide, can be not exceed 150 feet in any zoning district; special exceptions may be made by City of Ocala's Zoning Board of Adjustment.
- iii) See Appendix 4.3 - West Ocala CRA Proposed 2035 FLU

**Table 2B - Future Land Use Definitions**

<b>Name</b>	<b>Density</b>	<b>Intensity</b>	<b>Uses</b>
High Intensity/Central Core	12 to 60 units/acres	0.20 to 8.0 FAR	Residential, office, commercial, public, recreation, institutional, light industrial, educational facilities
Medium Intensity/Special District	5 to 30 units/acre	0.15 to 4.0 FAR	Residential, office, commercial, public, recreation, institutional, light industrial, educational facilities
Low Intensity	3 to 18 units/acre	Up to 0.75 FAR	Residential, office, commercial, public, recreation, institutional, light industrial, educational facilities
Neighborhood	Up to 5 units/acre SFR; Multifamily up to 12 units/acre	Up to 0.25 FAR (1)	Primary Use: Residential Secondary Uses: Recreation, institutional, limited neighborhood-scale office and commercial, educational facilities
Employment	Up to 24 units/acre	Up to 2.0 FAR	Primary Uses: Industrial, office, commercial Secondary Uses: Public, recreation, institutional, residential, educational facilities

Public	n/a	Up to 0.15 FAR	Primary Uses: Recreation, civic, educational facilities Secondary Use: Commercial
Notes: (1) Neighborhood-scale office use must be compatible and complementary of surrounding neighborhood character and appearance. FAR - Floor Area Ratio - higher FARs tend to indicate more urban (dense) construction.			

**c) The approximate number of dwelling units.**

i) Single Family Residential units include mobile and manufactured homes. Multi-Family Buildings include - apartment, condominium, and duplex buildings; apartment data is available at a unit scale, this data is unavailable for other building types. See Appendix 4.4 - West Ocala CRA Residential Units

(1) Single Family (including MH): 1,071

(2) Multi-Family Buildings: 175

(3) Apartments: 825

**d) Such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.**

i) It is the intent of the CRA to help facilitate public realm improvements including but not limited to public parks, recreation areas, streets, and public utilities. The long term goals of the City include but are not limited to: underground utilities, added bicycle facilities and sidewalks for multi-modal transportation, storm water facility upgrades, and advance recreational uses throughout the City.

**(3) If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood.**

a) The West Ocala Community Redevelopment Area Plan does not address the development of affordable housing in the area. The purpose of the West Community Redevelopment Area is to concentrate on revitalization primarily on and within the major corridors in the boundaries of the CRA, with the intention that the surrounding neighborhood would be favorably affected by the public improvements. The intent of the CRA is to make public realm improvements within the boundary of the CRA which will benefit the citizens of these areas and the City as a whole; those items include but are not limited to sidewalk and multi-modal transportation improvements, street lighting, designated street crossing pathways, and roadway improvements. These public realm improvements will not be completed in a fashion that would negatively impact surrounding neighborhoods. The implementation of the West Ocala Community Redevelopment Area Plan is not intended to and is not anticipated to displace families from the redevelopment area. The purpose of the West Ocala Community Redevelopment Area is to concentrate on revitalization primarily on and within corridors in the boundaries of the CRA. It is not the intention of the CRA to acquire property for the purpose of residential redevelopment.

The City of Ocala's Comprehensive Plan's Housing Element was inserted with the intention 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.

- b)** The City's Comprehensive Plan's Housing Element addresses affordable housing. One of the goal's of the Comprehensive Plan 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.

# **Appendix 4.1**

West Ocala CRA  
Legal Description

WEST OCALA CRA

AS SET FORTH HEREIN, THE TAX PARCEL NO.'S ARE AS SET FORTH IN THE MARION COUNTY PROPERTY APPRAISER'S RECORDS AS OF MARCH, 2013.

BEGIN AT THE SOUTHWEST CORNER OF TAX PARCEL NO. 25229-001-00 (PINE MANOR MOBILE HOME PARK) BEING A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF NORTH PINE AVENUE AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF NW 28<sup>TH</sup> STREET; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF THE RAILROAD BEING AT THE NORTHWEST CORNER OF TAX PARCEL NO. 2860-003-000; THENCE WESTERLY TO THE NORTHEAST CORNER OF TAX PARCEL NO. 2865-009-003 BEING A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF NORTH PINE AVENUE; THENCE WESTERLY ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL, BEING THE SOUTH LINE OF A RAILROAD RIGHT-OF-WAY; THENCE WEST ALONG SAID SOUTH RAILROAD RIGHT-OF-WAY LINE TO THE WEST RIGHT-OF-WAY LINE OF NW 6<sup>TH</sup> TERRACE; THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF NW 4<sup>TH</sup> PLACE; THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE WEST RIGHT-OF-WAY LINE OF NW 6<sup>TH</sup> AVENUE; THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF NW 4<sup>TH</sup> STREET; THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE EAST RIGHT-OF-WAY LINE OF NORTH PINE AVE; THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE OF NORTH AND SOUTH PINE AVENUE TO THE NORTHWEST CORNER OF TAX PARCEL NO. 28578-003-33, BEING A POINT LYING BETWEEN SW 17<sup>TH</sup> STREET AND SW 18<sup>TH</sup> STREET; THENCE WEST ALONG A WESTERLY PROJECTION OF THE NORTH BOUNDARY LINE OF SAID PARCEL TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SOUTH PINE AVENUE; THENCE SOUTHEASTERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF SW 18<sup>TH</sup> STREET; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE WEST RIGHT-OF-WAY LINE OF SW 5<sup>TH</sup> AVENUE; THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF SW 13<sup>TH</sup> STREET; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE EAST RIGHT-OF-WAY LINE OF SW 6<sup>TH</sup> AVENUE; THENCE NORTHWESTERLY TO THE SOUTHWEST CORNER OF TAX PARCEL NO. 28528+000-00; THENCE NORTHWESTERLY ALONG THE SOUTHWESTERLY BOUNDARY LINE OF SAID PARCEL TO THE EAST LINE OF A RAILROAD RIGHT-OF-WAY; THENCE WESTERLY TO THE WEST RAILROAD RIGHT-OF-WAY LINE AT THE SOUTHEAST CORNER OF TAX PARCEL NO. 28575-

000-00; THENCE WEST ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL TO THE SOUTHWEST CORNER THEREOF; THENCE CONTINUE WEST ALONG THE WESTERLY PROJECTION OF SAID SOUTH BOUNDARY LINE TO THE WESTERLY RIGHT-OF-WAY LINE OF SW 7<sup>TH</sup> ROAD; THENCE SOUTHEASTERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF SW 12<sup>TH</sup> STREET; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE EAST RIGHT-OF-WAY LINE OF SW MARTIN LUTHER KING, JR. AVENUE; THENCE SOUTHWESTERLY AND THEN SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SW 17<sup>TH</sup> STREET; THENCE NORTHWESTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SW 12<sup>TH</sup> ROAD; THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE AND ITS SOUTHWESTERLY EXTENSION THEREOF TO THE WEST BOUNDARY LINE OF BESCO INDUSTRIAL PARK, ACCORDING TO THE PLAT BOOK THEREOF AS RECORDED IN PLAT BOOK W, PAGE 91, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE SOUTH ALONG SAID WEST BOUNDARY LINE AND ITS SOUTHERLY EXTENSION THEROF TO THE SOUTHERLY RIGHT-OF-WAY LINE OF SW 19<sup>TH</sup> AVENUE ROAD; THENCE IN A GENERALLY SOUTHWESTERLY DIRECTION ALONG SAID RIGHT-OF-WAY LINE AND EASTERLY RIGHT-OF-WAY LINE OF SW 19<sup>TH</sup> AVENUE ROAD TO THE EAST RIGHT-OF-WAY LINE OF SW 27<sup>TH</sup> AVENUE; THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF SW 32<sup>ND</sup> AVENUE; THENCE WEST AND THEN NORTHWESTERLY ALONG SAID RIGHT-OF-WAY LINE TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SW 31<sup>ST</sup> ROAD; THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY RIGHT-OF-WAY LINE TO THE EAST RIGHT-OF-WAY LINE OF SW 34<sup>TH</sup> AVE; THENCE SOUTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF SW 33<sup>RD</sup> ROAD; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE WEST BOUNDARY LINE OF PADDOCK PARK COMMERCIAL CENTER, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK W, PAGE 55, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE SOUTH ALONG SAID WEST BOUNDARY LINE TO THE SOUTHEAST CORNER OF TAX PARCEL NO. 23728-000-00; THENCE WEST ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL TO THE SOUTHWEST CORNER THEREOF; THENCE SOUTH ALONG THE EAST BOUNDARY LINES OF TAX PARCEL NO.S 23799-000-00 AND 2375-007-000 TO THE SOUTH CORNER ON SAID EAST BOUNDARY LINE OF PARCEL 2375-007-000; THENCE SOUTHWESTERLY ALONG THE SOUTHERLY BOUNDARY LINE THEREOF TO THE MOST SOUTHERLY CORNER OF SAID PARCEL NO. 2375-007-000 ON THE EASTERLY RIGHT-OF-WAY LINE OF SW 36<sup>TH</sup> AVENUE; THENCE SOUTHWESTERLY ALONG THE EASTERLY AND SOUTHEASTERLY RIGHT-OF-WAY LINE OF SAID SW 36<sup>TH</sup> AVENUE TO ITS TERMINUS POINT ON THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 2375-003-000, BEING THE SAME AS LOT 3, PARK CENTRE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK Z, PAGE 86, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE WEST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL TO THE EAST BOUNDARY LINE OF TAX PARCEL NO. 2375+003-000, BEING THE SAME AS

TRACT A, ACCORDING TO AFORESAID PLAT OF PARK CENTRE; THENCE NORTHERLY ALONG SAID EAST BOUNDARY LINE TO THE NORTHERLY BOUNDARY LINE OF SAID PARCEL; THENCE NORTHWESTERLY ALONG SAID NORTHERLY BOUNDARY LINE TO THE EAST RIGHT-OF-WAY LINE OF INTERSTATE 75; THENCE NORTHERLY ALONG SAID EAST RIGHT-OF-WAY LINE OF TO THE SOUTHWEST CORNER OF TAX PARCEL NO. 2378-013-014, BEING THE SAME AS LOTS 14, 15 AND 16, BLOCK M, COLLEGE PARK SECOND ADDITION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK H, PAGES 36 THROUGH 36A, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA, THE AFORESAID SOUTHWEST CORNER OF PARCEL ALSO BEING THE SOUTHWEST CORNER OF AFORESAID LOT 16; THENCE EAST ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL TO THE RIGHT-OF-WAY LINE OF CUL-DE-SAC OF SW 34<sup>TH</sup> TERRACE; THENCE EAST TO THE CENTER OF SAID CUL-DE-SAC; THENCE NORTHEASTERLY ALONG THE CENTERLINE OF SAID SW 34<sup>TH</sup> TERRACE TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE SW 34<sup>TH</sup> AVENUE CIRCLE; THENCE IN A GENERALLY EASTERLY AND THEN NORTHEASTERLY DIRECTION ALONG SAID RIGHT-OF-WAY LINE AND CONTINUING ALONG SAID RIGHT-OF-WAY LINE TO ITS TRANSITION TO SW 33<sup>RD</sup> AVENUE TO THE SOUTH RIGHT-OF-WAY LINE OF SW 26<sup>TH</sup> STREET; THENCE EAST AND SOUTHEASTERLY ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SW COLLEGE ROAD (STATE ROAD 200); THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE OF TO THE MOST EASTERLY CORNER OF TAX PARCEL NO. 23459-000-02; THENCE NORTHWESTERLY AND NORTHERLY ALONG THE EAST BOUNDARY LINE OF SAID PARCEL AND ALONG ITS NORTHERLY EXTENSION THEREOF TO THE NORTHERLY RIGHT-OF-WAY LINE OF SW 20<sup>TH</sup> STREET; THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE TO THE TO THE WEST RIGHT-OF-WAY LINE OF SW 27<sup>TH</sup> AVE; THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE TO THE INTERSECTION OF THE WESTERLY EXTENSION OF THE SOUTH BOUNDARY LINE OF TAX PARCEL NO. 2362-002-000; THENCE EAST ALONG SAID WESTERLY EXTENSION AND SAID SOUTH BOUNDARY LINE TO THE SOUTHEAST CORNER OF SAID PARCEL, BEING ALSO THE SOUTHEAST CORNER OF TRACT B, J & S SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK X, PAGE 95, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE NORTH ALONG THE EAST BOUNDARY LINE OF SAID PARCEL TO THE NORTHEAST CORNER THEREOF, BEING ALSO THE NORTHEAST CORNER OF SAID TRACT B; THENCE EAST ALONG THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 2362-001-000, BEING THE SAME AS TRACT A OF SAID SUBDIVISION; THENCE EAST ALONG THE NORTH LINE THEREOF TO THE NORTHEAST CORNER OF SAID PARCEL AND TRACT B; THENCE SOUTH ALONG THE EAST BOUNDARY LINE OF SAID PARCEL AND TRACT B TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF SW 10<sup>TH</sup> ROAD; THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE TO THE NORTHWESTERLY EXTENSION OF THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SW 20<sup>TH</sup> AVENUE; THENCE SOUTHEASTERLY ALONG SAID EXTENSION AND SAID NORTHEASTERLY RIGHT-OF-WAY LINE TO THE

NORTHWESTERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 200 (SW COLLEGE ROAD); THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE TO THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF SW 19<sup>TH</sup> AVENUE; THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF NW 10<sup>TH</sup> ROAD; THENCE NORTHEASTERLY ALONG SAID NORTHWESTERLY RIGHT-OF-WAY LINE TO A CORNER OF TAX PARCEL NO. 23556-001-00 THAT IS THE POINT OF INTERSECTION OF SAID RIGHT-OF-WAY LINE AND THE NORTHWESTERLY EXTENSION OF THE SOUTHWESTERLY BOUNDARY LINE OF LOT 4, BLOCK A, SUNSET ADDITION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK C, PAGE 51, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE SOUTHEASTERLY ALONG AFORESAID NORTHWESTERLY EXTENSION TO THE CENTERLINE OF NW 10<sup>TH</sup> ROAD, BEING AT THE NORTHWEST CORNER OF TAX PARCEL NO. 23500-002-00; THENCE NORTHEASTERLY ALONG THE NORTHWESTERLY BOUNDARY LINE OF SAID PARCEL AND ITS NORTHEASTERLY EXTENSION THEREOF TO THE NORTH BOUNDARY LINE OF AFORESAID SUNSET ADDITION, BEING THE SAME AS THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 23498-000-00; THENCE EAST TO THE MOST WESTERLY CORNER OF TAX PARCEL NO. 23645-000-00; THENCE NORTHEASTERLY ALONG THE NORTHWESTERLY BOUNDARY LINE OF SAID PARCEL TO THE MOST NORTHERLY CORNER THEREOF; THENCE NORTH ALONG THE WEST BOUNDARY LINE OF TAX PARCEL NO. 22739-000-00 TO THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL TO THE WEST RIGHT-OF-WAY LINE OF SW MARTIN LUTHER KING, JR. AVENUE; THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE TO THE WESTERLY EXTENSION OF THE NORTH RIGHT-OF-WAY LINE OF SW 7<sup>TH</sup> STREET; THENCE EAST ALONG SAID WESTERLY EXTENSION AND SAID NORTH RIGHT-OF-WAY LINE AND CONTINUING EAST ALONG THE EASTERLY EXTENSION OF SAID NORTH RIGHT-OF-WAY LINE TO THE EAST RIGHT-OF-WAY LINE OF SW 12<sup>TH</sup> AVENUE; THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE TO THE NORTH RIGHT-OF-WAY LINE OF SW 9<sup>TH</sup> STREET; THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE TO THE WEST RIGHT-OF-WAY LINE OF SW 9<sup>TH</sup> AVENUE; THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE TO THE NORTH RIGHT-OF-WAY LINE OF SW 5<sup>TH</sup> STREET; THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE TO THE WEST RIGHT-OF-WAY LINE OF SW 7<sup>TH</sup> AVENUE; THENCE NORTH ALONG SAID WEST RIGHT-OF-WAY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF SW 3<sup>RD</sup> STREET; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE TO THE WEST RIGHT-OF-WAY LINE OF SW 24<sup>TH</sup> AVENUE; THENCE WEST TO THE NORTHEAST CORNER OF TAX PARCEL NO. 22684-000-00; THENCE WEST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL TO THE NORTHWEST CORNER THEREOF; THENCE SOUTH ALONG THE WEST BOUNDARY LINES OF TAX PARCEL NO.'S 22684-000-00, 22695-002-00, 22688-000-00 AND 22689-000-00 TO THE SOUTHWEST CORNER OF SAID PARCEL NO. 22689-000-00; THENCE EAST ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL TO THE SOUTHEAST CORNER THEREOF ON THE WEST RIGHT-OF-WAY LINE OF SW

24<sup>TH</sup> AVENUE; THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE AND THE EAST BOUNDARY LINE OF TAX PARCEL NO. 22686-000-00 TO THE SOUTHEAST CORNER THEREOF; THENCE WEST ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL TO THE SOUTHWEST CORNER THEREOF ON THE EAST RIGHT-OF-WAY LINE OF SW 27<sup>TH</sup> AVENUE; THENCE WEST TO THE SOUTHEAST CORNER OF TAX PARCEL NO. 22777-000-00 ON THE WEST RIGHT-OF-WAY LINE OF SW 27<sup>TH</sup> AVENUE; THENCE WEST ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL TO THE SOUTHWEST CORNER THEREOF; THENCE CONTINUE WEST FOLLOWING ALONG THE SOUTH BOUNDARY LINE OF TAX PARCEL NO. 22776-002-00 TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH AND NORTHWEST ALONG THE WEST BOUNDARY LINE OF SAID PARCEL TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF SW 7<sup>TH</sup> STREET; THENCE CONTINUE NORTHWESTERLY TO THE NORTHERLY RIGHT-OF-WAY LINE OF SAID SW 7<sup>TH</sup> STREET; THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE TO THE EAST RIGHT-OF-WAY LINE OF INTERSTATE 75; THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE TO THE SOUTHWEST CORNER OF TAX PARCEL NO. 23171-001-00; THENCE NORTHEASTERLY ALONG THE SOUTHERLY BOUNDARY LINE OF SAID PARCEL TO THE MOST EASTERLY CORNER THEREOF; THENCE EAST ALONG THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 22817-000-00 TO THE NORTHEAST CORNER THEREOF; THENCE NORTH ALONG THE WEST BOUNDARY LINES OF TAX PARCEL NO. 22813-000-00 AND 23171-000-00 TO THE NORTH BOUNDARY LINE OF SAID PARCEL NO. 23171-000-00, BEING THE NORTH RIGHT-OF-WAY LINE OF CSX TRANSPORTATION RAILROAD; THENCE NORTHEASTERLY AND EASTERLY ALONG SAID RIGHT-OF-WAY LINE TO THE NORTHERLY EXTENSION OF THE EAST BOUNDARY LINE OF TAX PARCEL NO. 22678-000-00; THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND EAST BOUNDARY LINE TO THE NORTH RIGHT-OF-WAY LINE OF NW 4<sup>TH</sup> STREET; THENCE EAST ALONG SAID NORTH RIGHT-OF-WAY LINE TO THE SOUTHEAST CORNER OF TAX PARCEL NO. 22595-000-00; THENCE NORTH ALONG THE EAST BOUNDARY LINE OF SAID PARCEL AND ITS NORTHERLY EXTENSION THEREOF TO THE NORTH RIGHT-OF-WAY LINE OF NW 5<sup>TH</sup> STREET; THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE TO THE EAST RIGHT-OF-WAY LINE OF NW 17<sup>TH</sup> AVENUE; THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF NW BLITCHTON ROAD; THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF NW 10<sup>TH</sup> STREET; THENCE SOUTHWESTERLY TO THE MOST NORTHERLY CORNER OF TAX PARCEL NO. 22396-006-01, BEING ALSO THE NORTHWEST CORNER OF BLITCHTON VILLAGE PHASE 2, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 6, PAGE 50, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE SOUTH ALONG THE WEST BOUNDARY LINE THEREOF TO THE NORTHEAST CORNER OF TAX PARCEL NO. 2239-001-002, SAID PARCEL BEING THE SAME AS LOT 2 BLOCK A, BISON INDUSTRIAL PARK, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK V, PAGES 52 AND 53, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE WEST ALONG THE NORTH BOUNDARY LINE OF

SAID PARCEL AND LOT AND THE WESTERLY EXTENSION THEREOF TO THE WEST RIGHT-OF-WAY LINE OF NW 24<sup>TH</sup> COURT; THENCE SOUTH ALONG SAID WEST RIGHT-OF-WAY LINE TO THE NORTH RIGHT-OF-WAY LINE OF NW 8<sup>TH</sup> PLACE; THENCE WEST ALONG SAID NORTH RIGHT-OF-WAY LINE TO THE EAST RIGHT-OF-WAY LINE OF NW 25<sup>TH</sup> AVENUE; THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY TO THE EASTERLY EXTENSION OF THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 2239-003-004; THENCE WEST ALONG SAID EXTENSION AND NORTH BOUNDARY LINE TO THE NORTHWEST CORNER THEREOF ON THE WEST BOUNDARY LINE OF AFORESAID BISON INDUSTRIAL PARK; THENCE SOUTH ALONG SAID WEST BOUNDARY LINE TO THE NORTHEAST CORNER OF TAX PARCEL NO. 22292-003-00, SAID PARCEL BEING THE SAME AS LOT 5, GOINGS CORNER, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK N, PAGE 37, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE WEST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL AND LOT TO THE RIGHT-OF-WAY LINE OF CUL-DE-SAC OF NW 8<sup>TH</sup> PLACE; THENCE SOUTHERLY ALONG THE ARC OF SAID RIGHT-OF-WAY LINE AND THENCE CONTINUING WESTERLY ALONG THE SOUTH RIGHT-OF-WAY LINE OF NW 8<sup>TH</sup> PLACE TO THE EAST RIGHT-OF-WAY LINE OF NW 30<sup>TH</sup> AVENUE; THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF TAX PARCEL NO. 2190-002-001, SAID PARCEL BEING THE SAME AS LOT 1 BLOCK B, GALLOWAY SANDS REPLAT, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK U, PAGE 36, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE WEST TO THE NORTHEAST CORNER OF TAX PARCEL NO. 21914-000-00 ON THE WEST RIGHT-OF-WAY LINE OF NW 30<sup>TH</sup> AVENUE; THENCE WEST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL TO THE NORTHWEST CORNER THEREOF; THENCE CONTINUE WEST ALONG THE SOUTH BOUNDARY LINE OF TAX PARCEL NO. 21935-002-00 TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH ALONG THE WEST BOUNDARY LINE OF SAID PARCEL AND ALONG THE WEST BOUNDARY LINE OF TAX PARCEL NO. 21937-000-00 TO THE SOUTH RIGHT-OF-WAY LINE OF NW 10<sup>TH</sup> STREET; THENCE NORTHEASTERLY TO THE SOUTHWEST CORNER OF TAX PARCEL NO. 21855-000-00; THENCE NORTH ALONG THE WEST BOUNDARY LINES OF PARCEL NO.S 21855-000-00 AND 21852-000-00 TO THE NORTHWEST CORNER OF SAID PARCEL NO. 21852-000-00 ON THE SOUTH BOUNDARY LINE OF TAX PARCEL NO. 21834-000-00; THENCE WEST ALONG SAID SOUTH BOUNDARY LINE TO THE SOUTHWEST CORNER OF SAID PARCEL; THENCE NORTH ALONG THE WEST BOUNDARY LINES OF TAX PARCEL NO.S 21834-000-00 AND 21837-000-00 TO THE NORTHWEST CORNER OF SAID PARCEL NO. 21837-000-00 ON THE SOUTH BOUNDARY LINE OF TAX PARCEL NO. 21906-000-00; THENCE WEST ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH ALONG THE WEST BOUNDARY LINE OF SAID PARCEL TO THE NORTHWEST CORNER THEREOF ON THE SOUTH BOUNDARY LINE OF TAX PARCEL NO. 21744-000-00; THENCE WEST TO THE WEST CORNER OF THE SOUTH BOUNDARY LINE OF SAID PARCEL; THENCE FOLLOWING ALONG THE IRREGULAR WEST BOUNDARY LINE OF SAID PARCEL, RUN NORTH, THENCE WEST TO THE SOUTHEAST CORNER OF TAX

PARCEL NO. 21739-001-00; THENCE WEST ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL TO THE NORTHWEST CORNER OF TAX PARCEL NO. 21739-001-01; THENCE SOUTH ALONG THE WEST BOUNDARY LINE OF SAID PARCEL TO THE NORTHEAST CORNER OF TAX PARCEL NO. 21903-002-00; THENCE WEST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL TO THE NORTHWEST CORNER THEREOF ON THE EAST RIGHT-OF-WAY LINE OF NW 33<sup>RD</sup> AVENUE; THENCE SOUTH ALONG SAID EAST RIGHT-OF-WAY LINE TO THE EASTERLY EXTENSION OF THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 21826-000-00; THENCE WEST ALONG SAID EASTERLY EXTENSION AND ALONG SAID NORTH BOUNDARY LINE TO THE NORTHWEST CORNER THEREOF ON THE EAST BOUNDARY LINE OF TAX PARCEL NO. 21824-000-00; THENCE SOUTH ALONG THE EAST BOUNDARY LINE OF SAID PARCEL NO. 21824-000-00 TO THE SOUTHEAST CORNER THEREOF; THENCE WEST ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH ALONG THE WEST BOUNDARY LINE SAID PARCEL TO THE NORTHEAST CORNER OF TAX PARCEL NO. 21818+000-01; THENCE WEST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL TO THE NORTHWEST CORNER THEREOF; THENCE SOUTHWESTERLY ALONG THE WESTERLY BOUNDARY LINE OF SAID PARCEL TO THE SOUTHEASTERLY EXTENSION OF THE SOUTHWESTERLY BOUNDARY LINE OF TAX PARCEL NO. 21817-002-00; THENCE NORTHWESTERLY ALONG SAID EXTENSION AND SAID SOUTHWESTERLY BOUNDARY LINE TO AN ANGLE POINT IN SAID LINE; THENCE WEST ALONG SAID LINE TO THE SOUTHERLY CORNER ON THE WEST BOUNDARY LINE; THENCE CONTINUE WEST ALONG THE SOUTHEASTERLY BOUNDARY LINE OF TAX PARCEL NO. 21818-000-00 TO AN ANGLE POINT IN SAID LINE; THENCE SOUTH ALONG SAID LINE TO THE EASTERLY CORNER ON THE SOUTH BOUNDARY LINE OF SAID PARCEL; THENCE WEST ALONG SAID SOUTH BOUNDARY LINE TO THE SOUTHWEST CORNER THEREOF ON THE EAST RIGHT-OF-WAY LINE OF INTERSTATE 75; THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF TAX PARCEL NO. 21767-000-00; THENCE EAST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL AND ALONG THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 21757-000-00 AND ITS EASTERLY EXTENSION THEREOF TO THE WEST RIGHT-OF-WAY LINE OF NW 35<sup>TH</sup> AVENUE; THENCE NORTHEASTERLY TO THE NORTH RIGHT-OF-WAY LINE OF NW 21<sup>ST</sup> STREET; THE EAST ALONG SAID RIGHT-OF WAY LINE TO THE NORTHERLY EXTENSION OF THE EAST RIGHT-OF-WAY LINE OF NW 34<sup>TH</sup> AVENUE; THENCE SOUTH ALONG SAID NORTHERLY EXTENSION AND SAID EAST RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF TAX PARCEL NO. 21829-001-00; THENCE EAST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL AND ALONG THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 21827-000-00 AND ITS EASTERLY EXTENSION THEREOF TO THE EAST RIGHT-OF-WAY LINE OF NW 33<sup>RD</sup> AVENUE; THENCE SOUTH ALONG SAID RIGHT-OF-WAY LINE TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF NW BLITCHTON ROAD; THENCE SOUTHEASTERLY ALONG SAID RIGHT-OF-WAY LINE TO THE NORTHWESTERLY RIGHT-OF-WAY LINE OF NW 32<sup>ND</sup> AVENUE; THENCE SOUTHEASTERLY TO THE SOUTHEASTERLY RIGHT-OF-WAY LINE OF NW 32<sup>ND</sup>

AVENUE AT THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 21741-000-00; THENCE EAST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL AND ALONG THE NORTH BOUNDARY LINE OF TAX PARCEL NO.S 21741-001-00, 21699-000-25 AND 21699-000-28 TO THE NORTHEAST CORNER OF SAID PARCEL NO. 21699-000-28; THENCE SOUTH ALONG THE EAST BOUNDARY LINE OF SAID PARCEL TO THE SOUTHEAST CORNER THEREOF ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF NW OLD BLITCHTON ROAD; THENCE SOUTHEASTERLY ALONG SAID RIGHT-OF-WAY LINE TO THE WEST RIGHT-OF-WAY LINE OF NW 24<sup>TH</sup> AVENUE; THENCE NORTH ALONG SAID RIGHT-OF-WAY LINE TO THE NORTH RIGHT-OF-WAY LINE OF NW 14<sup>TH</sup> STREET; THENCE EAST ALONG SAID RIGHT-OF-WAY LINE TO THE NORTHERLY EXTENSION OF THE EAST BOUNDARY LINE OF TAX PARCEL NO. 22236+000-00; THENCE SOUTH ALONG SAID EXTENSION AND ALONG SAID EAST BOUNDARY LINE AND ALONG THE EAST BOUNDARY LINE OF TAX PARCEL NO. 22236-000-00 TO THE SOUTHEAST CORNER OF SAID PARCEL AT THE NORTH RIGHT-OF-WAY LINE OF NW 12<sup>TH</sup> STREET; THENCE EAST ALONG SAID RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF TAX PARCEL NO. 22258-000-00; THENCE CONTINUE EAST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL AND ALONG THE NORTH BOUNDARY LINES OF TAX PARCEL NO.S 22230-000-00 AND 22232-000-00 TO THE NORTHEAST CORNER OF SAID PARCEL NO. 22232-000-00; THENCE SOUTH ALONG THE EAST BOUNDARY LINE OF SAID PARCEL TO THE NORTHWEST CORNER OF TAX PARCEL NO. 2220-001-021, SAID PARCEL BEING THE SAME AS LOT 21, BLOCK A, BELVEDAR SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK F, PAGE 34, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA; THENCE EAST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL TO THE NORTHEAST CORNER THEREOF ON THE WEST RIGHT-OF-WAY LINE OF NW 20<sup>TH</sup> AVENUE; THENCE NORTH ALONG SAID RIGHT-OF-WAY TO THE WESTERLY EXTENSION OF THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 2220-006-009, SAID PARCEL BEING THE SAME AS LOTS 9 AND 10, BLOCK F, OF SAID BELVEDAR SUBDIVISION; THENCE EAST ALONG SAID EXTENSION AND ALONG SAID NORTH BOUNDARY LINE AND ALONG THE NORTH BOUNDARY LINE OF 2220-006-011, SAID PARCEL BEING THE SAME AS LOTS 11 AND 12, BLOCK F, OF SAID BELVEDAR SUBDIVISION, TO THE NORTHEAST CORNER OF SAID PARCEL NO. 2220-006-011; THENCE SOUTH ALONG THE EAST LINE OF SAID PARCEL TO THE SOUTHWEST CORNER OF TAX PARCEL NO. 22222-000-00; THENCE EAST ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL AND ALONG THE SOUTH BOUNDARY LINE OF TAX PARCEL NO. 22228-000-00 TO THE SOUTHEAST CORNER THEREOF; THENCE NORTH TO THE NORTHEAST CORNER THEREOF; THENCE EAST TO THE WEST BOUNDARY LINE OF TAX PARCEL NO. 22186-000-00; THENCE NORTH ALONG SAID WEST BOUNDARY LINE TO THE NORTHWEST CORNER OF PARCEL 22186-000-00; THENCE EAST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL TO THE NORTHEAST CORNER THEREOF; THENCE SOUTH ALONG THE EAST BOUNDARY LINE OF SAID PARCEL TO THE NORTHWEST CORNER OF TAX PARCEL NO. 22183-000-00; THENCE EAST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL AND ALONG THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 22181-000-00 TO THE

NORTHEAST CORNER OF PARCEL 22181-000-00; THENCE SOUTH ALONG THE EAST BOUNDARY LINE OF SAID PARCEL TO THE SOUTHEAST CORNER THEREOF ON THE NORTH RIGHT-OF-WAY LINE OF NW 10<sup>TH</sup> STREET; THENCE EAST ALONG SAID RIGHT-OF-WAY LINE TO THE WEST RIGHT-OF-WAY LINE OF NW MARTIN L KING, JR. AVENUE; THENCE NORTH ALONG SAID RIGHT-OF-WAY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF NW 14<sup>TH</sup> STREET; THENCE WEST ALONG SAID RIGHT-OF-WAY LINE TO THE SOUTHERLY EXTENSION OF THE WEST RIGHT-OF-WAY LINE NW 16<sup>TH</sup> COURT; THENCE NORTH ALONG SAID RIGHT-OF-WAY LINE AND ALONG ITS NORTHERLY EXTENSION THEREOF TO THE NORTH RIGHT-OF-WAY LINE OF NW 17<sup>TH</sup> PLACE; THENCE EAST ALONG SAID RIGHT-OF-WAY LINE TO THE SOUTHWEST CORNER OF TAX PARCEL NO. 21939-002-00; THENCE NORTH ALONG THE WEST BOUNDARY LINE OF SAID PARCEL TO THE SOUTH BOUNDARY LINE OF TAX PARCEL NO. 21939-004-10; THENCE WEST ALONG SAID LINE TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH ALONG THE WEST BOUNDARY LINE OF SAID PARCEL AND ALONG THE WEST BOUNDARY LINES OF TAX PARCEL NO.S 21939-004-11 AND 21939-004-12 TO THE SOUTH RIGHT-OF-WAY LINE OF NW 19<sup>TH</sup> STREET; THENCE WEST ALONG SAID RIGHT-OF-WAY LINE TO THE SOUTHERLY EXTENSION OF THE WEST BOUNDARY LINE OF TAX PARCEL NO. 21943-002-00; THENCE NORTH ALONG SAID EXTENSION AND ALONG SAID WEST BOUNDARY LINE TO THE SOUTH RIGHT-OF-WAY LINE OF NW 21<sup>ST</sup> STREET; THENCE WEST ALONG SAID RIGHT-OF-WAY LINE TO THE SOUTHERLY EXTENSION OF THE WEST BOUNDARY LINE OF TAX PARCEL NO. 21414-003-00; THENCE NORTH ALONG SAID EXTENSION AND ALONG SAID WEST BOUNDARY LINE TO THE SOUTHWESTERLY RAILROAD RIGHT-OF-WAY LINE OF CSX TRANSPORTATION, INC.; THENCE NORTHWESTERLY ALONG SAID RIGHT-OF-WAY LINE TO THE WESTERLY EXTENSION OF THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 21448-001-00; THENCE EAST ALONG SAID EXTENSION AND SAID NORTH BOUNDARY LINE, BEING ALSO THE SOUTH BOUNDARY LINE OF TREE HAVEN REVISED, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK G, PAGE 76, OF THE PUBLIC RECORDS OF MARION COUNTY, FLORIDA, TO THE SOUTHERLY CORNER OF THE SOUTHWESTERLY BOUNDARY LINE OF TAX PARCEL NO. 2142-007-001, BEING THE MOST SOUTHERLY CORNER OF LOT 14, BLOCK G, OF SAID TREE HAVEN REVISED; THENCE NORTHWESTERLY ALONG THE SOUTHWESTERLY BOUNDARY LINE OF SAID PARCEL TO THE MOST WESTERLY CORNER THEREOF ON THE EASTERLY RIGHT-OF-WAY LINE OF NW 17<sup>TH</sup> AVENUE; THENCE NORTHEASTERLY ALONG SAID RIGHT-OF-WAY LINE TO THE SOUTHWEST CORNER OF TAX PARCEL NO. 2142-007-011; THENCE EAST ALONG THE SOUTH BOUNDARY LINE OF SAID PARCEL TO THE SOUTHEAST CORNER THEREOF; THENCE NORTHERLY ALONG THE WEST BOUNDARY LINES OF TAX PARCEL NO.S 2142-007-003, 2142-007-004, 2142-007-005 AND 2142-007-006 TO THE SOUTH RIGHT-OF-WAY LINE OF NW 28<sup>TH</sup> PLACE; THENCE NORTHERLY TO THE SOUTHWEST CORNER OF TAX PARCEL NO. 2142-001-005; THENCE NORTH ALONG THE WEST BOUNDARY LINE OF SAID PARCEL AND ALONG THE WEST BOUNDARY LINE OF TAX PARCEL NO. 2142-001-004 TO THE NORTHWEST CORNER OF PARCEL NO. 2142-001-004 ON THE SOUTH

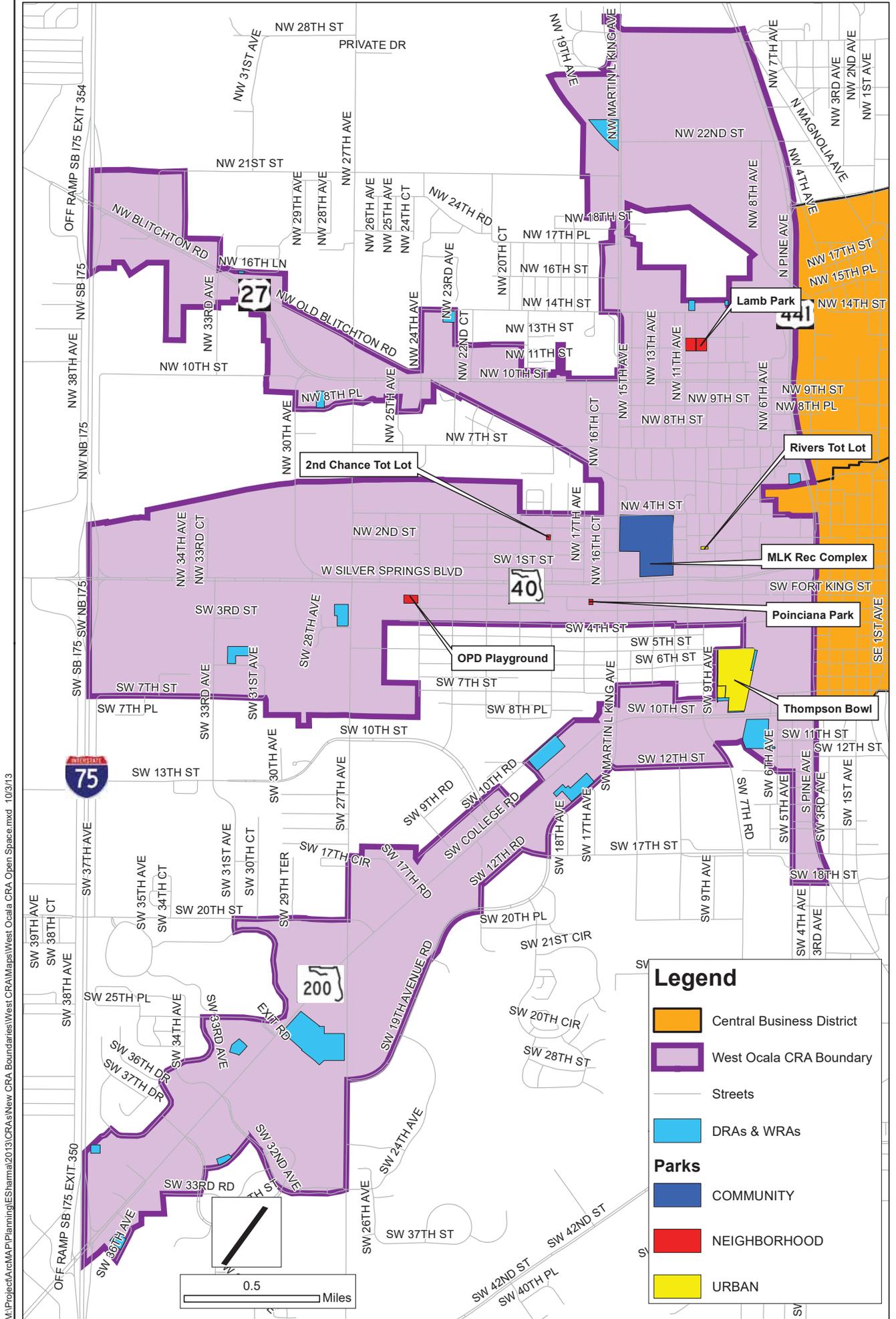
BOUNDARY LINE OF TAX PARCEL NO. 2142-001-003; THENCE WEST ALONG SAID SOUTH BOUNDARY LINE TO THE SOUTHWEST CORNER THEREOF ON THE EAST RIGHT-OF-WAY LINE OF NW 17<sup>TH</sup> AVENUE; THENCE NORTH ALONG SAID RIGHT-OF-WAY LINE TO THE NORTHWEST CORNER OF SAID PARCEL NO. 2142-001-003; THENCE EAST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL TO THE NORTHEAST CORNER THEREOF ON THE WEST RIGHT-OF-WAY LINE OF NW MARTIN L KING, JR AVENUE; THENCE SOUTH ALONG SAID RIGHT-OF-WAY LINE TO THE WESTERLY EXTENSION OF THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 25226-007-00; THENCE EAST ALONG SAID EXTENSION AND ALONG SAID NORTH BOUNDARY LINE AND ALONG THE NORTH BOUNDARY LINE OF TAX PARCEL NO. 25240-000-01 TO THE WESTERLY RIGHT-OF-WAY LINE OF NORTH PINE AVENUE; THENCE SOUTHEASTERLY TO THE POINT OF BEGINNING.

LESS AND EXCEPT THEREFROM THE FOLLOWING DESCRIBED LANDS:

BEGIN AT THE MOST NORTHERLY CORNER OF TAX PARCEL NO. 25502-002-00 LYING ON THE SOUTHWESTERLY RAILROAD RIGHT-OF-WAY LINE; THENCE SOUTHEASTERLY ALONG SAID RIGHT-OF-WAY LINE TO THE INTERSECTION OF THE EAST BOUNDARY LINE OF TAX PARCEL NO. 25769-000-00; THENCE SOUTH ALONG SAID EAST LINE TO THE NORTHEAST CORNER OF TAX PARCEL NO. 25781-000-00; THENCE WEST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL TO THE NORTHWEST CORNER THEREOF; THENCE SOUTH ALONG THE WEST BOUNDARY LINE OF SAID PARCEL TO THE SOUTHWEST CORNER THEREOF; THENCE EAST ALONG SAID PARCEL TO THE SOUTHEAST CORNER THEREOF; THENCE SOUTH TO THE NORTHEAST CORNER OF TAX PARCEL NO. 25785-000-00; THENCE WEST TO THE SOUTHWEST CORNER OF TAX PARCEL NO. 25769-000-00 ON THE EAST BOUNDARY LINE OF TAX PARCEL NO. 25773-000-00; THENCE NORTH ALONG SAID EAST BOUNDARY LINE TO THE NORTHEAST CORNER THEREOF; THENCE WEST TO THE NORTHWEST CORNER THEREOF ON THE EAST BOUNDARY LINE OF TAX PARCEL NO. 25770-000-00; THENCE NORTH TO THE NORTHEAST CORNER OF SAID PARCEL NO. 25770-000-00; THENCE WEST ALONG THE NORTH BOUNDARY LINE OF SAID PARCEL TO THE SOUTHERLY EXTENSION OF THE WEST BOUNDARY LINE OF TAX PARCEL NO. 25478-000-00; THENCE NORTH ALONG SAID EXTENSION AND ALONG SAID WEST BOUNDARY LINE TO THE NORTHWEST CORNER OF SAID PARCEL ON THE SOUTH RIGHT-OF-WAY LINE OF NW 17<sup>TH</sup> LANE; THENCE WEST ALONG SAID RIGHT-OF-WAY LINE TO THE SOUTHERLY EXTENSION OF THE EAST BOUNDARY LINE OF TAX PARCEL NO. 25489-000-00; THENCE NORTH ALONG SAID EXTENSION AND ALONG SAID EAST BOUNDARY LINE TO THE NORTHEAST CORNER THEREOF ON THE SOUTH RIGHT-OF-WAY LINE OF NW 18<sup>TH</sup> STREET; THENCE NORTH TO THE SOUTHWEST CORNER OF TAX PARCEL NO. 25484-000-00 ON THE NORTH RIGHT-OF-WAY LINE OF NW 18<sup>TH</sup> STREET; THENCE NORTH TO THE NORTHWEST CORNER OF SAID PARCEL; THENCE CONTINUE NORTH TO THE SOUTHWESTERLY BOUNDARY LINE OF TAX PARCEL NO. 25450-000-00; THENCE SOUTHEASTERLY ALONG SAID SOUTHWESTERLY BOUNDARY LINE

AND ALONG THE SOUTHWESTERLY BOUNDARY LINE OF TAX PARCEL NO. 25453-000-00 TO THE SOUTH BOUNDARY LINE OF SAID PARCEL NO. 25453-000-00; THENCE EAST ALONG SAID SOUTH BOUNDARY LINE TO THE SOUTHEAST CORNER THEREOF; THENCE NORTH ALONG THE EAST BOUNDARY LINE OF SAID PARCEL TO THE SOUTHWESTERLY RAILROAD RIGHT-OF-WAY LINE; THENCE SOUTHEASTERLY ALONG SAID RIGHT-OF-WAY LINE TO THE POINT OF BEGINNING.

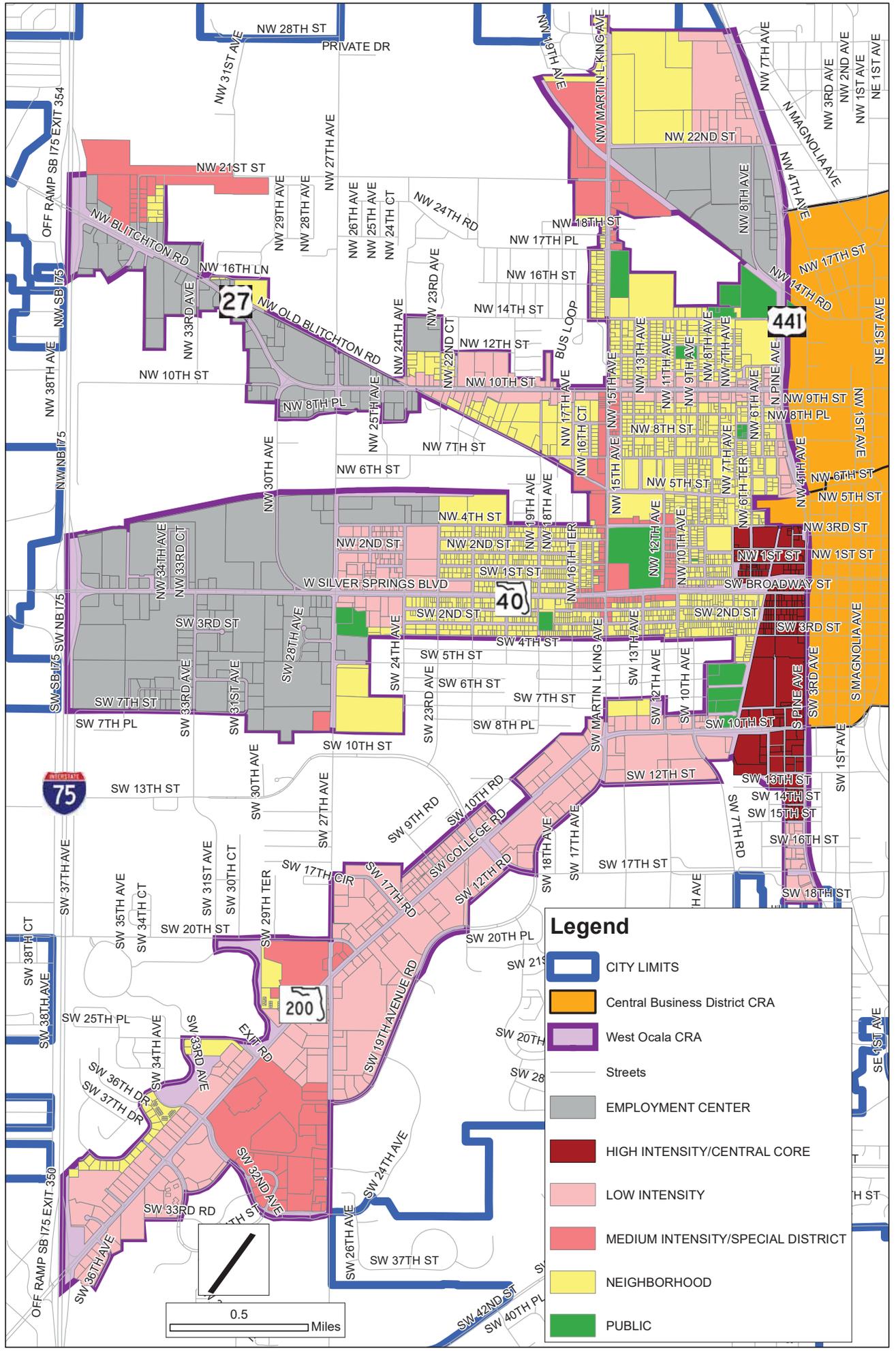
# Appendix 4.2 West Ocala CRA - Open Space



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# Appendix 4.3 - West Ocala CRA 2035 FLU

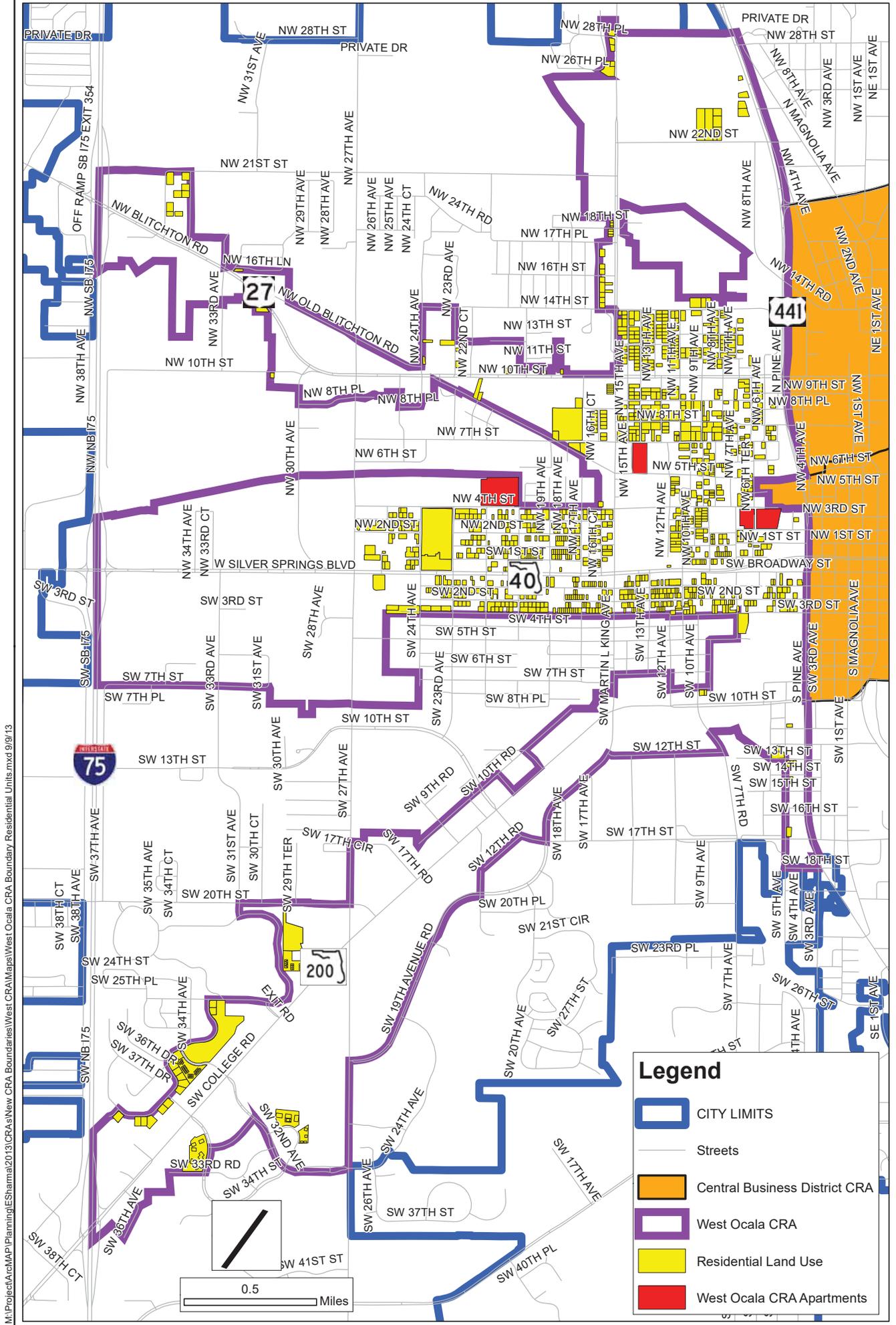
M:\Project\ArcMAP\Planning\EShama\2013\CRA\New CRA Boundaries\West Ocala\Map\West Ocala CRA Proposed 2035 FLU.mxd 4/14/14



**Legend**

- CITY LIMITS
- Central Business District CRA
- West Ocala CRA
- EMPLOYMENT CENTER
- HIGH INTENSITY/CENTRAL CORE
- LOW INTENSITY
- MEDIUM INTENSITY/SPECIAL DISTRICT
- NEIGHBORHOOD
- PUBLIC

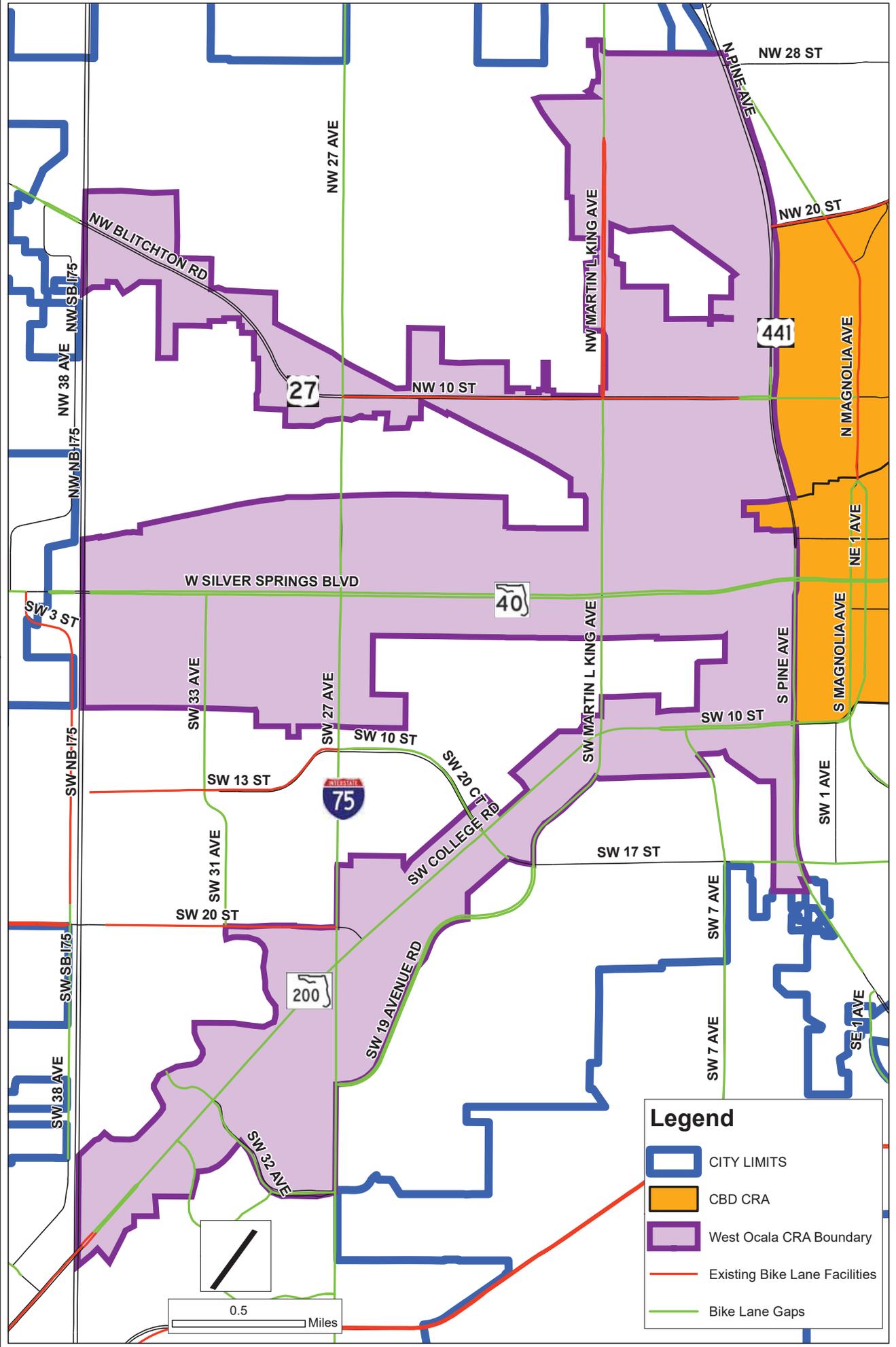
# Appendix 4.4 - West Ocala CRA Residential Units



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# Appendix 5 - West Ocala CRA Boundary Bike Lanes and Bike Lanes Gaps

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# Appendix 6 - West Ocala CRA Boundary Sidewalks and Sidewalk Gaps

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