



Responses to Technical Assistance Comments

Comments from the Department of Economic Opportunity, with responses provided in bold.

1. FLU Policy 1.1.6 establishes FLUE Figure LU-2 "Future Land Use Map" as part of the Official Land Use Map Series. However lines 2452 and 2453 of the Ordinance indicate Figure LU-2 "Future Land Use Map" is deleted in entirety. Please clarify if the FLUM is being deleted and provide the deleted map. Also, the new planning horizon should be identified on the FLUM or FLUM substitute.

This is a typo. Line 2778 of the adoption ordinance has been corrected to read: Figure LU-2E "Downtown Planning Areas & Community Character". Exhibit A has been added, showing the deleted map.

The new planning horizon has been added to Figure LU-2 "Future Land Use" and included in the adoption ordinance as Exhibit F.

2. Figure TE-49A is being added to the Transportation Map Series in Transportation Policy 4.4.10. Please provide a copy of the new map.

Figure TE-49A was already adopted (15-1ESR cycle of amendments, ordinance #2014-65), it is being added it to the list of maps in Policy 4.4.10 as a clarification. No additional changes are needed.

3. Figure C-1 is being revised to update the City's boundaries. Figure C-3 depicts the Wekiva Study Area Boundary over the city's jurisdictional boundaries and is referenced in Conservation Element Policy 1.7.8. The map is dated July 2008. Have there been any changes since 2008 that would warrant revisions to the C-3 map?

The Wekiva Overlay boundary has not changed since 2008, therefore no revisions to Figure C-3 are proposed.

4. Amended Policy 1.1.6 references Figure LU 2F as "Ground Floor Commercial Use Area" as part of the Official Land Use Map Series. The title of Figure LU-2F is *Street-Level Commercial Use Areas* in the adopted plan. Policies 5.4.11, 5.4.7, 5.4.8, and 5.7.2 also use the term street-level. Revising the title of the referenced Figure LU 2F would create greater internal consistency.

Line 247 of the adoption ordinance shows a revision to Policy 1.1.6 to state "Street-Level Commercial Use Areas".

5. Backlogged CSAs referenced in CIE Policies 2.2.32 & 2.2.34. Revised CIE Policy 2.2.32 refers to backlogged facilities as provided in CIE Policy 2.2.34. However Policy 2.2.34 is being amended to delete backlogged CSAs. The amended policy also refers to PSFE Policy 1.1.1 which states that the backlogged CSAs have been included in the Long Term Concurrency Management System (LTCMS) pursuant to CIE Policy 2.2.34. The summary states that policy 3.1.5 is being deleted because a backlog no longer exists. Perhaps, consider revising the supporting policies to provide greater clarity regarding backlogged CSAs.

This was an oversight. Lines 2518 and 2566 of the adopted ordinance revise the text of CIE policy 2.2.32 and PSFE policy 1.1.1 to address this inconsistency.

Comments from the Department of Transportation, with responses provided in bold.

Pursuant to F.S. 163.3184(4)(c), the Florida Department of Transportation (FDOT) recommends a transportation analysis consistent with the requirements of 163.3177, Florida Statutes, should be completed prior to adoption of the proposed amendment. Although the proposed changes are not expected to adversely impact designated transportation resources and facilities of state importance, this cannot be confirmed without the supporting analysis.

- Per FS 163.3177(6)(b)1., the City's Transportation Element is required to identify how it will meet the identified needs of the existing and projected transportation system. Without the supporting analysis being provided, this cannot be achieved.
- Per FS 163.3177(3)(a)4., the City is required to identify in its Capital Improvements Element improvements necessary to ensure the city's adopted level-of-service (LOS) standards are achieved and maintained for the 5-year period, identify these improvements as either funded or unfunded, and identify a level of priority for funding. Without the supporting analysis being provided, this cannot be achieved.

The City's projected growth has not changed substantially since the 2007 EAR. At that time, the 2030 population was projected to be 333,000, and today's projection for 2030 is 338,000. Therefore, the City continues to use its most recent transportation analyses, rather than creating new ones. For reference, the City's 2016 5-year capital improvements schedule, along with supporting data demonstrating how level of service standards will be maintained, was adopted in 2016 (Ord #2016-84, City Document #1611141203). No changes to this ordinance are proposed. The City is currently preparing 2017 data, which will be transmitted to the state review agencies by early 2018.