

INTRODUCTION

The Marion County Transportation Element Goals, Objectives and Policies are designed to provide a comprehensive, area-wide vision of Marion County's transportation systems and integration into the land use planning process. Specifically the element provides in detail the purpose, form, and function transportation infrastructure should fulfill for residents and private industry. The overall goal of the Transportation Element is to establish and maintain greater economic competitiveness by improving efficiency and safety for the movement of people and goods between multiple modes of transportation that is responsive to the needs of the community and consistent with Future Land Use policies.

GOAL 1: PURPOSE OF THE TRANSPORTATION ELEMENT

To develop a comprehensive and performance driven approach to support transportation demands over the life of the comprehensive plan by improving economic efficiency and accessibility while protecting the unique assets, character, and quality of life in Marion County through the implementation of policies that address the following:

- 1. Functionality of the Transportation System;**
- 2. Land Use and Transportation;**
- 3. Provision of Infrastructure;**
- 4. Freight;**
- 5. Transit; and**
- 6. Aviation.**

OBJECTIVE 1.1: IMPLEMENTATION STRATEGY

To create an implementation strategy to enhance the mobility and economic competitiveness of Marion County and conserve the County's natural, cultural, and physical resources to discourage urban sprawl, enhance neighborhoods, maximize infrastructure investments and provide for economic development opportunities.

Policy 1.1.1: Marion County Transportation Planning Principles

Marion County shall rely upon the following principles to guide the overall transportation planning framework and vision for the county:

1. Consider all transportation options and impacts to ensure short-term decisions support strategic, long-term goals of the comprehensive plan.
2. Ensure that transportation decisions, strategies and investments are coordinated with land use goals and recognize the unique character of Marion County.
3. Support a balanced and efficient transportation network for all modes.
4. Recognize freight and goods movement needs and challenges in Marion County and how they interact with the Florida Freight Network, by examining all modes of freight transportation.
5. Support economic development through government practices that place a priority on public infrastructure necessary to attract such activities.
6. Support opportunities for bicycle and pedestrian linkages where practicable between the on-road and off-road networks on local, state, and federal lands and trail networks to encourage alternative travel modes, recreational use, and ecotourism.

GOAL 2: FUNCTIONALITY OF THE TRANSPORTATION NETWORK

To coordinate land use decisions, access locations and configurations in order to maintain and improve the efficiency and safety of the transportation system and to ensure transportation infrastructure supports the effective movement of automobiles, freight, cyclist, pedestrians and transit throughout Marion County.

OBJECTIVE 2.1: LEVEL OF SERVICE

To ensure minimum peak hour level of service standards are maintained for functionally classified County and State roadways within unincorporated Marion County.

Policy 2.1.1: Implementation of Level of Service Standards

Adopted LOS standards shall be used as the criteria to measure the available capacity of functionally classified facilities that are part of the traffic circulation system. Level of Service standards shall not compel or require the County to widen or construct new roadways outside of the Urban Growth Boundary in order to provide capacity to support new development or to address the unmitigated impact of development from adjacent municipalities and counties.

Policy 2.1.2: Level of Service Standards

Marion County shall utilize the following minimum peak hour level of service standards on functionally classified County and State roadways within unincorporated Marion County:

Functional Classification	County Roadways					FDOT Roadways	
	Urban	Rural	Farmland Preservation Area (FPA)	Scenic Road-Rural	Scenic Road-Urban	Urban	Rural
Freeway	D	C	B	C	B	D	C
Principal Arterial	D	C	B	C	B	D	C
Minor Arterial	E	D	B	C	B	D	C
Major Collector	E	D	B**	C	B	D	C
Minor Collector	E	D	B**	C	B	D	C

** LOS D for roadways in the FPA : CR-318 from CR-225 to US-441; CR-25A from SR-326 to US-441; CR-225A from CR-326 to US-27; CR-326 from CR-225A to NW 44th Ave; CR-328.

Policy 2.1.3: Analysis

For the purposes of conducting generalized planning analysis such as deficiency and needs analyses, geographic influence areas, future year analyses, Marion County Shall utilize the latest version of the FDOT Quality/Level of Service Handbook and Generalized Service Volume tables to establish volume and capacity for roadways.

Policy 2.1.4: Determination of Impact

All proposed development shall be evaluated to determine impacts to adopted LOS standards. Land Development Regulations (LDRs) shall be established which determine the level and extent of the analysis required based on the extent of the project and its projected trip generation. The information shall at a minimum provide for a review of site access, circulation, access management, safety, and, when of sufficient size, roadway links analysis and intersection analysis will be provided including Average Annual Daily Trips (AADT) and/or peak hour (AM, PM, Sat/Sun).

OBJECTIVE 2.2: ACCESS MANAGEMENT

To maintain the intended functionality of Marion County's roadway network, access management standards shall be established which provide access controls and manage the number and location of public roadways, private roadways, driveways, median openings, and traffic signals.

Policy 2.2.1: Standards on County Roads

In order to increase safety and minimize traffic impacts on the level of service of roads, the County shall address access management criteria on County collector and arterial roads in order to evaluate new development. Access management requirements shall include, but are not limited to, dedicated turn lanes, limited driveways and curb cuts, shared access/driveways, cross access easements, frontage roads or rear access roads and driveways, inter-connected parking lots, and other means to reduce the need and ability to access properties from County roads and increase access from adjacent properties. The County also recognizes, however, that certain county maintained roads are functionally different from state roads, and may require special attention to needs of a pedestrian-friendly corridor such as traffic calming features, minimal street widths, modest turning radii, modest design speeds, curb extensions, sidewalks, bicycle facilities and the limited use of cul-de-sacs.

Policy 2.2.2: Standards on State Roads

Marion County shall maintain access management standards, consistent with Rule 14-97 F.A.C., to regulate and control vehicular ingress and egress to and from the State Highway System (SHS). The intent of these standards is to protect public safety and the general welfare, to provide for mobility of people and goods, to preserve the functional integrity of the SHS, and to minimize the number of access points to state roads thereby reducing turning movements, conflict points, and other hazards. New development and redevelopment along State Roads shall be required to conform with or exceed these standards. Access management requirements shall include, but are not limited to, dedicated turn lanes, limited driveways and curb cuts, shared access/driveways, cross access easements, frontage roads or rear access roads and driveways, inter-connected parking lots, and other means to reduce the need and ability to access properties from State roads and increase access from adjacent properties.

Policy 2.2.3: Single Access

Marion County shall discourage single access residential development along arterial and collector roadways, requiring connection to existing and future development where opportunities for connectivity exist.

OBJECTIVE 2.3: CONNECTIVITY

To ensure a balanced and efficient transportation system within the Urban Growth Boundary, Marion County shall encourage the development of interconnected multi-modal transportation infrastructure that serves residential neighborhoods, commercial development, and commerce/employment centers.

Policy 2.3.1: Multimodal

Marion County shall encourage mixed-use projects and development patterns that promote multimodal transportation through the Future Land Use Element and Capital Improvements Element.

Policy 2.3.2: Provision of Multimodal Connections

Where site and location analysis determines that there is a need, the County shall provide or require the provision of bicycle and/or pedestrian ways, and/or other alternative modes of transportation through the Land Development Code to connect residential, recreational, schools and commercial areas internally and to adjacent properties unless such facilities would create a safety hazard.

Policy 2.3.3: Maximizing Residential and Employment Uses for Transit

Marion County shall encourage development that contributes to achieving the minimum development expectations for residential and employment generating land uses within areas that are appropriate for Transit-Oriented Designs identified in the FLUE (Policy 10.4.2) to enhance the efficiency and viability of transit performance.

Policy 2.3.4: Residential and Non-residential Development

Marion County shall require new residential and non-residential development and redevelopment projects generating more than 100 peak hour trips accessing arterial or collector roadways to increase connectivity and minimize trips on major roadways through the provision of the following facilities:

Residential Development

- Sidewalk connections from the development to existing and planned public sidewalk along the development frontage.
- Deeding of land or conveyance of required easements generally parallel to a property's frontage of residential development located on arterial or collector roadways to the County, as needed, for the construction of public sidewalks, bus turn-out facilities and/or bus shelters.
- Interconnected local streets, drive accesses, pedestrian networks and bicycle networks that provide access between land uses (including non-residential uses) and direct routes to transit to reduce congestion. These projects include, but are not limited to State and County arterials and collectors. Developers may deed land for right of way and/or construct roadway extensions to County specifications.

Non-Residential Development

- Cross-access connections/easements where available and economically feasible.
- Sidewalk connections from the development to existing and planned public sidewalk along the development frontage.
- Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site.
- Provide safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site.
- Deeding of land or conveyance of required easements generally parallel to a property's frontage of non-residential development located on arterial or collector roadways to the County, as needed, for the construction of public sidewalks, bus turn-out facilities and/or bus shelters.

- Development of, or participation in, a transportation demand management (TDM) program that provides funding or incentives for transportation modes other than single occupant vehicle to reduce VMT. Such TDM programs shall utilize a methodology approved by the County and may require performance monitoring and reporting.

Policy 2.3.5: Complete Streets

Marion County shall encourage the use of Complete Street principles to provide transportation facilities for all modes, and accommodate the needs of the elderly and school children, with the exception of the circumstances listed below on local and collector roadways within the Urban Growth Boundary:

- a) Bicyclist and pedestrians are prohibited by law from using the facility.
- b) Existing right-of-way is physically constrained and unable to accommodate all users.
- c) Cost of establishing bikeways, walkways or other accommodations would be disproportionate to the need.
- d) Complete Streets principals are deemed inappropriate or conflicting with public safety measures.

Policy 2.3.6: Connections to Educational Facilities

The County shall coordinate with the Marion County School Board to promote bicycle and pedestrian connections between schools and adjacent or nearby residential developments.

Policy 2.3.7: Bicycle and Pedestrian Infrastructure

The provision of bicycle and/or pedestrian infrastructure may be required of future development. Development and maintenance of these facilities shall be consistent with the latest version of the Ocala/Marion County Bicycle and Pedestrian Plan and focused on identified key facilities and those areas of the bicycle/pedestrian network with known deficiencies.

Policy 2.3.8: Beautification and Way finding

The County shall adopt design criteria for landscaping and signage along new roadways and shall implement a program to landscape and maintain existing and new median strips and rights-of-way.

Policy 2.3.9: Pedestrian Displays

The County shall require or provide pedestrian displays at signalized intersections according to criteria, based on standard traffic engineering practices.

GOAL 3: LAND USE AND TRANSPORTATION

To recognize the inter-relationship of land use patterns and the need to coordinate those with the County's transportation planning efforts to ensure the appropriate transportation network is in place within Urban Growth Boundary (UGB) to address land use/transportation interactions.

OBJECTIVE 3.1.: FINANCIAL FEASIBILITY OF DEVELOPMENT

To encourage development within the Urban Growth Boundary where infrastructure can be provided in a financially feasible manner.

Policy 3.1.1: Map Series

The Transportation Element Map Series shall be the guiding document for the development of Marion County's transportation network. The maps shall be reviewed and updated, if required, at least annually, by projecting levels of service for roadways using the best available data.

Policy 3.1.2: Adequate Rights of Way/Encroachment

The County shall ensure adequate rights-of-way for roadway, Transit, bicycle and pedestrian pathways, and protect existing and future rights-of-way from building encroachment.

OBJECTIVE 3.2: INTERGOVERNMENTAL COORDINATION

Traffic circulation planning shall be coordinated with Future Land Uses shown on the future land use map of this plan and implemented through the County's Transportation Improvement Program, and the annual update and adoption of the Capital Improvements Element Schedule of Improvements, the Florida Department of Transportation Work Program, the Ocala/Marion County Transportation Planning Organization's 5-Year Transportation Improvement Plan and Long Range Transportation Plan and plans of neighboring jurisdictions.

Policy 3.2.1: Long Range Transportation Plan

Marion County shall coordinate with the Ocala\Marion County Transportation Planning Organization (TPO) in updating the Long Range Transportation Plan.

Policy 3.2.2: Coordinated Mobility Planning

Marion County shall establish cooperative agreements among local governments and transportation agencies to coordinate land use and transportation mobility planning efforts and establish improvement priorities. The goal of this approach is to produce an effective and efficient transportation network, coordinated with land use, in an effective, predictable and equitable manner. Agreements at a minimum shall address:

- Provision of mobility needs through an interconnected and accessible transportation system that considers all modes of travel;
- Discouragement of urban sprawl and reduction of greenhouse gas emissions by providing incentives to promote compact, mixed-use, and energy efficient development;
- Coordination of the planned transportation system with growth areas defined in the future land use element;
- Mitigation of impacts by new development on the transportation system in proportion to those impacts.

Policy 3.2.3: Transportation Capital Improvements

Projects listed in the Florida Department of Transportation and Ocala/Marion County Transportation Planning Organization's 5-Year Transportation Improvement Plans shall be included as part of the annual update and adoption of the Capital Improvements Element (CIE) Schedule of Improvements.

Policy 3.2.4: Compatibility with Municipalities

Marion County shall review, for compatibility with this element, the traffic circulation plans and programs of the neighboring municipalities as they are amended in the future.

OBJECTIVE 3.3: CONCURRENCY

To administer transportation concurrency as adopted in the Land Development Code to support transportation planning in Marion County.

Policy 3.3.1: Maintaining Levels of Services

Concurrency management shall ensure that the levels of service established shall be maintained along on County, State and Federal roadways.

Policy 3.3.2: Constrained Roadways

Concurrency Management procedures shall ensure that constrained roadways are protected from further, avoidable, degradation of the LOS and that all other roadways operate at or above the level of service standard defined in Policies 2.1.1 and 2.1.2 of this element.

Policy 3.3.3: Proportionate Share

Consistent with the criteria set forth in Section 163.3180 Florida Statutes Marion County Shall allow an applicant for a DRI development order, rezoning, or other land use development permit to satisfy the transportation concurrency requirements and DRI review requirements, when applicable, if the applicant enters into a binding agreement to pay for or construct its proportionate share of required improvements.

Policy 3.3.4: Developers Agreement

Transportation Improvements to be provided by the developer shall be guaranteed in an enforceable development agreement.

GOAL 4: PROVISION OF INFRASTRUCTURE

Marion County shall develop a cost effective transportation system based on market principals which maximize economic efficiency and provide accessibility for residents and industry consistent with the Future Land Use Map.

Objective 4.1: BENEFIT-COST APPROACH

Marion County shall implement a benefit-cost based approach to the development of transportation infrastructure that evaluates all feasible alternatives and the economic advantages and disadvantages.

Policy 4.1.1: Data Collection

Traffic count procedures shall be established or strengthened by the County in order to support the data requirements of concurrency management and future transportation planning. The County shall coordinate database management with the Ocala/Marion County Transportation Planning Organization. The Florida Traffic Monitoring Handbook shall be used as a guide in developing these procedures.

Policy 4.1.2: Transportation Network Analysis and Measurement

The County shall conduct ongoing traffic count and trip generation studies to provide data to assist in determining transportation impact fees, levels of service and other transportation related needs. Existing and future roadway characteristics, functional classification, level of service standards and capacities identified in Policy 2.1.2 shall be updated annually as part of the CIE Schedule.

Policy 4.1.3: Project Prioritization

Transportation improvement projects shall be prioritized according to the following criteria:

- 1 a) Safety;
- 2 b) Location within or outside the Urban Growth Boundary;
- 3 c) Consistency with the Future Land Use Element
- 4 d) Capacity deficiency;
- 5 e) System Continuity;
- 6 f) Right-of-Way;
- 7 g) Multi-Modal & Environmental Considerations; and
- 8 h) Consistency with the Ocala Marion County Transportation Planning Organizations Long
- 9 Range Transportation Plan (LRTP)

10 **Policy 4.1.4: Safety Improvements**

11 Marion County shall evaluate annual accident frequency reports for all collectors and arterial roads,
12 which shall be used to determine priorities for programming transportation safety capital
13 improvements.
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15 **Policy 4.1.5: Right of Way Acquisition**

16 Marion County shall annually establish a schedule for the acquisition of rights-of way needed for future
17 road improvements listed in the Transportation Improvement Program and CIE Schedule.
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19 **Policy 4.1.6: Right of Way Dedication/Construction Requirements**

20 The County's Land Development Code shall require all development, for which subdivision and/or site
21 plan approval is necessary, to comply with right-of-way dedication and road construction requirements
22 for County, local and private roads and the FDOT Manual of Uniform Minimum Standards for Design,
23 Construction and Maintenance for Streets and Highways.
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25 **Policy 4.1.7: Eminent Domain**

26 The County shall exercise the power of eminent domain as necessary to achieve right-of-way to
27 implement the future roadway plan as adopted in the Comprehensive Plan.
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29 **GOAL 5: FREIGHT**

30 **Marion County shall enhance the freight transportation network (aviation, highways and rail), which**
31 **supports existing industry and enhances future economic development opportunities.**
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33 **Objective 5.1: LAND USE AND FREIGHT**

34 Marion County shall ensure manufacturing and industrial uses located near or having direct access to
35 airports, rail lines and Florida Freight Network/Strategic Intermodal System (SIS) highways, are
36 protected from obtrusions by surrounding land uses in order to minimize conflict among incompatible
37 uses.
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39 **Policy 5.1.1: Intermodal Freight Strategy**

40 Marion County shall promote an intermodal freight transportation strategy, including rail, truck, and air
41 transportation with efforts to strengthen the connections between all modes to realize improved freight
42 and goods movement.
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Policy 5.1.2: Industry Outreach

As future land use planning and infrastructure development projects arise that may impact freight movement, Marion County shall engage local representatives from the freight community to advise the County as to what impact these changes may have on their operations and solicit possible alternatives.

Policy 5.1.3: Infrastructure Design Consideration

A context sensitive approach shall be taken in the design of roadways and driveways that carry substantial amounts of freight traffic. Context sensitive approaches include ensuring sufficient turning-radii, vertical clearance, weight capabilities, and intersection and driveway spacing.

GOAL 6: TRANSIT

Marion County shall coordinate with the TPO to undertake action to serve transportation disadvantaged persons with an efficient transit system; provide for the development of a rational and integrated multi-modal transportation system; provide management support to coordinate all components of the Transit service system and relevant comprehensive plan elements; and preserve options to promote the development of long-range transit alternatives.

Objective 6.1: FUTURE TRANSIT SERVICE

It is the objective of the County to have all areas within an Urban Growth Boundary identified in the Future Transportation Corridor Map served by transit. Marion County may establish transit supportive land use patterns and require the provision of transit facilities.

Policy 6.1.1: Paratransit

Marion County shall continue to provide support for the operation of paratransit services for the transportation disadvantaged in Marion County in cooperation with the Ocala/ Marion County Transportation Planning Organization.

Policy 6.1.2: Availability of Transit

Within an Urban Growth Boundary availability of transit facilities shall be one of the criteria used to evaluate proposed Comprehensive Plan amendments.

Policy 6.1.3: Regional Activity Centers

Master plans for all new or expanding Regional Activity Centers shall include the following elements:

- a) Access management plan minimizing direct ingress/egress onto collector/ arterial roadways;
- b) Coordinated multi-modal system for automobiles, bicycles, pedestrians and Transit;
- c) Dedication/Coordination of Park and Ride facilities at the terminus for major regional transit systems
- d) Pursue transportation demand reduction strategies in the use of single occupant vehicles with local/regional/state and federal partners, including but not limited to vanpooling and carpooling, preferential parking, Transit facilities, including comfortable bus stops, and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes.

Policy 6.1.4: Transit Facility Development

Marion County may require that transit facilities, such as turn-out bays, preemptive signals, high-occupancy vehicle lanes, bus-only lanes and transit shelter locations identified within future transit corridors and existing routes lacking adequate facilities, be included in roadway design proposals for the expansion of arterials or collectors.

Policy 6.1.5: Transit Facility Design Standards

The Land Development Code shall contain standards for access to public transit, bicycle and pedestrian systems. Standards shall be applicable to new developments, redevelopment and road improvements.

Policy 6.1.6: Development Specific Design Standards

For Developments of Regional Impact, and new developments, Marion County may require site and building design to be coordinated with public transit, bicycle, and pedestrian facilities. Facility requirements may include, but not be limited to, pedestrian access to transit vehicles, transit vehicle access to buildings, bus pull-offs, transfer centers, shelters, and bicycle facilities.

Policy 6.1.7: Funding for Transportation Disadvantaged

Marion County shall, through TPO activities and funding resources, provide increased mobility for transportation disadvantaged persons using the MCSS system and promote an increase in ridership.

Policy 6.1.8: Transit Funding

Marion County shall continue to provide support for the transit system, within financial resources, in order to maintain this service.

Policy 6.1.9: Transportation Demand Management

Marion County may implement Transportation Demand Management (TDM) programs for its employees. The programs may include but are not limited to, ride sharing, ride matching, vanpooling, transit system information, telecommuting, flexible work hours, preferential parking and transit subsidies.

OBJECTIVE 6.2: COMPACT DEVELOPMENT

The Land Development Code shall encourage compact development and clustering which shall facilitate future development of an integrated multi-modal transportation system.

Policy 6.2.1: Discouragement of Inefficient Development Patterns

Marion County shall ensure that provisions of all elements of the comprehensive plan are consistent with the goal by discouraging sprawl and disjointed development.

Policy 6.2.2: Development Review

Marion County shall require that development review procedures consider multi-modal transportation system impacts.

Policy 6.2.3: Alternative Mitigation

Where appropriate, Marion County shall consider non-auto mode improvements as mitigation for transportation impacts of new development.

Policy 6.2.4: Large Scale Development

Marion County shall require, through the Land Development Code, that projects meeting reasonable size and density thresholds are designed in such a way as to facilitate the provision of future transit service, i.e. require adequate street width, turning radii to accommodate transit buses, require reservation of right-of-way for transit vehicle pull-out bays at appropriate locations, etc.

Policy 6.2.5: Funding Mechanisms

Marion County shall investigate various funding mechanisms, including impact fees and mobility fees to assist in the financing of the public transportation needs of the County.

Policy 6.2.6: Promotion of Alternatives

Marion County shall actively work with FDOT, Ocala/Marion County Transportation Planning Organization, local governments, citizens and the business community in the promotion of mixed-use development, and support of vanpooling, guaranteed ride-home, carpooling, employer-based public transit subsidies, park and ride, and telecommuting programs to reduce peak hour demand and reduce vehicle miles traveled.

Policy 6.2.7: Multimodal Connectivity

Marion County shall provide connections between and within land uses in order to increase pedestrian mobility and transit accessibility where opportunities and resources permit. The Quality/Level of Service Handbook developed by the Florida Department of Transportation shall be utilized in order to determine a Level of Service for bicycle, pedestrian, and transit facilities. The County shall implement short term (5yr) and long term (Planning Horizon) connectivity strategies to include, but are not limited to the following:

Short term

- Evaluate and implement neighborhood level connectivity techniques
- Improvements to existing transit routes including increased service levels
- Connection of established transit stops to the sidewalk network
- On-site pedestrian circulation plans for new development and redevelopment where sidewalks existing or are programmed in the Transportation Improvement Program (TIP) five-year schedule. Circulation plans include connecting the public sidewalk where sidewalks are not to the primary building entrance and direct cross access connections to all adjacent parcels
- Sidewalk connections from the development to existing and planned public sidewalk along the development frontage.
- Require developments to provide cross-access easements or public right-of-way stubouts to adjacent parcels when such connections will improve connectivity and enhance access to surrounding land use. Provisions for future connections shall be provided in all directions, except where abutting land is undevelopable.
- Provide bicycle lanes and sidewalks on all new and rebuilt collector and arterial facilities in urban areas. However, a design exception may be approved by the Board of County Commissioners as a result of public input, cost feasibility, or policy restrictions.
- Minimize gated communities, which prevent existing or future roadway interconnections

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2 Long Term
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- New transit fixed facilities such as Bus Rapid Transit (BRT)
 - Creation of parallel facilities
 - Enhance and provide sidewalk and bicycle facilities when feasible to include connectivity to other like facilities, schools and major trip generators.
- 8

9 **OBJECTIVE 6.3: INTERGOVERNMENTAL COORDINATION**

10 Marion County shall ensure that its public transportation element is coordinated and consistent with the
11 5-Year Transportation Plan of the Florida Department of Transportation and the Ocala/Marion County
12 TPO.
13

14 **Policy 6.3.1: Enhancement of Multimodal Opportunities**

15 Marion County shall seek to provide opportunities to enhancing multimodal opportunities with parking
16 strategies such as having available parking at transfer stations and major stops; park and ride; and
17 locating bus stops at existing, major parking facilities (i.e. malls, shopping centers). The County shall
18 establish, in the Land Development Code, land use, site, and building guidelines and requirements for
19 development in public transit corridors to ensure accessibility of new development to public transit
20 consistent with the Ocala/Marion County Transit Development Plan.
21

22 **Policy 6.3.2: Promotion of Transit**

23 Marion County shall promote the use of fixed route and demand-response transit.
24

25 **GOAL 7: AVIATION**

26 **Marion County shall support the development of general aviation facilities, both public and private, to**
27 **better serve the needs of the citizens of Marion County and surrounding areas by providing for**
28 **aviation-compatible land uses for airports licensed for public use, by limiting or restricting**
29 **incompatible land uses and activities.**
30

31 **OBJECTIVE 7.1: AVIATION AND LAND USE**

32 The County shall develop a regulatory framework for land uses in areas surrounding public use airports
33 and Military Installations consistent with the Future Land Use Element to ensure the safety of the flying
34 public and the current and long-term viability of military installations.
35

36 **Policy 7.1.1: Airport Development**

37 All airport development shall be in accordance with federal, state, and local directives and regulations.
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39 **Policy 7.1.2: Master Plan**

40 The Marion County Airport Master Plan shall be the primary planning document for development of
41 Marion County Airport.
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43 **Policy 7.1.3: Capital Improvements**

44 Scheduled capital improvements shall be reviewed by the Marion County Board of County
45 Commissioners on an annual basis. Timing of improvements shall be dependent on availability of state,
46 federal and local funding.

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2 **Policy 7.1.4: Capital Improvements Programming**

3 Facility and expansion costs necessary to implement the aviation plan shall be included in the County's
4 Capital Improvement Plan and the Capital Improvements Element of the Comprehensive Plan.
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6 **Policy 7.1.5: Preservation of Military Installations**

7 The County shall review development requests for the type and intensity of use, height of structures and
8 other criteria necessary to insure the current and long-term viability of military installations, as listed in
9 OPNAVINST 3550, 1 series.
10

11 **Policy 7.1.6: Private Airports and Surrounding Land Use**

12 Land use shall be restricted adjacent to private use airports that would inhibit the safe operation of the
13 airport.
14

15 **Policy 7.1.7: Department of Defense Representatives**

16 The Planning & Zoning Commission and the Land Development Regulation Commission shall include, as
17 ex-officio members, appropriate local Department of Defense or U.S. Navy representatives to advise
18 them regarding land use issues with the potential to impact military facilities and operations.
19

20 **OBJECTIVE 7.2: CONSISTENCY WITH COMPREHENSIVE PLAN**

21 Improvements to existing airports and new sitings shall be consistent with the Goals, Objectives, and
22 Policies of the Future Land Use, Conservation, and Transportation Elements of this Plan.
23

24 **Policy 7.2.1: Intergovernmental Coordination**

25 The County shall coordinate with applicable Federal and State agencies to ensure that the airport shall
26 continue to be a part of the Continuing Florida Aviation System Planning Process.
27

28 **Policy 7.2.2: Airport Improvement/Expansion**

29 Improvements or expansion or airport facilities shall be coordinated with the necessary expansion or
30 improvements to the traffic system to support the facility.
31

32 **Policy 7.2.3: Minimization of Environmental Impacts**

33 Airport improvements and expansion shall be designed to minimize adverse environmental impacts.
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35 **Policy 7.2.4: Hazards to Flight**

36 Land use map amendments, zoning changes or tower development within the vicinity of airports and
37 military installations shall not be permitted without compelling data and analysis proving that the
38 proposed uses will not create hazards to VFR or IFR flight or adversely affect airport/installation
39 operations.
40

41 **Policy 7.2.5: Regulation of Airports**

42 The Land Development Code shall establish regulation of airports by Special Use Permit or special zoning
43 category to allow placement of appropriate conditions to safeguard public health, welfare and safety.
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