

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
Section 1: Economic Development	
<p>1.1 Increase long-term employment opportunities in the private sector through public and private sector cooperative activities emphasizing the following principles:</p> <ol style="list-style-type: none"> 1. Maximum leveraging of public funds; 2. Public/private partnerships; and 3. Public sector initiative and leadership. 	Future Land Use Objective 1.5, Objective 1.6 and Policies 1.6.1 through 1.6.5
1.2 Maintain a business climate that provides opportunities for industry growth and expansion in order to provide quality employment for the region's residents without degrading the environment, quality of life, or ability of local governments to <u>provide services and facilities.</u>	Future Land Use Objective 1.5, Objective 1.6 and Policies 1.6.1 through 1.6.5
1.3 Promote full utilization by business of the economic development enhancement programs established by the federal government, the Florida Legislature, and local governments.	Future Land Use Objective 1.5, Objective 1.6 and Policies 1.6.1 through 1.6.5
1.4 Strengthen research and development activities to assist in attracting high technology firms.	Future Land Use Objective 1.5, Objective 1.6 and Policies 1.6.1 through 1.6.5
1.5 Reduce fluctuations in the region's unemployment rate by increasing non-seasonal employment.	Future Land Use Objective 1.5, Objective 1.6 and Policies 1.6.1 through 1.6.5
1.6 Strengthen the region's position in the world economy through promotion of international banking and trade.	Future Land Use Objective 1.5, Objective 1.6 and Policies 1.6.1 through 1.6.5
1.7 Encourage development projects for which there is a demand, demonstrated through the use of appropriate inventories by local governments.	Future Land Use Objectives 1.1, 1.3, 2.1, 2.2, Policy 4.1.6, Objective 5.1 and Policy 5.1.1, Objective 5.2
1.8 Encourage economic development in economically distressed areas.	Future Land Use Objective 1.5, Objective 1.6 and Policies 1.6.1 through 1.6.5; Objective 5.3

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<p>1.9 In order to provide a supportive economic climate for commercial space industry that takes advantage of the region's unique spacerelated infrastructure, public agencies should support the Spaceport Florida Authority in their efforts to attract and maintain space-related businesses and programs, including:</p> <ol style="list-style-type: none"> 1. Retaining and strengthening the US satellite launching industry through development of new commercial launch infrastructure and modernization of existing launch systems; 2. Developing space-related research and manufacturing capabilities, and increasing opportunities for small entrepreneurial firms and laboratories; and 3. Increasing university participation in space-related research and encouraging development of related educational opportunities at all levels. 	<p>Addressed by Other Agencies or Programs</p>
<p>Section 2: Emergency Management</p>	
<p>2.1 Existing regulations regarding generation, storage, treatment, disposal, monitoring and transportation of hazardous waste and materials shall be enforced. Local comprehensive plans shall consider the potential for contamination of natural resources, particularly recharge areas, by hazardous wastes or materials and shall establish provisions addressing potential adverse impacts of improper management.</p>	<p>Future Land Use Objective 1.2 and Policies 1.2.2 and 1.2.4; Conservation Objective 1.2 and Policies 1.2.1 through 1.2.4; Objective 1.3 and Policies 1.3.1 through 1.3.7, Policy 1.7.7; Stormwater & Aquifer Recharge Objective 1.8 and Policies 1.8.1 1.8.2; Potable Water Objective 1.1 and Policies 1.1.1 through 1.1.3; Solid Waste Objective 2.3 and Policies 2.3.1 through 2.3.7, Objective 2.5 and Policies 2.5.1 and 2.5.2</p>
<p>2.2 Development in coastal high-hazard areas shall be managed so that public facilities and services required to maintain maximum allowable hurricane evacuation times in county comprehensive plans do not exceed local government's ability to provide them.</p>	<p>Addressed by Other Agencies or Programs</p>
<p>2.3 Following a hurricane, undertake mitigative actions to reduce or avoid future property damage through the following actions:</p> <ol style="list-style-type: none"> 1. Relocate structures significantly damaged in hurricane events; 	<p>Addressed by Other Agencies or Programs</p>

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<p>2. Redirect land acquisition program funds toward acquisition of beach and estuarine properties that should not be redeveloped; and</p> <p>3. Limit the rebuilding of public facilities to those instances where it is necessary in order to provide a minimum level of public services to existing development.</p>	
<p>2.4 Development on barrier islands and other susceptible areas should be discouraged where established hurricane evacuation times are exceeded. Adherence to this policy requires that:</p> <p>1. Mitigation measures for evacuation times should be limited to evacuation expediency procedures, and not include roadway improvements on, or leading to, the barrier islands or peninsulas; and</p> <p>2. Physical mitigation measures for evacuation times in areas other than barrier islands or peninsulas shall be at a 1.5:1 ratio.</p>	Addressed by Other Agencies or Programs
Section 3: Housing	
<p>3.1 Provide a broad geographic choice of a variety of housing types and price levels for all residents living in or migrating to the region. Implementation of this policy requires consideration of the following:</p> <p>1. Alternative choices for housing catering to the needs of persons in all income brackets should be available in a broad selection of areas throughout the region;</p> <p>2. Downtown redevelopment areas should promote new housing, rehabilitation of existing housing, necessary infrastructure and services, and provide housing opportunities that will be attractive to representative proportions of all income groups. Displacement of existing residents shall be minimized in the redevelopment process;</p> <p>3. Areas currently characterized by high concentrations of low income housing, minority groups, and publicly assisted housing should be more heterogeneous;</p> <p>4. Encourage an adequate supply of housing types at a variety of price levels, including housing for low and moderate income households and manufactured and prefabricated homes; and</p>	<p>Housing Goals 2 and 5, Objective 2.1 and Policies 2.1.1 and 2.1.2, Objective 2.2 and Policies 2.2.1 and 2.2.2, Objective 2.3 and Policies 2.3.1 through 2.3.16, Objective 2.4 and</p> <p>Policies 2.4.1 through 2.4.4, Objective 2.5 and Policies 2.5.1 through 2.5.4,</p> <p>Objective 2.6 and Policy 2.6.1, Objective 2.7 and Policy 2.7.1, Objective 2.8 and Policy 2.8.1, Objective 2.9 and Policy 2.9.1, Objective 5.1 and Policies 5.1.1</p> <p>through 5.1.2, Objective 5.2 and Policy 5.1.2, Objective 5.2 and</p> <p>Policy 5.2.1, Objective 5.3 and Policies 5.3.1 through 5.3.7, Objective 5.4 and Policy 5.4.1.</p>

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<p>5. Housing mobility and choice should be enhanced by encouraging a sufficient inventory of housing to maintain adequate vacancy rates for low-income owner-occupied and rental housing.</p>	<p>Objective 5.4 and Policies 5.4.1 through 5.4.2, Objective 5.5 and Policy 5.5.1, Objective 5.6 and Policies 5.6.1 and 5.6.2, Objective 5.7 and Policy 5.7.1, Objective 5.8 and Policies 5.8.1 through 5.8.5, Objective 5.9 and Policies 5.9.1 through 5.9.4, Objective 5.10 and Policies 5.10.1 through 5.10.5</p>
<p>3.2 Ensure that housing units are available to all the region's residents regardless of age, race, handicaps, gender or family size. Implementation of this policy requires consideration of the following:</p> <ol style="list-style-type: none"> 1. Members of the homebuilders profession, financial institutions, real estate companies, and community organizations should endorse a coordinated affirmative marketing plan and comply with federal fair housing laws and guidelines; 2. Real estate steering and redlining practices by mortgage and insurance companies should be eliminated; 3. Housing units for sale or rent shall not be denied to any person because of race, age, handicap, or gender; 4. Provisions should be made to ensure availability of affordable housing to families with children; 5. All counties and municipalities should have a mechanism to deal with fair housing at the local level; and 6. Housing should be available for persons desiring adult living communities and retirement communities. 	<p>Housing Goals 1, 3 and 4, Objective 1.1 and Policies 1.1.1 through 1.1.5, Objective 3.1 and Policy 3.1.1, Objective 3.2 and Policy 3.2.1, Objective 4.1 and Policy 4.1.1, Objective 4.2 and Policy 4.2.1, Objective 4.3 and Policies 4.3.1 and 4.3.2</p>
<p>3.3 Support coordination among the public, private, and user sectors of the region's housing market. Promote awareness of and access to information about the services of public and private agencies to all persons, especially minorities, elderly, low-income groups, the handicapped, transients and single parent families. Implementation of this policy requires consideration of the following:</p> <ol style="list-style-type: none"> 1. Communications should be strengthened among the various organizations comprising the housing market, such as public assistance agencies, financial institutions and realtors. 2. People seeking housing should be aware of and have access to housing services provided by public and private entities. 	<p>Housing Objective 2.3 and Policies 2.3.1 through 2.3.16, Objective 4.3 and Policies 4.3.1 and 4.3.2; Objective 5.7 and Policy 5.7.1</p>

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Section 4: Natural Resources Water Resources	
<p>4. 1 Local governments shall cooperate with water management districts in enforcing water management district emergency water shortage plans. Water management districts should assist local governments in preparing ordinances by distributing model ordinances or providing technical assistance.</p>	<p>Conservation Policy 1.3.3; Stormwater and Aquifer Recharge Objective 1.8 and Policy 1.8.6; Potable Water Objective 1.2 and Policy 1.2.8, Objective 1.3 and Policies 1.3.1 and 1.3.2; Intergovernmental Coordination Objective 2.4 and Policies 2.4.1 through 2.4.4</p>
<p>4.2 Water conservation techniques and programs shall be developed. Such techniques and programs may include:</p> <ol style="list-style-type: none"> 1. Installation of water-conserving plumbing fixtures that are consistent with requirements of the State Water Conservation Act (s.553.14, FS) in new or renovated building construction; 2. Water reuse and/or reclamation for irrigation, industrial use and other non-potable water use; 3. Implementation of leak detection programs by owners/operators of public water supply systems to find and curtail losses of potable water; 4. Limiting lawn irrigation to between the hours of 5:00 pm and 9:00 am; 5. Adoption of xeriscape landscaping ordinances; 6. Adoption of conservation-oriented rate structures by utilities; and 7. Implementation of water conservation public education programs. 	<p>Conservation Policy 1.3.3, Objective 1.8 and Policies 1.8.1 through 1.8.4; Stormwater Objective 1.8 and Policy 1.8.1; Potable Water Goal 1, Objective 1.2 and Policies 1.2.1 through 1.2.8, Objective 1.3 and Policies 1.3.1 through 1.3.2, Objective 1.4 and Policies 1.4.1 through 1.4.3, Objective 1.5 and Policies 1.5.1 through 1.5.5, Objective 1.8 and Policies 1.8.1 through 1.8.3; Wastewater Policy 2.1.1; Intergovernmental Coordination 2.4 and Policies 2.4.2 and 2.4.3</p>

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<p>4.3 Prime groundwater recharge areas and other recharge areas identified by the Regional Planning Council or local governments as necessary to maintain water quality and quantity in aquifers from which potable water supplies are drawn, shall be protected. Activities within recharge areas should not reduce the volume of recharge (i.e., increase the total volume of post-development runoff), or reduce the quality of groundwater below state standards (s.17-3.071 and s.17-3.404, FAC).</p>	<p>Future Land Use Policy 1.2.4; Conservation Objective 1.2 and Policy 1.2.1, Policy 1.3.1; Stormwater & Aquifer Recharge Objective 1.8 and Policies 1.8.1 through 1.8.6, Objective 1.10 and Policies 1.10.1 through 1.10.3; Potable Water Objective 1.1 and Policies 1.1.1 through 1.1.3</p>
<p>4.4 Nonpotable water demands should be met using the lowest quality water available and appropriate for the intended application. In order to reduce groundwater or surface water withdrawals, water reuse or reclamation programs should be used whenever feasible for uses that do not require potable water.</p>	<p>Conservation Objective 1.8 and Policies 1.8.1 through 1.8.4; Stormwater & Aquifer Recharge Policy 1.8.1; Potable Water Objective 1.2 and Policies 1.2.1 through 1.2.4, Objective 1.4 and Policies 1.4.1 through 1.4.3; Wastewater Objective 2.2 and Policies 2.2.1 through 2.2.3</p>
<p>4.5 In order to conserve potable water, new development that proposes to use potable water for landscape irrigation shall employ xeriscape principles via planting and/or preservation of native vegetation. Where using native species is not practical, other drought-resistant species shall be used to the greatest possible extent. Native or drought-resistant plants include those in the Florida Native Plant Society's Native Plants for Landscaping in Florida or comparable guidelines prepared by the FDACS, Florida Game and Freshwater Fish Commission, Florida Department of Environmental Protection, Regional Planning Council or water management districts.</p>	<p>Urban Design Objective 6.1 and Policies 6.1.1 and 6.1.2; Conservation Policy 1.5.7, Objective 1.8 and Policies 1.8.1, 1.8.3 and 1.8.4; Stormwater & Aquifer Recharge Policy 1.9.2; Potable Water Policies 1.2.1, 1.2.4, 1.2.8 and 1.8.1</p>

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<p>4.6 Watersheds upstream of surface water potable water supplies shall be protected. Activities within these watersheds should not reduce the volume of water available under low-flow conditions, or reduce surface water quality below state standards (s.17-3.091, FAC).</p>	<p>Future Land Use Policies 1.2.4 and 2.3.6; Conservation Objective 1.2 and Policies 1.3.1 through 1.3.3; Stormwater & Aquifer Recharge Objective 2.1 and Policy 2.1.1; Potable Water Objective 1.8 and Policies 1.8.1 through 1.8.3; Solid Waste Objective 2.3 and Policies 2.3.1 through 2.3.7; Intergovernmental Coordination Objective 2.4 and Policy 2.4.1</p>
<p>4.7 Land uses or activities that by their nature represent a substantial risk to the quality or quantity of water available from public wellfields or watersheds of surface water supplies (i.e. Class I surface waters), shall be excluded from the immediate vicinity of such wellfields or surface water supplies in order to minimize the threat to the public water supply. The siting of new public water supplies should avoid proximity to established land uses that may harm the water supply furnished from that source.</p>	<p>Future Land Use Goal 1, Objective 1.2, and Policies 1.2.2, 1.2.4, and 2.3.6; Conservation Goal 1, Objective 1.2 and Policies 1.2.1 through 1.2.4, Objective 1.3 and Policies 1.3.1 through 1.3.7, Policy 1.4.7, Policies 1.7.8 through 1.7.10; Stormwater & Aquifer Recharge Policies 1.4.3 and 1.8.2; Potable Water Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.3; Intergovernmental Coordination Policy 2.4.1</p>

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<p>4.8 Land use planning and land development approvals shall reflect the limitations of available water supplies, including groundwater basin resource inventories conducted by water management districts pursuant to Chapter 373.0935, FS.</p>	<p>Future Land Use Policies 1.2.1 and 1.2.4, Objective 1.5; Objective 1.8 and Policies 1.8.1 through 1.8.6; Potable Water Objective 1.2 and Policies 1.2.1 through 1.2.8, Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.5 and Policies 1.5.1 through 1.5.5, Objective 1.7 and Policies 1.7.1 and 1.7.2, Objective 1.8 and Policies 1.8.1 through 1.8.3; Intergovernmental Coordination Objective 2.4 and Policies 2.4.1 through 2.4.4; Capital Improvements Policy 1.1.3, Objective 1.2 and Policies 1.2.1 and 1.2.11</p>
<p>4.9 Land use planning and development approval decisions impacting water resources should be made in conformance with comprehensive water basin management plans. Area-wide water quality management plans (208 studies), water management district groundwater basin resource inventories (made pursuant to s.373.095, FS), Surface Water Improvement and Management (SWIM) plans, or other appropriate water management plans (including those for the Green Swamp, Kissimmee River and Indian River lagoons) should be used as guidelines until comprehensive water basin management plans are available. Studies of water resources that are either more site-specific or more resource-oriented (such as waste load allocation studies) may supersede comprehensive basin management plans where appropriate. Planning and development approval decisions that should conform may include:</p> <ol style="list-style-type: none"> 1. Development of new public wastewater or stormwater facilities or improvement of existing facilities; 2. Siting of wellfields by public water supply utilities, and consumptive use permitting by the water management districts; 3. Assignment of waste load allocations by FDEP and permitting of septic tank systems by FDHRS; 4. Siting of industrial land uses that use or generate hazardous materials; 5. Siting of hazardous waste collection and transfer stations; 	<p>Conservation Policies 1.3.3 and 1.3.7; Stormwater & Aquifer Recharge Policies 1.3.4, 1.3.5, and 1.8.6; Potable Water Objective 1.1, Objective 1.3 and Policies 1.3.1 and 1.3.2, Policy 1.4.3, Policies 1.8.2 and 1.8.3; Intergovernmental Coordination Objective 2.4 and Policy 2.4.1</p>

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<p>6. Development of hazardous waste spill emergency response programs; and</p> <p>7. Preparation of local government comprehensive plans (particularly including the conservation, coastal, sanitary sewer, solid waste, drainage, potable water, groundwater aquifer recharge and future land use elements) and amendments to those plans, and land development regulations and their amendments.</p>	
<p>4.10 In order to protect natural waterbodies, water courses and wetlands from siltation, Best Management Practices (BMPs) for control of erosion and sedimentation shall be employed for all road construction, urban development, silvicultural and agricultural activities. BMPs also shall be employed to protect stormwater management systems (e.g., exfiltration systems) from excess sediment loads. Erosion and sediment control BMPs include those of the SCS, FDOT, FDEP, FDACS, and IFAS.</p>	<p>Future Land Use Objective 1.2; Conservation Objective 1.5 and Policies 1.5.1 through 1.5.7; Stormwater & Aquifer Recharge Objective 1.3 and Policy 1.3.3, Objective 2.1 and Policy 2.1.2</p>
<p>4.11 Hydrological and ecological functioning of the region's river systems shall be protected. Activities that would significantly and adversely alter the stage, discharge or quality of rivers and tributaries within regionally significant watersheds should not be permitted. Activities that would reduce significantly the habitat diversity, species diversity or population size of plant and animal species within regionally significant watersheds should not be permitted. River systems should be protected by local government comprehensive plans and land development regulations, as well as rules of the FGFWFC, FDEP, Regional Planning Council and water management districts to ensure that the full complement of plant and animal species currently inhabiting those systems, both terrestrial and aquatic, continue to persist in perpetuity.</p>	<p>Future Land Use Policy 1.2.2, Objective 1.5, Policies 2.3.4 through 2.3.6, Policy 4.1.9; Conservation Goal 1, Objective 1.3 and Policies 1.3.4 through 1.3.7, Objective 1.4 and Policies 1.4.1 through 1.4.9, Objective 1.6 and Policies 1.6.1 and 1.6.2, Objective 1.7 and Policies 1.7.1 through 1.7.10; Stormwater & Aquifer Recharge Objective 1.3 and Policies 1.3.2 through 1.3.5, Objective 1.7 and Policies 1.7.1 and 1.7.2</p>
<p>4.12 Maximize effective and efficient use of the region's potable water resources by: discouraging new development in areas with existing or projected water supply problems; implementing water conservation practices in residential, commercial, industrial and agricultural activities throughout the region; and requiring installation of devices and products that minimize water demand in all new development. Consideration shall be given to the following when implementing this policy:</p>	<p>Future Land Use Goal 1, Objective 1.2, and Policies 1.2.1, 1.2.2 and 1.2.4, Objective 1.5; Conservation Goal 1, Policy 1.3.3, Policy 1.5.7, Objective 1.8 and Policies 1.8.1 through 1.8.4; Stormwater & Aquifer Recharge Policies 1.3.3 through</p>

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<p>1. Availability of sufficient volumes of adequate quality water should be proven prior to permits being issued to proposed developments in areas of questionable water supply conditions;</p> <p>2. Other ordinances such as wastewater reuse, water source heat pump and water conservation as well as building codes should be established to achieve water conservation objectives;</p> <p>3. Model landscape or water conservation ordinances developed by the water management districts should be considered for adoption by local governments;</p> <p>4. Public education and information materials shall identify proven and feasible water conservation techniques including:</p> <ul style="list-style-type: none"> a. Devices for installation in residential and commercial plumbing to reduce water flow and volume requirements; b. Landscape irrigation dos and don'ts; c. Types of landscaping materials and vegetation suited for minimum water requirements; d. Effective landscape irrigation techniques; and e. Water conservation and reuse methods for various types of agricultural operations, including citrus and other fruits, field row crop, sod, hay and silage, and vegetable production. <p>5. Evaluating the use of nonpotable surface waters and treated wastewater, including graywater, for nonpotable uses in the community, including landscape irrigation, industrial cooling water and groundwater recharge, provided assurance of no adverse impacts on surface or groundwater levels or public health, safety and welfare.</p>	<p>Objective 1.8 and Policies 1.8.1 through 1.8.6; Potable Water Goal 1, Objective 1.2 and Policies 1.2.1 through 1.2.8, Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.4 and Policies 1.4.1 through 1.4.3. Objective 1.8 and Policies 1.8.1 through 1.8.3; Wastewater Objective 2.2 and Policies 2.2.1 through 2.2.3; Intergovernmental Coordination Objective 2.4 and Policies 2.4.1 through 2.4.4</p>
<p>4.13 Channelization or impoundment of state waters (s.403.031(12), FS) is prohibited, except where no practical alternative exists for those operations necessary to correct existing threats to public health or safety, allow maintenance of existing navigational waterways, or provide reasonable access to water-dependent shorebased facilities. All practical steps shall be taken to minimize adverse impacts to water resources and water-dependent natural ecosystems.</p>	<p>Conservation Goal 1, Objective 1.2 and Policies 1.2.1 through 1.2.3, Policies 1.3.5 and 1.3.6; Stormwater & Aquifer Recharge Policy 1.4.1, Objective 1.7 and Policy 1.7.1</p>
<p>Floodplains</p>	

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4.14 Floodplains that are relatively undisturbed should be protected through regulation and/or public acquisition as appropriate, in order to preclude uses that would permanently degrade floodplain functional values.	Future Land Use Policy 1.2.3; Conservation Policies 1.3.4 through 1.3.7, Objective 1.7 and Policies 1.7.1 through 1.7.3; Stormwater & Aquifer Recharge Goal 1, Objective 1.4 and Policy 1.4.1
4.15 Floodplains whose functional values have been degraded or destroyed through human intervention should be restored through acquisition of historic floodplains via the Save Our Rivers, Save Our Coasts, CARL and other public land acquisition programs. Whenever practical, floodplain restoration efforts should strive to recreate plant communities that existed prior to alteration. Floodplain restoration efforts shall maintain existing navigational waterways wherever continued use of the waterway for boat traffic is consistent with the floodplain restoration effort, or where the waterway is part of the federal Intracoastal Waterway System. Local governments should participate in floodplain restoration efforts, including developing appropriate land use controls to buffer restored areas from adverse impacts of adjacent land uses.	Conservation Policies 1.3.4, Objective 1.7 and Policies 1.7.1 through 1.7.3; Otherwise, Addressed by Other Agencies or Programs
4.16 Flood control for new development should be accomplished by limiting fill in the 100-year floodplain. The 100-year floodplain is defined by FEMA FIRM maps, USGS floodprone maps or other suitable means. Where no practical alternative exists to filling in the 100-year floodplain, compensatory storage shall be provided by excavating a volume of earth equivalent to the storage loss caused by filling in the 100-year floodplain, assuming that compensatory storage can be provided in an environmentally sound and economically feasible manner. In no case shall functionally viable, regionally significant wetlands be excavated to provide compensatory storage.	Future Land Use Policy 1.2.3; Conservation Policies 1.3.4 through 1.3.6, Objective 1.4 and Policies 1.4.1 through 1.4.9; Stormwater & Aquifer Recharge Policy 1.1.2; Capital Improvements Policy 1.2.9
Coastal Resources	
4.17 Dredge and fill activities shall be minimized to ensure the least possible adverse environmental, social and economic impacts to the region's estuaries.	Addressed by Other Agencies or Programs
4.18 Developments feasible only through creation of land by dredging and filling of areas below mean high water shall be prohibited except where overriding public interest can be demonstrated.	Addressed by Other Agencies or Programs
4.19 No dredging or filling shall be permitted within designated estuarine waters, except where overriding public interest can be demonstrated. The criteria applicable in the implementation of this policy include: 1. Designated estuarine waters shall be defined to include, at a minimum, Aquatic Preserves, Outstanding Florida Waters, marine sanctuaries and Class II waters;	Addressed by Other Agencies or Programs

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<p>2. The following activities are considered to be sufficiently within the public's interest to justify minimum dredging and filling:</p> <ul style="list-style-type: none"> a. Such minimum dredging and filling authorized for public navigation projects; b. Such minimum dredging and filling needed for maintenance of existing marinas, piers and docks and their attendant navigational channels; c. Such minimum dredging necessary and desirable to enhance the estuary's water quality or the public health in general; d. Such minimum dredging required for existing navigational channels; and e. Reasonable improvements necessary for public utility installation or maintenance. <p>3. No dredging shall occur seaward of mean high water for the purpose of providing fill for any area landward of mean high water.</p> <p>4. No excavation of minerals shall occur.</p>	
<p>4.20 Human activity along beaches fronting the Atlantic Ocean shall not adversely impact the beach and dune system. The following shall apply in implementing this policy:</p> <ul style="list-style-type: none"> 1. Beach setbacks shall be established for new or rebuilt development to protect coastal beach and dune systems. 2. Structures shall be prohibited within the established setback except where overriding public interest has been demonstrated, or the structures are necessary for reasonable access and are elevated above existing dunes. 3. Existing coastal dunes that have been degraded through uncontrolled pedestrian or vehicular passage should be restored through measures including: regrading the dune, replanting dune vegetation, restricting pedestrian and vehicle travel to designated access points, and maintaining the restoration area as necessary. 	Addressed by Other Agencies or Programs
<p>4.21 Continuation of existing marina sites shall be supported through appropriate local government actions, with preference being given to expansion of existing facilities where environmentally feasible, rather than construction of new facilities.</p>	Addressed by Other Agencies or Programs
<p>4.22 In order to protect marine and estuarine ecosystems, offshore oil and gas exploration and production facilities should be prohibited on the region's Atlantic continental shelf.</p>	Addressed by Other Agencies or Programs
<p>Wetlands</p>	

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<p>4.23 Proposed activities that would degrade the function of wetlands or deepwater habitat shall not be permitted, except where such activities are not contrary to the public interest, and there is no practical alternative that reduces or avoids impacts to wetlands or deepwater habitat. Unavoidable losses of viable wetlands should be mitigated through demonstrably successful restoration, creation or— where no other alternative is feasible — preservation of other wetlands whose functional values are comparable to the wetlands lost. Wetland mitigation should occur within the same watershed as the proposed impact to ensure no net loss of wetland functional values within that watershed. Creation of new wetlands as mitigation should avoid impacts to ecologically valuable uplands, including bird nesting colonies, migratory wildlife corridors and rare or endangered ecosystems.</p>	<p>Future Land Use Goal 1, Objective 2.3 and Policies 2.3.4 through 2.3.6, Policy 4.1.9; Conservation Goal 1, Objective 1.4 and Policies 1.4.1 through 1.4.9, Objective 1.5 and Policies 1.5.1 through 1.5.7, Objective 1.6 and Policies 1.6.1 and 1.6.2, Objective 1.7 and Policies 1.7.1 through 1.7.8</p>
<p>4.24 Land use plans, land development regulations and development approvals shall ensure protection of rare or endangered ecosystems. The status of rare or endangered ecosystems should be considered when assigning priorities for environmental preservation and protection programs. (Rare or endangered ecosystems are those identified in state, regional, or local lists or inventories.) Natural community types assigned a state element rank of S1 or S2 by the Florida Natural Areas Inventory (FNAI) should be considered rare or endangered until more quantitative inventories based on actual habitat acreage are available from the FGFWFC, Regional Planning Council, local government or other sources.</p>	<p>Future Land Use Goal 1, Policy 1.1.4, Objective 1.2 and Policy 1.2.2, Policies 2.3.4 through 2.3.6, Policy 4.1.9; Conservation Goal 1, Objective 1.4 and Policies 1.4.1 through 1.4.9, Objective 1.5 and Policies 1.5.1 through 1.5.7, Objective 1.6 and Policies 1.6.1 and 1.6.2, Objective 1.7 and Policies 1.7.1 through 1.7.8</p>
<p>4.25 Preservation of ecologically viable portions of natural upland plant communities (including rare or endangered ecosystems) should take precedence over other uses within open space requirements mandated by local governments for development projects. Economic incentives should be provided to urban and agricultural landowners to conserve native uplands on their property, including rare or endangered ecosystems, where appropriate.</p>	<p>Future Land Use Policy 4.1.9; Conservation Policies 1.4.5, 1.4.6, 1.4.9, 1.7.2, 1.7.4 and 1.7.5; Recreation Policy 1.3.3</p>
<p>Habitat</p>	

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East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
<p>4.26 Identification of habitat corridors that serve as biological connections between existing managed areas — such as parks, preserves and private conservation lands — should be given high priority by the FGFWFC, FDEP, FNAI and Regional Planning Council. Once these corridors are identified, public land acquisition programs should consider acquiring property where such connections are economically feasible and consistent with the ecological and/or species management objectives of the managed areas that would be connected. In order to minimize the amount of public acquisition necessary to safeguard habitat corridors, state and local governments should provide economic incentives — such as conservation easements or transfers of development rights — to property owners to participate voluntarily in forming a habitat corridor system.</p>	<p>Future Land Use Goal 1, Policy 1.1.4, Objective 1.2 and Policy 1.2.2, Policies 2.3.4 through 2.3.6, Policy 4.1.9; Conservation Goal 1, Objective 1.4 and Policies 1.4.1 through 1.4.9, Objective 1.5 and Policies 1.5.1 through 1.5.7, Objective 1.6 and Policies 1.6.1 and 1.6.2, Objective 1.7 and Policies 1.7.1 through 1.7.8; Otherwise, Addressed by Other Agencies or Programs</p>
<p>4.27 Habitat corridors identified by the FGFWFC, FDEP, FNAI, Regional Planning Council or local governments as important to movement of non-avian wildlife should be protected from disturbances that would render the corridors unusable or dangerous to the species that frequent them. Unacceptable disturbances include activities resulting in significant reductions in native vegetation in the habitat corridor's understory, shrub or canopy layers. All levels of government should provide protection to such corridors in their planning and development approval processes. Transportation agencies should avoid construction or improvement of transportation facilities that would adversely impact habitat corridors and should mitigate unavoidable crossings by providing wildlife underpasses.</p>	<p>Future Land Use Goal 1, Policy 1.1.4, Objective 1.2 and Policy 1.2.2, Policies 2.3.4 through 2.3.6, Policy 4.1.9; Conservation Goal 1, Objective 1.4 and Policies 1.4.1 through 1.4.9, Objective 1.5 and Policies 1.5.1 through 1.5.7, Objective 1.6 and Policies 1.6.1 and 1.6.2, Objective 1.7 and Policies 1.7.1 through 1.7.8; Otherwise, Addressed by Other Agencies or Programs</p>

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<p>4.28 Lands which are designated preservation or conservation as part of any development project should be identified as such in a legal agreement that ensures their protection in perpetuity from development or other uses inappropriate with conservation objectives. Appropriate legal mechanisms may include conservation easements, fee simple title acquisition, or transfer or purchase of development rights. Conservation lands protected in this manner should come under common ownership of a single government or private entity, and should not remain the property of individual property owners within a development. Any legal instrument that conveys a conservation parcel's development rights also should identify the party responsible for managing the parcel, and should clearly state that the parcel will be managed in a manner consistent with its intended purpose as conservation land. Entities appropriate for owning and/or managing conservation lands include (in order of preference): state, federal or local governments the discretion of the City.ter 163, Part II, F.S., and this chapter regarding discouraging the proliferation of urban sprawl.??</p>	<p>Such lands are designated Conservation, Resource Protection, Transitional Wildlife Habitat on the Official Future Land Use Map and corresponding zoning on the Official Zoning Map. Conservation Objective 1.4 and Policies 1.4.1 through 1.4.9, Objective 1.7 and Policies 1.7.1 through 1.7.10.</p>
<p>4.29 In order to protect surface water quality and quantity and to provide habitat for semi-aquatic or water-dependent terrestrial wildlife, buffer zones should be established by appropriate federal, state and local agencies, except where such buffers would be ineffective or inconsistent with the public interest. These buffer zones should be located landward of regionally significant wetlands. The landward extent of wetland buffer zones shall be determined based on scientific evaluation of site-specific conditions, including the existing soils, vegetation, topography, hydrology, water quality, wildlife diversity and the resource protection status of the receiving waters. No activity should be permitted within buffer zones unless it is shown that the proposed activity will not pose a significant threat to water quality or quantity or wildlife habitat for wetland-dependent species, or unless it is demonstrated that the project clearly is in the public interest. Buffer zones should consist of intact natural communities comprised of appropriate native species in the canopy, shrub and understory layers.</p>	<p>The City's Conservation future land use designation includes required buffer zone areas. Future Land Use Policy 4.1.9; Conservation Objective 1.4 and Policies 1.4.5, 1.4.9 and 1.5.3.</p>

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<p>4.30 Natural vegetative communities, native plant species and native animal species that currently exist in the East Central Florida Region shall be conserved and protected to ensure that the full complement of such communities and species continues to exist in perpetuity within the region. Through their comprehensive plans and land development regulations, local governments shall ensure that adequate conservation areas, open spaces, river buffers and other appropriate mechanisms are provided to achieve this objective. Proposed development or other activity that threatens to extirpate any natural vegetative community, native plant or native animal species from the region shall not be approved.</p>	<p>Future Land Use Goal 1, Policy 1.1.4, Objective 1.2 and Policy 1.2.2, Policies 2.3.4 through 2.3.6, Policy 4.1.9; Conservation Goal 1, Objective 1.4 and Policies 1.4.1 through 1.4.9, Objective 1.5 and Policies 1.5.1 through 1.5.7, Objective 1.6 and Policies 1.6.1 and 1.6.2, Objective 1.7 and Policies 1.7.1 through 1.7.2</p>
<p>4.31 Planning and development approval shall avoid adverse impacts to listed species. Where suitable habitat on a project site is used by a listed species, a site plan and a management plan to minimize harm to the species and to maintain sufficient habitat to support a viable population of the species on-site should be required as a condition of development approval. Local governments should ensure that management plans are consistent with adopted management strategies and recommendations of the appropriate state agency (FGFWFC for upland and freshwater species, FDEP for marine species) prior to approving development.</p>	<p>Future Land Use Goal 1, Objective 1.2 and Policy 1.2.2, Policies 2.3.4 through 2.3.6, Policy 4.1.9; Conservation Goal 1, Objective 1.4 and Policies 1.4.1 through 1.4.9, Objective 1.6 and Policies 1.6.1 and 1.6.2</p>
<p>4.32 All levels of government shall protect critical habitat for listed species. The Regional Planning Council shall serve as a data clearinghouse for information on critical habitat designations and shall provide this information to local governments and the public.</p>	<p>Future Land Use Goal 1, Objective 1.2 and Policy 1.2.2, Policies 2.3.4 through 2.3.6, Policy 4.1.9; Conservation Goal 1, Objective 1.4 and Policies 1.4.1 through 1.4.9, Objective 1.6 and Policies 1.6.1 and 1.6.2; Otherwise, Addressed by Other Agencies or Programs</p>
<p>4.33 Agricultural management should emphasize conservation of game and non-game wildlife populations.</p>	<p>Addressed by Other Agencies or Programs</p>
<p>Other Resources</p>	
<p>4.34 In order to protect the Green Swamp Area of Critical State Concern (GSACSC), local governments within the GSACSC shall ensure that land use and development complies with the GSACSC Principles for Guiding Development, s.26-28.003, FAC.</p>	<p>Addressed by Other Agencies or Programs</p>

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<p>4.35 Regionally significant parks should be protected from adverse impacts of encroaching urbanization. Impacts that should be limited include those that would affect the hydrology, water quality, air quality, ambient noise level, wildlife populations, natural ecosystems and aesthetics of parks. Impacts should be avoided by adopting — during the comprehensive planning and development review process — compatible land uses adjacent to parks at densities and intensities that do not adversely impact park resources. The green line maps and management recommendations developed by FDEP for regionally significant parks shall be adopted as minimum standards for protection of those parks for which they are available.</p>	<p>Conservation Policy 1.7.4; Recreation Policy 1.3.3; Otherwise, Addressed by Other Agencies or Programs</p>
<p>4.36 Nonstructural methods of stormwater management that reduce generation and accumulation of stormwater runoff contaminants shall be used. Nonstructural means of stormwater management include activities such as pesticide and herbicide control, proper fertilizer management, erosion control, homeowner awareness of nonpoint source pollution, and proper waste disposal. In addition, natural floodplain areas shall be used for filtration of naturally occurring runoff from adjacent lands.</p>	<p>Conservation Objective 1.2 and Policies 1.2.1 through 1.2.3, Objective 1.3 and Policies 1.3.1 through 1.3.7; Stormwater & Aquifer Recharge Objective 1.3 and Policies 1.3.1 through 1.3.5; Objective 1.6 and Policy 1.6.1, Objective 1.9 and Policies 1.9.1 through 1.9.3</p>
<p>Section 5: Transportation Multi-Modal Transportation Systems</p>	
<p>5.1 New transportation projects should be designed to accommodate and encourage alternative forms of transportation in order to reduce reliance on automobiles, and thereby reduce vehicular emissions that degrade air quality. Design features used to implement this policy may include:</p> <ol style="list-style-type: none"> 1. Incorporation of bicycle facilities designed in accordance with the most recent version of the State Bicycle Facilities Planning and Design Manual (FDOT) on new roads or roadway widening projects, except interstate highways or other controlled-access facilities on which bicycles are not permitted, where such facilities would be appropriate. 2. Provision of sidewalks on all new roads or roadway-widening projects constructed within urban or developed areas where such facilities would be appropriate. 	<p>Transportation Goal 1, Objective 1.2 and Policies 1.2.1 through 1.2.4, Objective 1.4 and Policies 1.4.1 through 1.4.6, Objective 1.5 and Policies 1.5.1 through 1.5.3, Policy 1.8.4, Policy 1.10.1, Policy 1.14.4, Objective 1.26 and Policies 1.26.1 through 1.26.11, Objective 1.27 and Policies 1.27.1 through 1.27.6,</p>

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<p>3. Construction of parking bays for buses at sites identified in conjunction with local bus authorities on new roads or roadway-widening projects where such facilities would be appropriate.</p>	<p>Objective 1.28 and Policies 1.28.1 and 1.28.2, Objective 1.30 and Policies 1.30.1 through 1.30.3, Objective 1.31 and Policies 1.31.1 through 1.31.3</p>
<p>5.2 In order to reduce peak-hour automobile use — and thereby reduce vehicular emissions that degrade air quality — state and local government transportation departments should evaluate the feasibility of mass transit projects as an alternative to major highway construction projects (such as construction or widening of urban arterial roadways). Feasibility analyses should assess the respective economic, environmental and social impacts of highway and mass transit projects, and should be made available for public and interagency review. Consideration should be given to including mass transit projects in state and local government transportation work programs where such projects appear financially, environmentally and socially feasible.</p>	<p>Future Land Use Policy 1.3.2, Objective 5.6 and Policies 5.6.1, 5.6.2, 5.6.5 through 5.6.9, 5.6.11; Transportation Goal 1, Objective 1.2 and Policies 1.2.1 through 1.2.4, Objective 1.3 and Policies 1.3.1 through 1.3.3, Objective 1.7 and Policies 1.7.1 and 1.7.2, Objective 1.13 and Policy 1.13.1, Objective 1.15 and Policies 1.15.1 and 1.15.2, Objective 1.16 and Policies 1.16.1 through 1.16.4; Conservation Objective 1.4 and Policy 1.1.1; Capital Improvements Policies 1.2.3, 1.2.4, and 1.2.13</p>
<p>5.3 Incentives, programs, and scheduling actions promoting use of public and private transit facilities in urban areas shall be developed and implemented where appropriate, with consideration given to:</p> <p>1. Developing and implementing service routes and schedules in response to identified and projected ridership needs, to include:</p> <p>a. Ongoing efforts to determine ridership needs and preferences in order to identify regular transit service priorities and specialized transit service needs;</p>	<p>Future Land use Policy 1.3.2, Objective 4.2 and Policies 4.2.1 through 4.2.3, Objective 5.6 and Policies 5.6.1, 5.6.2, 5.6.5 through 5.6.8, 5.6.15; Transportation Goal 1, Objective 1.1 and Policies 1.1.4, Objective 1.2 and Policies 1.2.1</p>

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<p>b. Providing service, including express bus routes, in response to identified route and time schedule needs, with emphasis placed on service between areas of high ridership potential, such as: residential areas, employment centers, commercial and shopping areas, and major airports, primary tourist service and commercial areas; and</p> <p>c. Use of advertisements and announcements to promote use of public transit systems and to provide information to the public about routes, schedules and costs.</p> <p>2. Providing park-and-ride facilities at convenient locations to promote accessibility to public transit systems;</p> <p>3. Assessing the appropriateness of increasing subsidies in order to establish a viable ridership base;</p> <p>4. Encouraging employers with over 500 persons in one facility, or groups of employers in a common development with combined employment of over 500 persons, to provide bus stop shelters at convenient locations and to display bus routes and schedules for employee information when public transit service is available. When shelters are provided, reduction in number of parking spaces should be allowed; and</p> <p>5. Encouraging employers to establish free or preferred parking privileges or other incentives for employees participating in ridesharing programs.</p>	<p>through 1.2.4, Objective 1.3 and Policies 1.3.1 through 1.3.3, Objective 1.4 and Policies 1.4.1 through 1.4.6, Objective 1.13 and Policy 1.13.1, Objective 1.14 and Policies 1.14.1 through 1.14.9, Objective 4.1 and Policies 4.1.1 through 4.1.5, Objective 4.2 and Policies 4.2.1 through 4.2.6</p>
<p>5.4 Multi-modal transportation systems should be developed to enhance the movement of people within the region, and access to the transportation systems should be maximized, with consideration being given to:</p> <p>1. Developing complementary transportation systems designed to provide an integrated transportation network to include:</p> <p>a. Implementing a time-transfer system for public transit systems;</p> <p>b. Provide parking facilities with preferential parking for ridesharing vehicles at major transit system stations in or near large outlying residential areas;</p> <p>c. Consideration of fixed-guideway transit facilities; and</p> <p>d. Integration of major commercial aviation airports and Amtrak stations into transit systems to promote the movement of passengers between components of public transportation systems.</p> <p>2. Including transportation facilities and equipment in agency budgets and capital improvement plans; and</p>	<p>Future Land Use Policy 1.1.3, Policy 1.3.2, Objective 4.2 and Policies 4.2.1 through 4.2.3, Objective 5.6 and Policies 5.6.1, 5.6.2, 5.6.5 through 5.6.16; Transportation Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.4, Objective 1.2 and Policies 1.2.1 through 1.2.4, Objective 1.3 and Policies 1.3.1 through 1.3.3, Objective 1.4 and Policies 1.4.1 through 1.4.6, Objective</p>

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<p>3. Reassessing ridership and service needs every five years to identify additional service delivery needs and costs of implementation.</p>	<p>1.5 and Policies 1.5.1 through 1.5.3, Objective 1.6 and Policies 1.6.1 through 1.6.3, Objective 1.7 and Policies 1.7.1 and 1.7.2, Objective 1.13 and Policy 1.13.1, Objective 1.14 and Policies 1.14.1 through 1.14.9, Objective 1.15 and Policies 1.15.1 and 1.15.2, Objective 3.2 and Policies 3.2.1 through 3.2.6; Capital Improvements Policies 1.2.3, 1.2.4, and 1.2.13</p>
<p>5.5 Large nonresidential developments (including DRIs) in urban areas served by a public transit system shall provide transit ridership amenities such as shelters, route information and schedules, and provide incentives to encourage transit and ridesharing use, giving consideration to the following in implementing this policy:</p> <ol style="list-style-type: none"> 1. Providing subsidies to regular or long-term public transit system users, to include evaluations of: <ol style="list-style-type: none"> a. Fare discounts to riders who purchase books of tickets for one, three, or six months, or for other long-period units; and b. Fare discounts to riders whose companies provide financial assistance to offset the cost of fare expenses. 2. Encouraging employers with over 500 persons, or groups of employers in a common development with combined employment of over 500 persons, to provide bus stop shelters at convenient locations and display bus routes, schedules and fees for employee information; 3. Encouraging employers to establish free or preferred parking privileges for employees who are participants in ridesharing programs; 4. Each project estimated to generate more than 1,000 average daily trips will prepare and implement a transit and ridesharing plan that identifies measures to lower automobile use while increasing use of public transit facilities and ridesharing by employees. Transit and ridesharing implementation plans should assess the feasibility of the following for implementation within a development project: <ol style="list-style-type: none"> a. Establishing a Transportation Coordinator position to serve the needs of the development's employees (recommended for employers of 4,000 or more persons); 	<p>Future Land Use Policy 4.2.2, Objective 5.6 and Policies 5.6.11 and 5.6.12; Transportation Objective 1.3 and Policies 1.3.1 through 1.3.3, Objective 1.4 and Policies 1.4.1 through 1.4.3, Objective 1.14 and Policies 1.14.1 through 1.14.3, Objective 4.2 and Policies 4.2.1 through 4.2.6</p>

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<p>b. Methods of access to regional transit services;</p> <p>c. The role and use of subsidies (transit, carpool, vanpool) in achieving local ridesharing goals;</p> <p>d. Annual survey of employee commuting needs and patterns; and</p> <p>e. Time frames for implementation.</p> <p>5. Employers of 4,000 or more persons, or groups of employers in a common development with combined employment of 4,000 or more persons, should have at least one rideshare coordinator.</p>	
<p>5.6 Parking requirements should be designed to promote public transit as an alternative in high-density areas, such as central business districts. Parking areas convenient to public transportation should be provided where financially feasible. Consideration of this policy should include the following:</p> <ol style="list-style-type: none"> 1. Providing park-and-ride facilities at convenient locations to promote accessibility to public transit; 2. Encouraging public transit use by reducing the number of parking spaces required for commercial, office, or mixed use development in high-density areas (such as central business districts) served by regularly scheduled public transit service; and 3. Increasing parking fees in publicly-owned parking lots and at meter-controlled street parking locations. 	<p>Future Land Use Objective 5.6 and Policies 5.6.8 through 5.6.11, 5.6.13, 5.6.15; Transportation Objective 1.1 and Policies 1.1.1 through 1.1.3, Policy 3.2.5</p>
<p>5.7 Evaluate the short- and long-term cost-effectiveness and feasibility of providing rail and people mover systems versus expanding conventional highway-oriented transportation systems, in terms of the capacity for meeting transportation needs of the region's major urban areas in five, ten and twenty years. The following parameters should be evaluated:</p> <ol style="list-style-type: none"> 1. Construction and operating costs; 2. Projected levels of service (as an indicator of ability to serve anticipated needs); 3. Compatibility with growth objectives, forecasted trends and patterns, and degree to which each alternative encourages undesirable growth patterns such as urban sprawl; 4. Impacts on air quality conditions; and 5. Strategies for financing projected construction and operation costs. Update the comparative evaluation studies every five years, or more frequently as appropriate. 	<p>Future Land Use Objective 5.6 and Policies 5.6.5 through 5.6.8, 5.6.14, 5.6.15, 5.6.16; Transportation Policy 1.2.2. Objective 1.15 and Policies 1.15.1 and 1.15.2, Objective 1.16 and Policies 1.16.1 through 1.16.4; Capital Improvements Policy 1.2.4</p>

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<p>5.8 Employers should be encouraged to implement staggered work hours and shifts, with ridesharing and carpooling programs organized for use by public and private sector employees.</p>	<p>Future Land Use Policy 4.2.2, Objective 5.6 and Policies 5.6.11 and 5.6.12; Transportation Objective 1.3 and Policy 1.3.2, Objective 4.2 and Policies 4.2.1 through 4.2.6</p>
<p>5.9 Functional transportation system planning and budgeting activities, and local, regional, MPO, and state comprehensive plans shall be coordinated and consistent with each other so that design, construction and provision of transportation system facilities are commensurate with growth needs and properly timed to accommodate projected use volumes. Implementation of this policy shall include the following:</p> <ol style="list-style-type: none"> 1. The OSO, Brevard, Volusia, and Lake area transportation studies shall incorporate local, regional and state comprehensive land use data for projecting future network needs; and 2. Functional classifications of roadways should be consistent and compatible with desired land uses. 	<p>Future Land Use Policies 1.2.1, 4.2.2 and 5.6.2; Transportation Goal 3, Objective 3.1 and Policies 3.1.1 through 3.1.3, Objective 3.2 and Policies 3.2.1 through 3.2.6, Objective 3.3 and Policies 3.3.1 through 3.3.6, Transportation Goal 4, Objective 4.1 and Policies 4.1.1 through 4.1.5, Objective 4.2 and Policies 4.2.1 through 4.2.6, Objective 4.3 and Policies 4.3.1 through 4.3.4, Objective 4.4 and Policies 4.4.1 through 4.4.10, Transportation Figure TE-1; Capital Improvements Objective 1.2 and Policies 1.2.1 through 1.2.5, Goal 2, Objective 2.1 and Policy 2.1.1, Objective 2.2 and Policies 2.2.1 through 2.2.17, Figures CI-1, CI-2, CI-3, CI-4 and CI-14</p>

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<p>5.10 Mass transit facilities and services should be provided in parts of urban areas of sufficient density and intensity to support such services, with priority given to provision of service between employment centers and residential areas and between commercial centers and residential areas.</p>	<p>Future Land Use Policy 1.3.2, Policy 5.1.1, Objective 5.6 and Policies 5.6.1, 5.6.5 through 5.6.8, 5.6.14 through 5.6.16; Transportation Objective 1.2 and Policies 1.2.1 through 1.2.4, Objective 1.3 and Policy 1.3.1, Objective 1.4 and Policy 1.4.1, Objective 1.13 and Policy 1.13.1, Objective 1.14 and Policies 1.14.1 through 1.14.9, Objective 1.15 and Policies 1.15.1 and 1.15.2, Objective 1.16.1 and Policies 1.16.1 through 1.16.4, Objective 4.1 and Policies 4.1.2 through 4.1.4,</p>
<p>Airports</p>	
<p>5.11 Regional airports shall have adequate roadway access to major centers of population, employment and industry, and connections with other components of the regional transportation network. The following shall be adhered to in implementing this policy:</p> <ol style="list-style-type: none"> 1 . Segments of regionally significant roadways providing primary access to regional airports shall maintain at least level of service (LOS) D in urban areas, and LOS C in rural areas, during peak hours. Roadway segments providing primary access to regional airports shall be identified by the Metropolitan Planning Organization (MPO), or in the absence of an MPO, by the Florida Department of Transportation. 2. Ground transportation service needs of regional airports shall be addressed in all regional transportation plans, as well as plans affecting roadways of regional significance that provide access to airports or are major links in the roadway network serving each airport. 3. Regional airports shall be considered priority service components in any major mass transit system, with links established between each airport and major population centers. 	<p>Future Land Use Goal 4, Objective 4.2 and Policy 4.2.1; Transportation Objective 1.6 and Policies 1.6.1 through 1.6.3, Objective 1.7 and Policies 1.7.1 and 1.7.2</p>

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<p>4. The highest priority will be given to planning for new roadway alignments that provide direct access to regional airports. Such planning shall ensure maintenance of LOS D at peak hour. Construction of alternative access routes to regional airports shall be given the highest priority when LOS D peak hour operating conditions cannot be maintained on existing regional roadways that provide primary access to a regional airport.</p>	
<p>Ports</p>	
<p>5.12 Regionally significant ports, and activities associated with such facilities, shall be addressed in growth management plans. The following shall be included in implementing this policy:</p> <ol style="list-style-type: none"> 1. Where applicable, local government comprehensive plans shall identify commercial ports, including: <ol style="list-style-type: none"> a. Types of port activities; b. Land-based transportation needs and trip generation projections; and c. Land-based support facilities and related needs; and d. Growth forecasts and public infrastructure needs, including transportation facility requirements. 2. Where appropriate, port facility planning areas shall be established to include: <ol style="list-style-type: none"> a. Identification of port activity impact areas, consisting of port facilities and surrounding areas affected by port-related activities, including transportation corridors; b. Identification of existing land uses and growth and development projections within each planning area; c. Identification of existing incompatibilities between port related activities and other land uses; d. Preparation of a growth management plan for each planning area intended to reduce or avoid conflicts between port activities and surrounding land uses; and e. Requirements that existing port facilities be used to the maximum feasible extent prior to expansion or development of new facilities. 	<p>Addressed by Other Agencies or Programs</p>
<p>High Speed Rail</p>	
<p>5.13 The High Speed Rail system should support the continuation and expansion of multi-modal transit facilities to ensure integration of high speed rail into the region's transit system.</p>	<p>Future Land Use Objective 4.2 and Policies 4.2.1 and 4.2.3; Transportation Objective 1.16 and Policies 1.16.1 through 1.16.4</p>

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5.14 Development of high speed rail ancillary facilities shall be directed to those areas identified as urban development areas in local government comprehensive plans.	Future Land Use Objective 4.2 and Policies 4.2.1 and 4.2.3; Transportation Objective 1.16 and Policies 1.16.1 through 1.16.4
5.15 Development associated with the High Speed Rail (HSR) system shall support and promote a concentrated urban development pattern, provide a complementary mix of residential and nonresidential land uses, ensure a high level of internal trip capture within the project, avoid an undue burden on external public facilities, and support local and regional growth management strategies.	Future Land Use Objective 4.2 and Policies 4.2.1 and 4.2.3; Transportation Objective 1.16 and Policies 1.16.1 through 1.16.4
Intergovernmental Coordination	
<p>5.16 Local governments should coordinate when setting and modifying operating levels of service for the regionally significant roadway system in their jurisdictions, with consideration being given to:</p> <ol style="list-style-type: none"> 1. Coordination with adjacent units of local government, the MPO (if applicable) and the FDOT for each roadway segment; 2. Consistency with statutory requirements of ss.163.3202, FS, pertaining to capital improvement plans and land development regulations; and 3. Consistency with the Florida Transportation Plan regarding components of the state highway system. Whenever one local government objects to the LOS established by another local government for a regionally significant roadway on the grounds that the LOS adversely impacts their established LOS, the LOS most consistent with regional LOS standards shall be used as a measure for conflict resolution. 	Transportation Goal 4, Objective 4.4 and Policies 4.4.1 through 4.4.5
<p>5.17 Develop interlocal solutions to transportation needs and problems through coordination of transportation improvements with local, MPO, regional and state plans. Adherence to this policy requires:</p> <ol style="list-style-type: none"> 1. Coordinating actions or interlocal agreements among local government entities (including MPOs) for the purposes of: <ol style="list-style-type: none"> a. Addressing transportation impacts of a development project in one jurisdiction on an adjacent jurisdiction. The extent of impact should be determined based on actual traffic loadings contributed by the project; b. Coordinating or assisting in the development of traffic circulation and mass transit elements of local government comprehensive plans as required by s.163.3177, FS; c. Coordinating interagency review procedures, including which activities will be reviewed; and d. Ensuring that transportation planning and programming are part of the comprehensive planning process in the region. 	Future Land Use Policy 4.2.2, Objective 5.6 and Policy 5.6.2; Transportation Policy 1.1.4, Goal 4, Objective 4.1 and Policies 4.1.1 through 4.1.5, Objective 4.2 and Policies 4.2.1 through 4.2.6, Objective 4.3 and Policies 4.3.1 through 4.3.4, Objective 4.4 and Policies 4.4.1 through 4.4.10; Capital Improvements Policy 2.2.16; Figure CI-14

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<p>2. Interagency coordination in:</p> <ul style="list-style-type: none"> a. Determining and designating transportation corridors of major statewide or regional significance, as required in s.339.155(6), FS; b. Developing strategies to acquire rights-of-way located within the designated corridors, as required in s.339.155(6)1, FS; and c. Developing and operating transportation facilities and services within corridors, as required in s.339.155(6)2, FS. <p>3. Requiring a multijurisdictional traffic impact analysis when a development's projected trip generation exceeds 1,500 trips per day and is within two miles of a county or city boundary, or when a development's projected trip generation exceeds 2,000 trips per day regardless of location.</p>	
Right-of-Way Acquisition	
<p>5.18 Right-of-way shall be acquired or reserved as early as possible for planned roadway projects, in order to minimize excessive costs for land purchases, and so the widths of planned roadways can be considered in ongoing transportation system planning activities.</p>	<p>Transportation Objective 1.9 and Policies 1.9.1 and 1.9.2, Policy 1.26.6; Otherwise Addressed by Other Agencies or Programs</p>
<p>5.19 Building setbacks established by local governments should be at an adequate distance from regionally significant roadways to allow for road widening as determined by federal, state and local transportation guidelines. The following shall be adhered to in implementing this policy:</p> <ul style="list-style-type: none"> 1. Acquisition of right-of-way necessary for roadway improvements identified in the MPO or other officially recognized long-range plan should be initiated at the earliest possible time; and 2. Setback requirements for buildings from regionally significant roadways should be adequate for eventual roadway widening, as well as minimization of potentially adverse impacts such as noise, narrow pedestrian walkways, or close proximity of vehicular traffic to habitable structures. Determination of appropriate setback distances should be coordinated with FDOT. 	<p>Transportation Objective 1.9 and Policies 1.9.1 and 1.9.2; Otherwise Addressed by Other Agencies or Programs</p>
<p>5.20 Access shall be limited to minor arterials, major arterials and expressways in order to maximize their traffic-carrying capacity and safety, with consideration given to:</p> <ul style="list-style-type: none"> 1. Using the functional classification of each roadway segment as a basis for determining the number of access points allowed and the types and extent of traffic flow enhancement measures needed to maintain capacity; 	<p>Transportation Objective 1.10 and Policies 1.10.1 through 1.10.9; Otherwise Addressed by Other Agencies or Programs</p>

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East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
<p>2. Limiting the issuance of access and connection permits to the regional roadway network to the minimum number necessary to provide safe and reasonable access;</p> <p>3. Requiring deceleration lanes where necessary at access points on minor arterials, major arterials and expressways;</p> <p>4. Using shared access points wherever possible for adjacent small businesses to minimize the need for access points;</p> <p>5. Assessing the need for and feasibility of service or frontage roads along new major arterials and expressways or along reconstructed arterials and expressways to increase roadway capacities and to reduce conflicts between local and through traffic; and</p> <p>6. Locating access points to parcels with frontage along two or more roadways on the roadway of lower functional classification.</p>	
<p>Pedestrian Safety</p>	
<p>5.21 Ensure adequate pedestrian circulation and safety as a component of regional highway system management. The most recent Florida Pedestrian Planning and Design Guidelines from FDOT can be use to assist in this effort. Implementation of this policy may include:</p> <ol style="list-style-type: none"> 1. Pedestrian movement studies to determine high travel patterns; 2. Safety assessments to determine if conditions are safe for pedestrians; 3. Mitigation of safety problems where conditions have been determined to be unsafe; 4. Sidewalks provided where feasible and appropriate along all regional roadways in or near residential areas which lead to: <ol style="list-style-type: none"> a. transit stops; b. schools; c. commercial centers; and d. employment centers where the need for such facilities have been identified; and 5. Sidewalks provided where feasible and appropriate along regional roadways to local transit stops from the following land uses: <ol style="list-style-type: none"> a. schools; b. commercial centers; 	<p>Transportation Goal 1, Objective 1.2 and Policies 1.2.1 through 1.2.4, Objective 1.4 and Policy 1.4.1. Objective 1.30 and Policies 1.30.1 through 1.30.3, Objective 1.31 and Policies 1.31.1 through 1.31.3; Otherwise Addressed by Other Agencies or Programs</p>

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<p>c. employment centers; and d. residential areas.</p>	
<p>Financing Transportation Improvements</p>	
<p>5.22 Innovative transportation financing techniques such as private and public transit partnerships and user-pay facilities shall be encouraged, including:</p> <ol style="list-style-type: none"> 1. Co-locating public transit facilities and park-and-ride facilities in major shopping centers as integral components of the public transit infrastructure; 2. Developing transportation centers, including public transit, rail services, commercial bus lines, taxis and airport limousine services in locations convenient to central business districts or major tourist centers, with financing provided by the transit service providers; 3. Promoting master site planning to provide an array of services at each transportation center, including retail shopping, restaurants and local area information; and 4. Increasing use of tolls and other user fees to finance construction or expansion of ground transportation facilities and systems. 	<p>Transportation Goal 3, Objective 3.1 and Policies 3.1.1 through 3.1.3, Objective 3.2 and Policies 3.2.1 through 3.2.6, Objective 3.3 and Policies 3.3.1 through 3.3.6, Objective 3.4 and Policies 3.4.1 and 3.4.2; Capital Improvements Policies 1.2.4, 1.4.25, 1.4.28 and 1.4.37</p>
<p>5.23 The principle of equitable cost participation shall guide development approval decisions, including allocation of costs among private parties benefiting from or creating a need for transportation improvements, with consideration being given to:</p> <ol style="list-style-type: none"> 1. Requiring new development to pay its fair share as a condition of development approval, unless sufficient funds are available from other sources; 2. Identifying existing unmet needs, and estimated cost of meeting those needs; 3. Requiring existing land uses and activities benefiting from better access to pay part of the roadway improvement or new construction costs through user fees or special assessments; and 4. Including provisions addressing mitigation of adverse impacts on the state highway system in local development orders. 	<p>Transportation Goal 3, Objective 3.1 and Policies 3.1.1 through 3.1.3, Objective 3.2 and Policies 3.2.1 through 3.2.6, Objective 3.3 and Policies 3.3.1 through 3.3.6, Objective 3.4 and Policies 2.4.1 and 3.4.2; Capital Improvements Policies 1.2.4, 1.4.25, 1.4.28 and 1.4.37</p>
<p>5.24 Toll facilities should be used, where feasible, as a means of financing limited access roadways. Toll facility plans should take into account:</p> <ol style="list-style-type: none"> 1. Existing and projected land use patterns in and near potential route corridors and service areas; 2. Projections of need, use and revenue generated from such use; 	<p>Addressed by Other Agencies or Programs</p>

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<p>3. Projected impacts on existing land uses, particularly residential, and projected impacts on future land uses, including the promotion of urban sprawl;</p> <p>4. Identification and assessment of environmental impacts, including evaluation of possible mitigation measures;</p> <p>5. Projected needs for location of park-and-ride stations for carpooling and public transit systems;</p> <p>6. Compatibility with affected components of the regional roadway network, to ensure desired operating levels of service on each component; and</p> <p>7. Determination of preferred corridor alignments, facilities, access points and design traffic capacity needs.</p>	
Impacts of Transportation Systems	
<p>5.25 Avoid regionally significant wetlands and other sensitive natural resource areas whenever possible in planning and locating transportation facilities. In situations where such areas cannot be avoided, the transportation facility shall be designed in an economically feasible manner, while ensuring that adverse impacts to such areas are minimized. The following shall be adhered to in implementing this policy:</p> <ol style="list-style-type: none"> 1. Providing transportation facilities in sensitive natural areas clearly must be in the public interest, and it must be demonstrated that alternative alignments that avoid the sensitive natural resource areas are not feasible; 2. When proposed transportation facilities will traverse wetland areas, the following conditions must apply: <ol style="list-style-type: none"> a. Restriction of disturbed area as much as possible; b. Selection of traversing alignments based on minimal impact on existing natural ecosystems (endangered species and habitats, vegetation removal, and amount of topographical and hydrological alteration required); c. Maintenance of pre-development hydrologic conditions within and adjacent to the area; d. Treatment of stormwater runoff from the transportation facility; e. Prohibition of roadway access points within wetland areas, and limitations on location of access points to lands in the vicinity of wetlands, in order to minimize the impacts of access-induced development along the roadway corridor within or adjacent to sensitive natural resource areas as much as possible; f. Use of construction methods and techniques that provide the largest reduction in short-term adverse environmental impacts; and g. Mitigation of wetland losses, with the type and extent of mitigative actions based on applicable regulatory requirements. 	<p>Future Land Use Policy 1.5.4, Policy 4.1.9; Transportation Objective 1.21 and Policy 1.21.1, Objective 1.23 and Policies 1.23.1 and 1.23.2, Objective 1.24 and Policies 1.24.1 and 1.24.2; Conservation Objective 1.4 and Policies 1.4.4 and 1.4.9, Objective 1.5 and Policies 1.5.2 and 1.5.4 Stormwater & Aquifer Recharge Policy 1.4.3</p>

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East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
<p>5.26 Design of regionally significant transportation facilities — and improvements to existing regionally significant facilities — should incorporate measures to minimize adverse impacts of such facilities on the tranquility and viability of residential neighborhoods and communities. Consideration shall be given to the following in implementing this policy:</p> <p>1. New regionally significant transportation facilities should:</p> <p>a. Avoid intrusions into existing residential areas as much as possible:</p> <p>b. Avoid isolating portions of residential neighborhoods from the remainder of the neighborhood area and associated public facilities such as fire stations, parks and playgrounds and schools:</p> <p>c. Include noise buffering devices such as walls, solid fences, earthen berms or vegetated buffers to reduce noise levels where residential dwelling units are potentially affected by roadway noise levels; and</p> <p>d. Locate major access points (intersections and interchanges) so as to minimize adverse impacts of induced development on surrounding residential areas.</p> <p>2. Improvements to existing regionally significant transportation facilities should:</p> <p>a. Include noise buffering devices such as walls, solid fences, earthen berms or vegetated buffers to reduce noise levels where residential dwelling units are potentially affected by roadway noise levels;</p> <p>b. Provide sufficient measures based on FDOT guidelines for pedestrian crossings to ensure accessibility and public safety:</p> <p>c. Locate and design improved access points to minimize adverse impacts of increased non-local traffic on surrounding residential areas, and provide for sufficient traffic circulation patterns; and</p> <p>d. Include preparation and implementation of community traffic circulation plans, with each plan containing an identification of local area traffic circulation goals and objectives, existing conditions and needs, improvements necessary to meet growth-induced needs, and a capital improvements plan for provision of identified improvements.</p>	<p>Future Land Use Goal 1, Objective 1.1 and Policies 1.1.1, 1.1.4, 1.2.2, 4.2.1, 4.2.4, 4.2.5, 4.2.7; Transportation Goal 1, Policies 1.4.6, 1.8.5, Objective 1.10 and Policies 1.10.1 through 1.10.9, Objective 1.19 and Policies 1.19.1 and 1.19.2, Objective 1.21 and Policies 1.21.1 and 1.21.2, Objective 1.22 and Policies 1.22.1 and 1.22.2, Objective 1.25 and Policies 1.25.1 and 1.25.2</p>
<p>5.27 New transportation facilities or improvement of existing facilities that promotes leapfrog or sprawl development and adversely impacts other public facilities and services should not be undertaken. The following should be adhered to in implementing this policy:</p> <p>1. Proposed roadway construction projects should be evaluated in terms of:</p> <p>a. Existing demand, as determined by the condition of existing roadways, levels of service, unmet needs, and current land development activities;</p>	<p>Future Land Use Goal 1, Policies 1.1.3, 1.2.1, 1.2.2, Objective 1.3 and Policy 1.3.2, Objective 1.4 and Policies 1.4.1 and 1.4.2, Objective 1.5 and Policies 1.5.3 through 1.5.5, Policies 4.2.4 through 4.2.7; Transportation</p>

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<p>b. Future needs, based on projections of land use and development within the proposed service area, without and with proposed roadway improvements;</p> <p>c. The role of each proposed project as a catalyst for development along the proposed corridor or within the service area, and the consistency of such development impacts with adopted future land use plans of affected local governments;</p> <p>d. Conformity with the adopted MPO short- and long-range transportation plans in the region: and</p> <p>e. Consistency with adopted state, regional and local comprehensive plans, relevant to transportation systems and land uses.</p> <p>2. Priority for proposed mass transit and roadway improvements should be given to those improvements within and between existing urban service areas, to provide for adequate movement of people and goods within existing transportation corridors and urban areas.</p> <p>3. Mass transit service should be evaluated as an alternative to new roadway construction.</p>	<p>Goal 1, Policy 1.2.4, Policy 3.2.6, Goal 4, Objective 4.1 and Policy 4.1.4;</p> <p>Capital Improvement Policy 1.1.6, 1.2.4</p>
<p>5.28 Urban development around new interchanges shall be allowed only if it is located within a local government's urban development area as adopted in its comprehensive plan.</p>	
<p>Section 6: Land Use Urban Areas</p>	
<p>6.1 Comprehensive planning efforts should be based on delineation of urban development areas for purposes of achieving compact and contiguous urban areas having a full range of services and able to accommodate a full range of urban land uses. The extent and staging of urban development areas should:</p> <ol style="list-style-type: none"> 1 . Be defined according to availability of the types and levels of service necessary to support urban development while maintaining consistency with provisions of s.163.3177 10(h) and 163.32022(g), FS; 2. Be defined in terms of time, with the opportunity to expand the boundaries periodically to meet the area's changing needs; 3. Maximize the use of existing infrastructure investments while minimizing costs of providing additional services; 	<p>Future Land Use Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.6, Objective 1.2 and Policies 1.2.1 through 1.2.4, Objective 1.3 and Policies 1.3.1 through 1.3.2, Objective 1.4 and Policies 1.4.1 through 1.4. 2, Objective 1.5 and Policies 1.5.3 and 1.5.5, Goal 2, Objective 2.1 and Policies 2.1.1 through 2.1.9, Objective</p>

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<p>4. Provide sufficient developable land to accommodate forecasted demands, plus provide an over-supply of land to allow flexibility in locational choice, accommodate variations in projected growth rates, provide adequate lead time for planning and construction, or minimize increases in land prices caused by a shortage of developable land;</p> <p>5. Exclude environmentally sensitive areas with severe development constraints from the potential supply of land available for urban development;</p> <p>6. Maintain consistency with adopted regional goals, policies and standards;</p> <p>7. Discourage urban uses and intensities outside urban development areas; and</p>	<p>2.2 and Policies 2.2.1 through 2.2.2 through 2.2.5, Objective 2.3 and Policies 2.3.1 through 2.3.6, Objective 2.4 and Policies 2.4.1 through 2.4.12, Goal 4, Objective 4.1 and Policies 4.1.1 through 4.1.16, Goal 5, Objective 5.1 and Policy 5.1.1; Transportation Figure TE-1, Objective 1.8 and Policies</p>

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8. Support an attractive, functionally and physically integrated mix of land uses including affordable housing.	1.8.1 through 1.8.14, Goal 2, Objective 2.1 and Policies 2.1.1 through 2.1.5, Policy 3.2.6; Housing Goal 5, Objective 5.1 and Policies 5.1.1 and 5.1.2, Objective 5.2 and Policy 5.2.1, Objective 5.3 and Policies 5.3.1 through 5.3.7; Conservation Goal 1, Objective 1.4 and Policies 1.4.1 through 1.4.9, Policy 1.7.5, Policy 1.7.8; Recreation Policy 1.1.1; Stormwater & Aquifer Recharge Policy 1.1.2; Potable Water Policy 1.5.2; Wastewater Policies 1.1.1 through 1.1.3; Solid Waste Policy 1.1.1; Intergovernmental Coordination Policy 1.1.1, Objective 2.1 and Policy 2.1.1; Capital Improvements Policy 1.1.3, Objective 1.2 and Policies 1.2.1 through 1.2.16, Goal 2, Objective 2.1 and Policies 2.1.1 through 2.1.7, Objective 2.2 and Policies 2.2.1 through 2.2.24; Public School Facilities Element Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.8, Objective 1.2 and Policies 1.2.1 through 1.2.3, Objective 1.3 and Policies 1.3.1 through 1.3.5
6.2 Local land use plans should implement activity centers where appropriate, through land use controls and incentives that encourage:	Future Land Use Goal 2, Objective 2.1 and Policies 2.1.1 through 2.1.9,

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<ol style="list-style-type: none"> 1. Sufficiently high densities in locations supportive of regional mass transit plans; 2. Connections between activity centers and adjacent supporting land uses that allow pedestrian, bicycle and automotive movement without the need to access area collector highways; 3. Development patterns with mixed residential, employment, commercial, educational and public activities sufficient to serve as a destination and shopping area for activity center and secondary area residents and workers; 4. Development of vacant and/or unused urbanized areas so as to minimize urban sprawl; 5. Attainment of local revitalization objectives for existing downtown shopping areas or areas in decline that have an established, under-used but functioning infrastructure; and 6. Creation of community cores consisting of cultural, recreational, educational, residential and commercial components. 	<p>Objective 2.2 and Policies 2.2.1 through 2.2.5, Figure LU-1, Objective 4.1 and Policies 4.1.1 through 4.1.9, Goal 5, Objective 5.1 and Policy 5.1.1, Objective 5.3 and Policy 5.3.1, Objective 5.4 and Policies 5.4.1 through 5.4.5; Cultural Arts Goal 5, Objective 5.1 and Policies 5.1.1 through 5.1.11</p>
Rural Areas	
<p>6.3 Areas suitable for increased office and hotel DRI threshold intensities as provided in ss.380.0651(3)(d)(3) and (3)(g)(2)FS, shall be metropolitan activity centers or other areas specifically identified as appropriate for such uses in a local comprehensive plan. Areas proposed for such threshold increases shall follow easily recognizable geographic boundaries, be <u>delineated on a map and be described in writing.</u></p>	<p>Future Land Use Policies 1.1.6 and 2.1.6, Figure LU-2D</p>
<p>6.4 Where appropriate, rural areas should be delineated in local comprehensive plans. The type and intensity of land uses allowed within these areas should ensure that new development is compatible with, and complementary of, the rural <u>character of surrounding lands.</u></p>	<p>Addressed by Other Agencies or Programs</p>
<p>6.5 Development strategies in rural areas shall encourage sound and proper land development practices and discourage sprawling and inefficient leapfrog development that can destroy the rural nature of the area and undermine long-term use of <u>lands within these areas for agricultural purposes.</u></p>	<p>Addressed by Other Agencies or Programs</p>
<p>6.6 Development in rural areas shall be based upon the following:</p> <ol style="list-style-type: none"> 1. Overall development intensity shall be low; 2. The amount of land used to accommodate development shall be minimized through use of appropriate site design techniques that protect and conserve the rural landscape and promote preservation and proper management of wetlands and critical habitats; 3. Development in natural areas shall be sited so as to maximize the amount of open space preserved in its natural state; 	<p>Addressed by Other Agencies or Programs</p>

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<p>4. Those parts of a parcel that are unused for development shall be dedicated for agricultural or open space purposes;</p> <p>5. Land uses with a high nuisance impact on agricultural activities shall not be allowed in agricultural areas; and</p> <p>6. Land uses that are over-sensitive and therefore incompatible to the nuisance impact generated by adjacent agricultural activities shall not be allowed.</p>	
<p>6.7 In order to adequately plan land uses, infrastructure needs and environmental safeguards needed to support commercial space research, education and development, the Spaceport Florida Authority should designate one or more space-related business activity centers for review through the Areawide DRI process or other planning tools (such as Brevard County's small area planning process). Local governments should give consideration to streamlining complex development permitting processes, where possible, to aid the Spaceport Florida Authority in their effort to facilitate space-related business development opportunities.</p>	Addressed by Other Agencies or Programs
<p>Activity Centers and DRI Thresholds</p>	
<p>6.8 Designation of metropolitan activity centers shall be implemented through an area-specific comprehensive planning process, such as the area-wide DRI process or other planning tool acceptable to the affected local governments. The purpose of designating metropolitan activity centers is to plan appropriate and balanced land uses on a scale, and at an intensity, consistent with availability of public facilities and services, particularly with regard to providing adequate levels of service on major thoroughfares serving the center.</p>	Future Land Use Policies 1.1.6 and 2.1.6, Figure LU-2D
<p>6.9 Areas shown on Map 6.A on the following page, which reflect the boundaries of the City of Orlando's International Drive Metropolitan Activity Center and Orange County's International Drive Activity Center, are designated suitable for increased hotel and office DRI threshold intensity (with the exception of the Shingle Creek wetlands) pursuant to s.380.0651(3)(d)(3) and (g)2, FS, and the adopted comprehensive plans and land development regulations of Orlando and Orange County.</p>	Future Land Use Policies 1.1.6 and 2.1.6, Figure LU-2D
<p>6.10 Numerical DRI thresholds shall be reviewed with the intent to petition for their decrease or increase in areas of the region where such changes support the protection of environmentally sensitive areas or promote more intensive development in areas specifically designed and planned to accommodate it.</p>	Addressed by Other Agencies or Programs
<p>Other land Use Policies</p>	

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6.11 Siting of all locally unpopular land uses serving more than one jurisdiction shall be coordinated through an adopted intergovernmental siting process.	Future Land Use Policy 1.7.4; Intergovernmental Coordination Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.8
6.12 Land use decisions shall be based on an assessment of the capabilities of natural resource systems, and on an assessment of the total short- and long-term environmental costs and benefits of supporting and maintaining development.	Future Land Use Objective 1.2 and Policies 1.2.1 through 1.2.4, Objective 1.5 and Policies 1.5.1, 1.5.3, 1.5.5 and 1.5.8, Policies 2.3.4 through 2.3.6, Policy 2.4.4, Policy 4.1.9; Conservation Objective 1.4 and Policies 1.4.1 through 1.4.9, Policy 1.7.5
6.13 Land use planning shall utilize the appropriate water management district's groundwater basin resource inventories or other appropriate data sources, and shall reflect the limitations of groundwater and other water supplies on future land use plans.	Future Land Use Policies 1.1.6 and 1.2.4; Conservation Policy 1.3.3; Potable Water Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.4 and Policies 1.4.1 through 1.4.3, Objective 1.7 and Policies 1.7.1 and 1.7.2, Objective 1.8 and Policies 1.8.2 and 1.8.3; Intergovernmental Coordination Objective 2.4 and Policies 2.4.1 through 2.4.4
6.14 New development should incorporate energy-efficient site design techniques and land development practices into their project design whenever possible in order to reduce the project's long-term energy needs.	Future Land Use Objective 1.5 and Policies 1.5.1, 1.5.4 and 1.5.8; Conservation Goal 2, Objective 2.1 and Policies 2.1.1 through 2.1.8, Objective 2.2 and Policies 2.2.1 through 2.2.6
6.15 Land use planning should support development patterns that minimize energy demand and maximize energy efficiency. The following should apply in implementing this policy:	Future Land Use Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.5

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
<ol style="list-style-type: none"> 1. Concentrate major employment areas near higher-density residential areas in order to encourage shorter travel distances, use of non-auto modes of travel, and increased vehicle occupancy. 2. Direct public investment to encourage projects that will result in land use arrangements that contribute to multi-modal movement of people and goods, minimize auto trips, or promote transit use. 3. Arrange compatible business and residential uses in designated multi-purpose regional centers in order to encourage walking, biking, or transit use and to reduce the need for vehicular travel between destinations. 4. Provide a system of sidewalks to ensure safe, direct and convenient pedestrian access to appropriate areas of the community. 	<p>and Policies 1.5.1, 1.5.3 and 1.5.5, Policy 1.7.5, Goal 2, Objective 2.1 and Policies 2.1.1 through 2.1.9, Objective 2.2 and Policies 2.2.1 through 2.2.5, Policy 2.4.4, Policies 4.1.2 through 4.1.9; Transportation Objective 1.2 and Policies 1.2.1 through 1.2.4, Objective 1.31 and Policies 1.31.1 through 1.31.3, Policy 3.2.6; Conservation Goal 2, Objective 2.1 and Policies 2.1.1 through 2.1.8, Objectvie 2.2 and Policies 2.2.1 through 2.2.6; Capital Improvements Policy 1.1.6</p>
<p>6.16 Growth management policies and land development strategies shall be based on quantifiable data developed in conjunction with neighboring jurisdictions and, where appropriate, consistent with recognized areawide projections and forecasts.</p>	<p>Transportation Goal 4, Objective 4.1 and Policies 4.1.1 through 4.1.5, Objective 4.2 and Policies 4.2.1 through 4.2.6, Objective 4.3 and Policies 4.3.1 through 4.3.4, Objective 4.4 and Policies 4.4.1 through 4.4.10; Intergovernmental Coordination Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.7, Objective 1.2 and Policy 1.2.1, Objective 2.1 and Policies 2.1.1 through 2.1.9; Public School Facilities Goal 2, Objective 2.1 and Policies 2.1.1 through 2.1.4, Objective 2.2 and Policies 2.2.1 through 2.2.7</p>

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
6.17 Informal mediation processes shall be used whenever possible to resolve conflicts and mediate disputes between public agencies.	Intergovernmental Coordination Policy 1.1.4; Otherwise, Addressed by Other Agencies or Programs
6.18 Local governments and other government agencies whose jurisdiction includes areas defined as spaceport territory pursuant to s.331.304, FS or s.331.329, FS, should coordinate with the Spaceport Florida Authority in planning for those areas uniquely suited for development of space commerce.	Addressed by Other Agencies or Programs
6.19 Encourage citizen participation at all levels of policy development, planning, and operations.	Future Land Use Policy 1.5.5, Objective 1.8 and Policies 1.8.1 through 1.8.3, Policy 5.3.2; Recreation Objective 1.6 and Policies 1.6.1 through 1.6.3;
6.20 Where appropriate, placement of arenas, stadiums, performing arts centers, theaters, convention centers, museums, and other major cultural facilities and public buildings should be directed to downtown areas.	Future Land Use Goal 5, Objective 5.1 and Policy 5.1.1, Objective 5.3 and Policy 5.3.1, Policies 5.5.5 through 5.5.7; Cultural Arts Goal 5, Objective 5.1 and Policies 5.1.1 through 5.1.11
6.21 Direct the expenditure of public funds to infrastructure that contributes to efficient development patterns and increases viability of downtown areas.	Future Land Use Policies 1.1.2 and 1.1.3, Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 5.2 and Policies 5.2.1 through 5.2.4, Objective 5.3 and Policies 5.3.1 and 5.3.2; Transportation Policies 3.2.4 and 3.2.6; Capital Improvements Goal 1, Objective 1.1 and Policies 1.1.1 and 1.1.6, Objective 1.4 and Policies 1.4.1 through 1.4.42
Section 7: Public Facilities	

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
<p>7. 1 State and local government should participate in planning, plan implementation, and management of areawide wastewater and supply facilities and systems without regard to political and jurisdictional boundaries.</p>	<p>Future Land Use Policy 1.2.1; Potable Water Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.4 and Policies 1.4.1 through 1.4.3, Objective 1.5 and Policies 1.5.1 through 1.5.5, Objective 1.7 and Policies 1.7.1 and 1.7.2, Objective 1.8 and Policies 1.8.1 through 1.8.3; Wastewater Objective 1.1 and Policies 1.1.1 through 1.1.6, Objective 1.3 and Policies 1.3.1 through 1.3.4; Intergovernmental Coordination Objective 2.4 and Policies 2.4.1 through 2.4.4</p>
<p>7.2 The following ranked criteria should be used by local governments when setting priorities for provision of water and wastewater services:</p> <ol style="list-style-type: none"> 1. Provision of service to existing developed areas that either present an immediate threat to public health or safety or produce serious pollution problems; 2. Upgrading pollutant removal capabilities of existing wastewater treatment plants — or the treatment levels of existing water treatment plants — to bring treatment levels into compliance with regulatory standards; 3. Expansions of service to areas within designated urban service areas as identified in current facility plans, capital improvements program and the local government comprehensive plan; and, 4. Provision of service to areas scheduled for development in the near future as identified in the local government comprehensive plan, facility plans, and the capital improvement plan. Adherence to this policy includes the following actions: <ol style="list-style-type: none"> 1. Development of water supply and wastewater treatment facility priority needs lists, with provision of facilities undertaken according to the lists; and 	<p>Future Land Use Policies 1.2.1 and 1.2.2; Potable Water 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.4 and Policies 1.4.1 through 1.4.3, Objective 1.5 and Policies 1.5.1 through 1.5.5, Objective 1.7 and Policies 1.7.1 and 1.7.2, Objective 1.8 and Policies 1.8.1 through 1.8.3, Figure PW-26; Wastewater Objective 1.1 and Policies 1.1.1 through 1.1.6, Objective 1.4 and Policy 1.4.1, Objective 2.1 and Policies 2.1.1 and 2.1.2, Objective 2.2 and Policies 2.2.1</p>

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
2. Lists should be updated as necessary to reflect unanticipated needs and emergency situations.	through 2.2.3; Capital Improvements Objective 1.1 and Policies 1.1.1, 1.1.3 and 1.1.6, Objective 1.2 and Policies 1.2.1 and 1.2.6, Objective 1.4 and Policy 1.4.1, Figure CI-14
7.3 Provision of public facilities and services is intended to serve as a growth management measure. Such provision shall be limited to existing or identified future urban development areas as shown on a local government's adopted future land use map. Services shall not be provided elsewhere except in cases of overriding public benefit or where needed to meet an immediate threat to public health or safety.	Future Land Use Goal 1, Objective 1.2 and Policies 1.2.1 and 1.2.2, Objective 1.5 and Policies 1.5.1 and 1.5.2; Intergovernmental Coordination Objective 1.3 and Policies 1.3.1 through 1.3.3

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
<p>7.4 The comprehensive planning process shall be used to ensure that present and future public facility and service needs are met in a timely and efficient manner, while safeguarding the health, safety and welfare of the public and natural systems.</p>	<p>Future Land Use Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.6, Objective 1.2 and Policies 1.2.1 and 1.2.2, Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.5 and Policies 1.5.1 and 1.5.2; Transportation Goal 1, Objective 2.1 and Policies 2.1.1 through 2.1.5, Objective 2.2 and Policies 2.1.1 through 2.2.4; Capital Improvements Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.9, Objective 1.2 and Policies 1.2.1 through 1.2.15, Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.4 and Policies 1.4.1 through 1.4.42, Objective 1.5 and Policies 1.5.1 through 1.5.3, Goal 2, Objective 2.1 and Polices 2.1.1 through 2.1.7, Objective 2.2 and Policies 2.1.1 through 2.2.24, Figure CI-14; Public School Facilities Goal 3, Objective 3.1 and Policies 3.1.1 through 3.1.5</p>

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
<p>7.5 Provision of public services and facilities shall be planned to occur in a manner that encourages orderly growth and supports and implements a compact and contiguous development pattern.</p>	<p>Future Land Use Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.6, Objective 1.2 and Policies 1.2.1 and 1.2.2, Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.5 and Policies 1.5.1 and 1.5.2; Transportation Goal 1, Objective 2.1 and Policies 2.1.1 through 2.1.5, Objective 2.2 and Policies 2.1.1 through 2.2.4; Capital Improvements Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.9, Objective 1.2 and Policies 1.2.1 through 1.2.15, Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.4 and Policies 1.4.1 through 1.4.42, Objective 1.5 and Policies 1.5.1 through 1.5.3, Goal 2, Objective 2.1 and Polices 2.1.1 through 2.1.7, Objective 2.2 and Policies 2.1.1 through 2.2.24, Figure CI-14; Public School Facilities Goal 3, Objective 3.1 and Policies 3.1.1 through 3.1.5</p>

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
<p>7.6 Public facilities, services and programs shall be designed to serve the intensities of development projected in comprehensive and functional plans and other planning documents.</p>	<p>Future Land Use Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.6, Objective 1.2 and Policies 1.2.1 and 1.2.2; Capital Improvements Objective 1.1 and Policies 1.1.1 through 1.1.9, Objective 1.2 and Policies 1.2.1 through 1.2.15; Public School Facilities 2.1 and Policies 2.1.1 through 2.1.4, Objective 2.2 and Policies 2.1.1 through 2.2.7</p>
<p>7.7 Public facilities and services intended to serve future development needs that are inconsistent with a local government comprehensive plan shall not be permitted or provided, unless the comprehensive plan is modified by the local government. The following shall be adhered to in implementing this policy:</p> <ol style="list-style-type: none"> 1. Perform ongoing capacity analyses on all existing public facilities in order to target facilities needing improvement, to drive the project prioritization process, and to direct growth to areas with excess capacity. Criteria for this analysis shall include: <ol style="list-style-type: none"> a. Existing capacity; b. Existing level of service; c. Desirable capacity or level of service; d. Amount of deficiency; e. Choices for eliminating deficiency; and 	<p>Future Land Use Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.6, Objective 1.2 and Policies 1.2.1 and 1.2.2, Objective 1.5 and Policies 1.5.1, 1.5.2 and 1.5.5; Transportation Goal 2, Objective 2.1 and Policies 2.1.1 through 2.1.5, Objective 2.2 and Policies 2.2.1 through 2.2.4; Recreation Objective 1.1 and Policy 1.1.1; Stormwater & Aquifer Recharge Objective 1.1 and Policy 1.1.2;</p>

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
f. Recommended options to overcome deficiency.	Potable Water Objective 1.5 and Policy 1.5.2; Wastewater Objective 1.1 and Policies 1.1.1 through 1.1.3; Solid Waste Objective 1.1 and Policy 1.1.1; Intergovernmental Coordination Objective 2.4 and Policies 2.4.1 through 2.4.4; Capital Improvements Objective 1.1 and Policies 1.1.1 through 1.1.9, Objective 1.2 and Policies 1.2.1 through 1.2.16; Public School Facilities Objective 1.1 and Policies 1.1.1 through 1.1.8
7.8 Development and use of public facilities shall maximize public benefit while minimizing construction, operation and maintenance costs.	Capital Improvements Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.9, Objective 1.2 and Policies 1.2.1 through 1.2.16, Objective 1.4 and Policies 1.4.1 through 1.4.42, Objective 1.5 and Policies 1.5.1 through 1.5.3

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
<p>7.9 Provision of public facilities and services in undeveloped areas should consider lands within the proposed service area in terms of their suitability for urbanization, with routing of lines and provision of services being used to guide growth into areas suitable for development while avoiding environmentally sensitive areas.</p>	<p>Future Land Use Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.6, Objective 1.2 and Policies 1.2.1 and 1.2.2, Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.5 and Policies 1.5.1 and 1.5.2; Transportation Goal 1, Objective 2.1 and Policies 2.1.1 through 2.1.5, Objective 2.2 and Policies 2.1.1 through 2.2.4; Capital Improvements Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.9, Objective 1.2 and Policies 1.2.1 through 1.2.15, Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.4 and Policies 1.4.1 through 1.4.42, Objective 1.5 and Policies 1.5.1 through 1.5.3, Goal 2, Objective 2.1 and Policies 2.1.1 through 2.1.7, Objective 2.2 and Policies 2.1.1 through 2.2.24, Figure CI-14; Public School Facilities Goal 3, Objective 3.1 and Policies 3.1.1 through 3.1.5</p>

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
<p>7.10 When extending public facilities and services to undeveloped areas, priority shall be given to those areas deemed most suitable for development in terms of land use and environmental resources. Such services should be provided in coordination with the availability of other urban services.</p>	<p>Future Land Use Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.6, Objective 1.2 and Policies 1.2.1 and 1.2.2, Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.5 and Policies 1.5.1 and 1.5.2; Transportation Goal 1, Objective 2.1 and Policies 2.1.1 through 2.1.5, Objective 2.2 and Policies 2.1.1 through 2.2.4; Capital Improvements Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.9, Objective 1.2 and Policies 1.2.1 through 1.2.15, Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.4 and Policies 1.4.1 through 1.4.42, Objective 1.5 and Policies 1.5.1 through 1.5.3, Goal 2, Objective 2.1 and Polices 2.1.1 through 2.1.7, Objective 2.2 and Policies 2.1.1 through 2.2.24, Figure CI-14; Public School Facilities Goal 3, Objective 3.1 and Policies 3.1.1 through 3.1.5</p>

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
7.11 Encourage partnerships between the public and private sectors to identify and build needed public facilities, to share facility costs, and to avoid duplication and fragmentation of such facilities and services. Coordination mechanisms shall be improved between the public and private sectors in identifying, financing, building and operating public facilities.	Future Land Use Objective 1.6 and Policies 1.6.1 and 1.6.2; Transportation Goal 3, Objective 3.2 and Policies 3.2.1 through 3.2.4; Capital Improvements Objective 1.4 and Policies 1.4.2, 1.4.3, 1.4.4, 1.4.5, 1.4.10, 1.4.19, 1.4.28, 1.4.29 and 1.4.40
7.12 The user pays concept, which requires users of facilities to be financially responsible for bearing facility costs, shall be one of the primary revenue bases for financing operation and maintenance of all publicly-owned water, wastewater, stormwater, and waste management facilities and services. The concept shall be used when applicable in financing other public facilities and services.	Transportation Goal 3, Objective 3.1 and Policies 3.1.1 through 3.1.3, Objective 3.2 and Policies 3.2.1 through 3.2.3, Objective 3.3 and Policies 3.3.1 through 3.3.3; Stormwater Policies 1.1.3 and 1.1.5; Wastewater Policy 1.1.4; Solid Waste Policy 1.1.2; Capital Improvements Objective 1.4 and Policies 1.4.1 through 1.4.4, 1.4.31, 1.4.40
7.13 Policies and ordinances requiring developers to provide land or pay fees for necessary public facilities (e.g. roads, wastewater and stormwater) not contained in short-range capital improvement programs should be developed and implemented to the maximum extent allowable by law.	Future Land Use Policies 4.1.13, 4.1.14 and 4.1.16; Transportation Objective 1.9 and Policies 1.9.1 and 1.9.2, Policy 1.10.5, Policy 1.14.4, 1.14.8, Objective 3.2 and Policy 3.2.2; Stormwater Policy 1.1.5; Capital Improvements Policies 1.4.2 and 1.4.3
7.14 Use of common corridors for utility systems shall be encouraged. The following shall be adhered to in implementing this policy:	Future Land Use Objective 1.9 and Policy 1.9.1

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
<p>1. Future public facility sites and corridors in currently undeveloped areas shall be identified in local comprehensive plans for purposes of establishing set-asides, right-of-way determinations, land/easement acquisition costs, etc.; and</p> <p>2. The concept of common use utility corridors (water, sewer, gas, electricity, etc.) shall be considered in all appropriate regional and local plans.</p>	
<p>7.15 Provision of public school facilities shall be treated as an issue of regional significance. The impact of development on public school facilities (K-12) shall be considered in the review of DRIs, local government comprehensive plans and plan amendments, and other activities of the Council as appropriate.</p>	<p>Addressed by Other Agencies or Programs</p>
<p>7.16 Public school facilities shall be treated as an infrastructure concurrency item and given the same standing as other public facilities in reviewing the impacts of development on public facilities.</p>	<p>Future Land Use Objective 1.2 and Policy 1.2.1, Policy 4.1.16; Intergovernmental Coordination Objective 2.1, Objective 2.1 and Policy 2.1.1; Capital Improvements Policies 1.1.3, 1.2.1, 1.2.16, 2.1.1, 2.1.3 and 2.2.24; Public School Facilities Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.8, Objective 1.2 and Policies 1.2.1 through 1.2.3, Objective 1.3 and Policies 1.3.1 through 1.3.5, Objective 1.4 and Policies 1.4.1 through 1.4.3</p>
<p>7.17 Area-wide or centralized wastewater treatment plants and service areas shall be established where determined to be the most environmentally sound, cost effective, and locally implementable approach for providing wastewater services. The following shall be adhered to in implementing this policy:</p> <p>1 . All local governments shall designate area-wide (including subregional) wastewater service boundaries in their local comprehensive plans, including the agency or agencies with implementation responsibilities;</p> <p>2. A facilities plan for each service area, or a master plan addressing more than one service area, shall be prepared:</p>	<p>Future Land Use Objective 1.2 and Policies 1.2.1 and 1.2.2; Wastewater Goal 1. Objective 1.1 and Policies 1.1.1 through 1.1.6, Objective 1.2 and Policies 1.2.1 through 1.2.3, Objective 1.3 and Policies 1.3.1 through 1.3.4, Objective 1.4 and</p>

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
<p>3. Plans for service area expansions shall be coordinated with adjacent entities and affected agencies to prevent duplication in planning and providing wastewater services;</p> <p>4. Provision of wastewater treatment as a public service by privately-owned companies shall be based on:</p> <ul style="list-style-type: none"> a. A demonstrated ability to provide wastewater services within established franchised service areas; b. In cases of potentially competitive service with public facilities, a determination that the private facility can provide the most cost-effective wastewater treatment service; and c. Compliance with applicable wastewater collection, treatment and effluent disposal rules and regulations. <p>5. Expansions of service areas into the established, recognized service area of an adjacent unit of local government shall not take place without the consent of both local governments, with particular emphasis on identified service areas of publicly owned wastewater treatment facilities financed in part with federal Section 201 funds.</p>	<p>Policy 1.4.1, Objective 1.5 and Policy 1.5.1, Goal 2, Objective 2.1 and Policies 2.1.1 and 2.1.2, Objective 2.2 and Policies 2.2.1 through 2.2.3; Intergovernmental Coordination Objective 1.3 and Policy 1.3.2</p>
<p>7.18 Individual waste treatment/disposal systems (including septic tanks) will be located, constructed and operated so that such facilities will not adversely impact public health or regional water resources, either on an individual or cumulative basis. Adherence to this policy requires that siting of such facilities be limited to areas where inadequately treated effluent will not adversely impact the quality of regional water resources by lateral surface/subsurface flow or by downward percolation.</p>	<p>The City of Orlando requires sewer hook-up upon annexation. Wastewater Objective 2.1 and Policies 2.1.1 and 2.1.2</p>
<p>7.19 Encourage infill in existing urban areas and renovation of blighted areas in areas where wastewater transmission and treatment capacity are available for allocation, or funding has been committed for providing sufficient capacity. Emphasis should be placed on encouraging development activities within urban service area boundaries identified in local government comprehensive plans. Techniques of encouragement include:</p> <ul style="list-style-type: none"> 1. Providing public or private facilities and services in accordance with adopted growth management objectives and policies in order to: maximize use of available wastewater system capacities; develop and maintain cost-effective wastewater collection and transmission systems; and maximize efficiency while reducing costs of providing the facilities and services required to serve urban areas; 2. Providing incentives for restoration of blighted areas with existing sewer service through actions such as rezoning to other uses or higher densities, Community Redevelopment activities, or use of CDBG funds; and 3. Preserving and strengthening residential areas through provision of public services, zoning and other techniques. 	<p>Future Land Use Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.6, Objective 1.2 and Policies 1.2.1 through 1.2.4. Objective 1.3 and Policies 1.3.1 and 1.3.2, Objective 1.5 and Policies 1.5.1 and 1.5.2, Objective 5.2 and Policies 5.2.1 through 5.2.4; Wastewater Goal 1, Objective 1.1 and Policies 1.1.1 through 1.1.3, Objective 1.3 and Policies 1.3.1 through 1.3.4; Capital Improvements Goal 1, Objective 1.1 and Policies 1.1.3 and 1.1.6</p>

GMP Consistency with ECFRPC Strategic Regional Policy Plan

East Central Florida Regional Planning Council - 1998 Strategic Regional Policy Plan Policies	GMP Element Goals, Objectives and Policies Which Are Compatible With and Further the Strategic Regional Policy Plan (Chapter 163.3177(10)(a) & (b))
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***Note:** Per Chapter 163.3177(10)(a), Florida Statutes, for the purpose of determining whether the Growth Management Plan is consistent with the State Comprehensive Plan and Strategic Regional Policy Plan, the GMP shall be consistent with such plans if the GMP is "compatible with" and "furthers" those plans. Consistent with Chapter 163.3177(10)(a), the term "compatible with" means that the GMP is not in conflict with the state comprehensive plan or strategic regional policy plan. The term "furthers" means to take action in the direction of realizing goals or policies of the state or regional plan. For the purpose of determining consistency, the state or regional plan shall be construed as a whole and no specific goal or policy shall be construed or applied in isolation from the other goals and policies in the plans. The decision regarding which particular state comprehensive plan goals and policies will be furthered by the expenditure of the City's financial resources is a decision which rests solely within the discretion of the City.*