

ORDINANCE 96-15

AN ORDINANCE AMENDING THE CITY OF DUNNELLON, FLORIDA COMPREHENSIVE PLAN AS REQUIRED IN SECTIONS 163.3161 THROUGH, AND INCLUDING, SECTION 163.3243, FLORIDA STATUTES; BY AMENDING SHEETS 9, 10, 13, 14, AND 18 OF THE FUTURE LAND USE MAP, BY AMENDING POLICY 6.8 OF THE CONSERVATION ELEMENT, BY AMENDING POLICY 1.1 OF THE TRAFFIC CIRCULATION ELEMENT, BY ADDING POLICY 1.5 AND POLICY 1.6 OF THE TRAFFIC CIRCULATION ELEMENT, BY AMENDING POLICY 1.1.G.14 OF THE FUTURE LAND USE ELEMENT, BY AMENDING POLICY 3.1.F OF THE CAPITAL IMPROVEMENT ELEMENT, BY AMENDING POLICY 6.1 OF THE CAPITAL IMPROVEMENT ELEMENT, AND BY AMENDING TABLE 1 OF THE CAPITAL IMPROVEMENT ELEMENT, ALL WITHIN THE GOALS, OBJECTIVES AND POLICIES SECTION OF THE COMPREHENSIVE PLAN; BY AMENDING TABLE 8 OF THE FUTURE LAND USE SECTION AND BY AMENDING THE TRAFFIC CIRCULATION ELEMENT, ALL WITHIN THE DATA AND ANALYSIS SECTION OF THE COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL OF INCONSISTENT ORDINANCES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Legislature of the State of Florida adopted the Local Government Comprehensive Planning and Land Development Regulation Act of 1985, as contained in Section 163.3161 through and including Section 163.3243, Florida Statutes, which requires the City of Dunnellon, Florida to prepare and adopt a Comprehensive Plan in accordance with the requirements of the said act; and

WHEREAS, the City of Dunnellon has prepared a Comprehensive Plan which meets the requirements of the Local Government Comprehensive Planning and Land Development Regulation Act of 1985; and

WHEREAS, the City of Dunnellon on October 14, 1991, adopted a Comprehensive Plan; and

WHEREAS, the Local Government Comprehensive Planning and Land Development Regulation Act of 1985 provides for the amendment of an adopted plan or element or portion thereof; and

WHEREAS, the City of Dunnellon desires to amend certain portions of the Comprehensive Plan.

NOW, THEREFORE, be it ordained by the City Council of the City of Dunnellon, Florida that:

Section 1: Sheets 9, 10, 13, 14, and 18 of the City of Dunnellon Comprehensive Plan, Future Land Use Map are hereby amended as per the attached Exhibit "A", pages 1 through 5.

Section 2: The City of Dunnellon Comprehensive Plan, Goals, Objectives, and Policy Section is hereby amended as follows:

- a. Policy 6.8 of the Conservation Element is hereby amended by adding the following paragraphs:

6.8.A. Areas designated as conservation on the Future Land Use Map are estimated, actual conservation jurisdictional lines shall be as determined by Southwest Florida Water Management District (SWFWMD), Department of Environmental Protection (DEP), or U. S. Army Corps of Engineers (USACOE).

6.8.B. Non-judicial uplands, as determined by SWFWMD, DEP, or USACOE, shall be considered as being the adjacent Land Use and may be developed accordingly, provided policies concerning buffers and setbacks are complied with.

- b. Policy 1.1 of the Traffic Circulation Element is hereby amended in its entirety to read as follows:

The following peak hour level of service standards are adopted to ensure adequate traffic flow in Dunnellon:

- | | | |
|----|--|-------|
| A. | US 41 from Powell Rd. to North City Limits,
Maintain & Improve (Backlogged) | LOS C |
| B. | US 41 from Powell Rd. to South City Limits | LOS C |
| C. | CR 484 from US 41 to East City Limits | LOS E |
| D. | CR 40 from US 41 to West City Limits | LOS E |

The adopted level of service standards are compatible with the level of service standards adopted by FDOT and Marion County for these roadways. Backlogged facilities shall maintain operating condition, which is considered by FDOT to be peak hour increase in traffic of five percent or a decrease in average speed of one MPH.

- c. Objective 1 of the Traffic Circulation Element is hereby amended by adding Policies 1.5 and 1.6 to read as follows:

Policy 1.5: Coordinate with Marion County to ensure expansion of CR 484 is prioritized within the Traffic Improvement Program so that its expansion corresponds with growth.

Policy 1.6: Coordinate with Marion County to ensure reclassification of CR 484 and CR 40 from Major and Minor Collectors to Principal Arterials by the year 2010.

- d. Policy 1.1.G.14 of the Future Land Use Element is hereby amended to read as follows:

Policy 1.1.G.14: Planned Unit Development (PUD).
Agricultural Uses shall be allowed by right. Densities and intensities of use shall be limited to that allowed in the agriculture category. Except that higher densities and mixed use development, including retail, commercial, residential, recreational, and public uses may be allowed when all the following standards are met:

(Policies 1.1.G.14.a and 1.1.G.14.b remain unchanged)

- e. Policy 3.1.F of the Capital Improvement Element is hereby amended to read as follows:

Policy 3.1.F: Traffic - The following peak hour level of service standards are adopted to ensure adequate traffic flow in Dunnellon:

1. US 41 from Powell Rd. to North City Limits
Maintain & Improve (Backlogged) LOS C
2. US 41 from Powell Rd. to South City Limits LOS C
3. CR 484 from US 41 to East City Limits LOS E
4. CR 40 from US 41 to West City Limits LOS E

The adopted level of service standards are compatible with the level of service standards adopted by FDOT and Marion County for these roadways. Backlogged facilities shall maintain operating condition, which is considered by FDOT to be "a peak hour increase in traffic of five percent or a decrease in average speed of one MPH.

- f. Policy 6.1. of the Capital Improvement Element is hereby amended to read as follows:

Policy 6.1: The City shall use the LOS standards adopted in Policy 3.1 of this Capital Improvement Element for water, sewer, solid waste, parks, traffic, and drainage when reviewing the impacts of new development and redevelopment upon public facilities.

- g. Table 1 of the Capital Improvement Element is hereby amended in its entirety to read as follows:

Table 1

City of Dunnellon Capital Improvements
Fiscal Year 1995 through 2020

Project Description	Target Year	Funding Source	Estimated Cost
Sanitary Sewer Facilities			
1. Upgrade existing plant to meet compliance with DEP regulations. COMPLETED	1995	SF/FH	\$1,000,000
2. Extensions to existing waterfront areas (Blue Cove I & II, Burkett Road, Vogt Springs, and Hendrix Drive).	1996	SF/FH	\$2,170,000
3. Redesign 5 lift stations			
Mary Street L/S	1996	SF/FH	\$ 127,000
River Drive L/S	2000	SF/FH	\$ 140,000
Rolling Hills L/S	2005	SF/FH	\$ 25,000
Powell Road L/S	2010	SF/FH	\$ 150,000
Master L/S	2015	SF/FH	\$ 225,000
4. Upgrade various manholes (150)	2020	SF/FH	\$ <u>150,000</u>
5. Expand existing plant to meet demands	2010	SF/FH	<u>\$1,500,000</u>
Total Sanitary Sewer Improvements			\$5,487,000
Recreation Facilities			
1. Improve City Beach (Additional drainage and parking)	1996	GT/GR	\$ 125,000
2. Recreational Complex (bicycle/jogging trails	1999	GR	<u>\$ 125,000</u>
Total Recreational Facility Improvements			\$ 250,000

Table 1 (Continued)
 City of Dunnellon Capital Improvements
 Fiscal Year 1995 through 2020

Project Description	Target Year	Funding Source	Estimated Cost
Potable Water Facilities			
1. Purchase property for new well (east of Rainbow River) & establish Well #4 (testing, permitting & construction)	1997	WF/FH	\$ 350,000
2. Upgrade water mains to meet pressure needs of Fire Dept.	2000	WF/FH	\$ 100,000
3. Install isolation valves	1997	WF/FH	\$ 20,000
4. Purchase Generator Well #3 COMPLETED	1991	WF	\$ 30,000
5. Dunnellon Heights Water Assessment Dist. COMPLETED	1992	WF	\$ 25,000
6. New water storage tank Well #4	1998	WF/FH	<u>\$ 150,000</u>
Total Potable Water Facility Improvements			\$ 675,000
Traffic Circulation Facilities			
1. Four lane US 41 from Powell Rd. to North of town (DOT).	2005	OS	N/A
2. Four lane CR 484 from US 41 to City Limits	2010	OS	N/A
3. Six lane US 41 from Powell Rd. to North of town (DOT).	2015	OS	N/A
4. Six lane CR 484 from US 41 to City Limits	2020	OS	N/A
5. Four lane CR 40 from US 41 to City Limits	2020	OS	N/A
Total Traffic Circulation Facility Improvements			N/A

Table 1 (Continued)
 City of Dunnellon Capital Improvements
 Fiscal Year 1995 through 2020

Project Description	Target Year	Funding Source	Estimated Cost
Drainage Facilities			
1. Improve Drainage at Dunnellon Square (Powell Road)	1998	GT	\$ 50,000
2. Improve Drainage at 3rd Avenue and CR 40			
Phase 1	1997	GT	\$ 15,000
Phase 2	1999	GT	\$ 15,000
Phase 3	2005	GT	\$ 75,000
3. Complete studies to determine method and cost to correct the following drainage deficiencies:			
McKinney Ave. Outfall	1997	GT	\$ 25,000
Palmetto Way Outfalls	2000	GT	<u>\$ 25,000</u>
Total Drainage Facility Improvements			\$ 205,000

Funding Source Key

- FH: Rural Economic Development Council (Farmer's Home)
- GB: General Revenue Bonds
- GF: General Fund
- GR: Grants (Various)
- GT: Local Option Gas Tax
- OS: Outside Source, Revenue from a different agency
- RB: Revenue Bond
- SF: Sewer Fund
- WF: Water Fund

h. Table 5 of the Capital Improvement Element is hereby amended in its entirety to read as follows:

Table 5
 Total Revenue Projections
 and
 Revenue Projections Affecting Capital Improvements
 City of Dunnellon: 1993 - 1997

Year	1993/ 1994(1)	1994/ 1995(1)	1995/ 1996(2)	1996/ 1997(2)	1997/ 1998(3)
Total Revenue Projections					
General Fund	1,423	1,443	1,838	1,524	1,554
Water Fund	262	275	277	781	283
Sewer Fund	300	319	329	495**	386
Sanitation Fund	<u>272</u>	<u>297</u>	<u>300</u>	<u>305</u>	<u>306</u>
Total Revenue	2,257	2,334	2,744	3,105**	2,529
Total Revenue Projections Available for Capital Improvements					
General Fund	103	274	247	220	184
Water Fund	7	132	55	70	65
Sewer Fund	729	51	96	216	75
Sanitation Fund	<u>2</u>	<u>2</u>	<u>12</u>	<u>13</u>	<u>14</u>
Total Revenue	841	459	410	519	338

Source: (1) Revenue/Capital Expense figures for these years are actuals.

(2) Revenue/Capital Expense figures for this year are taken from the annual budget.

(3) Revenue figures are estimating utilizing a 2% increase for General Fund revenues, a 1% increase for Water Fund revenues, a 5% increase for Sewer Fund revenues (after subtracting the \$127,00 transfer from reserves), and a 3/10% increase for Sanitation Fund revenues. Capital Expense figures are from Capital Improvement Plan.

Note: All figures in thousands.

* Includes \$500,000 for new well.

** Includes \$127,000 transfer from reserves

Section 3: The City of Dunnellon Comprehensive Plan, Data and Analysis Section is hereby amended as follows:

- a. Table 8, Acreage Figures for Future Land Use Categories, Year 2010, of the Future Land Use Element, is hereby amended in its entirety to read as follows:

Table 8

Acreage Figures for
Future Land Use Categories
Year 2010

	1996 Existing Acreage	Additional Acreage Needed	Total Acreage 2010
Residential:			
Low Density (1 DU or less/acre)	122	-97	25
Medium Density (up to 5 DU/acre)	667	19	686
High Density (5.1-12 DU/acre)	34	0	34
Residential/Office	47	0	47
Planned Unit Development	111	836	947
Commercial-Industrial	0	0	0
Commercial	184	1	185
Water Oriented Commercial	10	0	10
Tourist Oriented Commercial	1	0	1
Public Use	140	0	140
Wetlands Conservation	168	-10	158
Recreation	110	21	131
Agricultural	1058	-305	753
Vacant	190	0	190
Water Bodies	186	0	186
Annexed Acreage	<u>465</u>	<u>N/A</u>	<u>N/A</u>
TOTAL	3493		3493

- b. The Traffic Circulation Element is hereby amended in its entirety to read as follows:

Introduction

This technical memorandum contains a description of the traffic circulation system in the City of Dunnellon, an analysis of the existing and future conditions, an analysis of deficiencies, and a discussion of the related issues. It also contains proposed goals, objectives, and policies regarding future traffic circulation systems in Dunnellon. This report includes an inventory of the existing system, analysis of existing needs, an analysis of projected needs, and appropriate maps to depict the existing and proposed systems. The inventory and analysis are designed to provide an assessment of the capability of the existing system to meet existing needs, and to correlate system needs with projected growth in Dunnellon. The goals, objectives, and policies are provided to guide decisions regarding future growth and capital expenditures in Dunnellon as such decisions relate to or have an impact on the transportation system.

Existing Transportation Network

The primary transportation route through Dunnellon (Figure 1) is US 41, a two/four principal arterial that bisects the City, providing access to Inverness to the south and Williston to the north. US 41 is four lane from the Citrus County line to Powell Road and it is two lane with a center turn lane from Powell Road to the north City limits (except for a 1/10 mile section at Powell Road). Also of importance, CR 484, a two lane major collector, begins at US 41 in the downtown and continues east to provide access to SR 200 and I-75. CR 40, a two lane minor collector, also begins at US 41 in the downtown and continues west after winding through the City, providing access to Inglis and US 19 several miles west of Dunnellon.

There are no limited access facilities in or adjacent to Dunnellon. However, studies are now underway for the extension of the Florida Turnpike from its current terminus at Wildwood, approximately 30 miles southeast of Dunnellon, to run northwesterly to an intersection with US 19 at Lebanon Station, in Levy County, approximately 15 miles northeast of Dunnellon. To date, the exact alignment of this facility is still under analysis. It should also be noted that another major limited access facility, the proposed Tampa-Jacksonville road, is also under study proposed to be located near Dunnellon, with a possible interchange with the Turnpike Extension. If either or both of these roads become a reality, they will have a major influence on Dunnellon; plans should be monitored closely and this Transportation Element updated as new data are available.

Transportation facilities in Dunnellon, including number of lanes and the functional classification of roadways, are shown on figure 1. With the exception of the southern section of US 41, other roadways within Dunnellon are two lane facilities; however, some in and adjacent to the downtown have sufficient paved right-of-way to provide on-street parking.

Level of Service (LOS)

The concept of roadway level of service (LOS) is defined as a range of operational conditions that exist within a traffic stream. These conditions involve travel speed, travel time, maneuverability, interruptions, comfort, convenience, and safety. These factors, integrated into an established methodology, produce a measure of the number of vehicles that can reasonably be expected to occupy a segment of roadway at each level of service. Generalized definitions of the various categories as described in the 1985 TRB Highway Capacity Manual are given below:

1. LOS A: Highest LOS which describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.
2. LOS B: Represents reasonable traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
3. LOS C: Is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. The selection of speed is now affected by the presence of others, and maneuvering within the traffic stream requires substantial vigilance on the part of the user. The general level of comfort and convenience declines noticeably at this level.
4. LOS D: Represents high-density, but stable flow. Speed and freedom to maneuver are severely restricted, and the driver or pedestrian experiences a generally poor level of comfort and convenience. Small increases in traffic will generally cause operational problems at this level.
5. LOS E: Represents operating conditions at or near capacity level. All speeds are reduced to a low, but relatively uniform value. Freedom to maneuver within the traffic stream is extremely difficult, and it is generally accomplished by forcing a vehicle or pedestrian to "give way" to accommodate such maneuvers. Comfort and convenience levels are extremely poor, and driver or pedestrian frustration is generally high. Operations at this level are usually unstable, because small increases in flow or minor disturbances within the traffic stream will cause breakdowns.
6. LOS F: Is used to define forced or breakdown flow. This condition exists whenever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations. Operations within the queue are characterized by stop-and-go waves, and they are extremely unstable. Vehicles

may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Level of service F is used to describe the operating conditions within the queue, as well as the point of the breakdown. It should be noted, however, that in many cases operating conditions of vehicles or pedestrians discharged from the queue may be quite good. Nevertheless, it is the point at which arrival flow exceeds discharge flow which causes the queue to form, and level of service F is an appropriate designation for such points.

In Table 1 the major roadways in Dunnellon have been assigned a level of service based on the average daily volume of traffic that has been referenced to volume thresholds established by FDOT in their Generalized Daily Level of Service Maximum Volumes tables for rural areas (Figure 2). This comparison of actual volume on the road to computed volume thresholds of traffic at each level of service allows for the establishment of a specific level of service on each roadway section.

Roads under State jurisdiction must meet minimum level of service standards according to their functional classification as established by FDOT. US 41/SR45, as a principal arterial, must operate at LOS C or better (Marion County Traffic Circulation Element adopts a LOS D for this roadway). This is achieved on the four lane section but, as can be seen in Table 1, the section of US 41 (with the center turn lane) on the northern end of town is now operating at LOS E. As this is unacceptable, improvements are necessary to provide additional capacity for this road section, which would be the construction of two additional lanes. The most recent FDOT 5-Year Transportation Plan (adopted July 1, 1996) does include preliminary engineering for roadway improvements to US 41 within the Dunnellon city limits. The Ocala/Marion County Transportation Improvement Program (amended August 29, 1995) also includes preliminary engineering for roadway improvement to US 41.

The implications of a deficient level of service would involve a severe limitation on growth along this corridor which serves as a primary center of commerce for the City. As the section of US 41 from Powell Road to the north City limit does not currently meet the minimum acceptable level of service it is classified by this Plan as backlogged. Due to special considerations, the City may adopt a level of service to "maintain and improve" this road segment. As such, the FDOT and the City must commit to not further degrade operating conditions of the roadway no more than a peak hour increase of 5% or a decrease in average speed of one MPH below the current average travel speed until the roadway is upgraded. After roadway or operational improvements are made, the roadway should operate at or above LOS C, peak hour.

The major collector rural road, CR 484, and the minor collector rural road, CR 40, are under County jurisdiction and must operate at LOS E or better for urbanized roadways, as adopted in the Marion County Traffic Circulation Element

(dated April 7, 1994). Currently these roads are operating within acceptable conditions at LOS C and B, respectively.

Table 1
Existing Traffic Volumes and LOS - 1995

Roadway	From	To	Functional Class	Number Lanes	Average Daily Traffic	LOS C Volume Threshold	LOS
US 41	S. City Limits	Powell Rd.	Principal Arterial	4/B	15,700	28,400	B
US 41	Powell Rd.	N. City Limits	Principal Arterial	2/B	15,433	11,800	E
CR 484	US 41	E. City Limits	Major Collector	2	8,290	9,200	C
CR 40	US 41	W. City Limits	Minor Collector	2	4,281	9,200	B

- Source:
1. FDOT Preliminary Traffic Counts, 1996
 2. Ocala/Marion County Annual Traffic Counts 1991-1995
 3. Ocala/Marion County MPO Transportation Improvement Element, Amended August 29, 1995
 4. Florida's LOS Standards and Guidelines Manual for Planning, Generalized Annual Average Daily Volumes for Florida's Rural Undeveloped Areas Less Than 5000 Population.

TABLE E - 3

GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S
RURAL UNDEVELOPED AREAS AND
CITIES OR DEVELOPED AREAS LESS THAN 5000 POPULATION*

RURAL UNDEVELOPED AREAS				CITIES OR RURAL DEVELOPED AREAS LESS THAN 5000 POPULATION							
FREEWAYS				FREEWAYS							
Lanes	A	B	C	D	E	Lanes	A	B	C	D	E
4	20,000	32,000	41,000	57,600	62,900	4	20,000	32,000	41,000	57,600	62,900
6	30,200	48,400	71,800	87,000	97,400	6	30,200	48,400	71,800	87,000	97,400
8	40,300	64,500	94,700	116,100	132,500	8	40,300	64,500	94,700	116,100	132,500
MULTILANE UNINTERRUPTED HIGHWAYS				MULTILANE UNINTERRUPTED HIGHWAYS							
Lanes	A	B	C	D	E	Lanes	A	B	C	D	E
4 Undiv/No Bays	14,200	21,600	32,200	38,200	43,000	4 Undiv/No Bays	14,300	21,900	32,600	38,400	46,000
4 Undiv/Bays	18,000	30,000	40,800	48,200	54,500	4 Undiv/Bays	18,100	30,300	42,000	50,100	58,300
4 Div/Bays	18,900	31,500	43,000	51,000	57,200	4 Div/Bays	19,000	31,900	44,300	52,800	61,400
6 Div/Bays	28,400	47,300	64,500	76,500	86,000	6 Div/Bays	28,500	47,900	66,300	79,200	92,100
TWO-LANE UNINTERRUPTED HIGHWAYS				TWO-LANE UNINTERRUPTED HIGHWAYS							
Lanes	A	B	C	D	E	Lanes	A	B	C	D	E
2 No Bays	2,500	5,000	8,200	13,000	20,900	2 No Bays	2,500	5,000	8,200	13,000	20,900
2 Bays	2,600	5,300	8,600	13,600	21,200	2 Bays	2,600	5,300	8,600	13,600	21,200
EXCLUSIVE PASSING LANE ADJUSTMENTS				EXCLUSIVE PASSING LANE ADJUSTMENTS							
5+ Miles with Exclusive Passing Lanes				Adjustment							
60 +				+30%							
20 - 59				+20%							
5 - 19				+10%							
1 - 4				+5%							

* The table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are two-way hourly volumes based on the 1994 Highway Capacity Manual (Update and Florida traffic, roadway, and signalization data). To convert to annual average daily volumes, these values must be divided by an appropriate K_{hour} factor. The table represents volume assumptions and level of service criteria appear on the following page.

** Values are arbitrary.

*** Values are computer-generated because intersection capacities are reached.

Source: Florida Department of Transportation, 1995.

Analysis of Future Conditions

The projection of future traffic was based on traffic volumes since 1989. Historic traffic counts, listed in Table 3, were available from FDOT for stations on US 41 and from Marion County for CR 484 and CR 40. Future development of planned developments of regional impact together with other city and regional development is expected to further impact the traffic system, particularly that section of US 41 north of Powell Road, and thus this road segment is classified as backlogged at this time. However, once improvements are completed, the Comprehensive Plan could then be amended accordingly by removing this segment from the backlogged classification. Traffic counts along this stretch of US 41 should be monitored closely and any improvements that may become necessary to return the roadway to level of service C conditions should be closely coordinated with the Florida Department of Transportation. Again, once improvements are completed to the backlogged section of US 41 the level of service should improve to LOS C or better.

Table 3
Historic Traffic Counts

Roadway	From	To	1989	1990	1991	1992	1993	1994	1995
US 41	S. City Limits	Powell Rd.	10,683	12,330	12,900	13,000	14,800	15,000	15,700
US 41	Powell Rd.	N. City Limits	8,649	8,995	12,867	12,833	15,400	14,767	15,433
CR 484	US 41	E. City Limits	----	----	9,239	7,880	7,447	7,835	8,290
CR 40	US 41	W. City Limits	----	----	3,022	3,747	3,680	3,128	4,251

- Source:
1. FDOT Traffic Counts
 2. Henigar & Ray, Inc. 1990.
 3. Ocala/Marion County Annual Traffic Counts, 1991-1995

Table 4 depicts traffic projections for Dunnellon's major roadways for the years 1995, 2000, 2005, 2010, 2015, and 2020. It should be noted that the proximity of DRIs (Developments of Regional Impact) such as The Village of Rainbow Springs, Rainbow Lake Estates, and Citrus Springs generates substantial vehicle traffic. Dunnellon serves as a sub-regional center as it is the closest city for the surrounding area. Consequently, much of the existing and projected traffic is generated from the surrounding area rather than the City's residents. To illustrate this point, Table 5 lists the major developments located in areas adjacent to Dunnellon that already have or will impact roadways within the city. If these subdivisions develop to capacity, it is likely that they will put increased stress on Dunnellon's ability to manage traffic within its corporate limits.

Table 4

Future Traffic Volumes and LOS -
1995, 2000, 2005, 2010, 2015, and 2020

Roadway	From	To	Functional Class	Number Lanes	1995	2000	2005
					Average Daily Traffic LOS	Average Daily Traffic LOS	Average Daily Traffic LOS
US 41	S. City Ltd.	Powell Rd.	Prnc. Arterial	4/B	18,700 B	18,343 B	20,986 B
US 41	Powell Rd.	N. City Ltd.	Prnc. Arterial	2/B	15,413 F	15,952 F	16,471 B
CR 484	US 41	E. City Ltd.	Major Collector	2	8,290 C	9,465 D	10,640 D
CR 40	US 41	W. City Ltd.	Minor Collector	2	4,251 B	5,462 B	6,673 C
					2010	2015	2020
					Average Daily Traffic LOS	Average Daily Traffic LOS	Average Daily Traffic LOS
US 41	S. City Ltd.	Powell Rd.	Prnc. Arterial	4/B	25,029 B	31,714 D	39,480 F
US 41	Powell Rd.	N. City Ltd.	Prnc. Arterial	4/B	19,414 B	27,289 C	35,632 F
CR 484	US 41	E. City Ltd.	Prnc. Arterial	4/B	12,015 B	24,841 B	37,780 F
CR 40	US 41	W. City Ltd.	Prnc. Arterial	2	7,929 B	9,735 B	12,433 F

Source: 1. FDOT Preliminary Traffic Counts, 1996
2. Luke Transportation Engineering Consultants, 1996

Table 5

Subdivisions and Approximate Capacities
Near the City of Dunnellon

Subdivision	Approximate Dwelling Units*
Villages of Rainbow Springs	11,860
Rainbow Lake Estates	12,215
Citrus Springs	33,860
Rio Vista	293
Rainbow Acres	1,486
Cold Springs Village	15,445
Total	75,159

*These numbers are estimates; totals may vary upon completion.

Source: Marion County Planning Department, 1988

As can be seen in table 4, with the exception of the backlogged segment of US 41 between Powell Road and the North City limit, the roadways in Dunnellon are expected to be operating within acceptable levels of service throughout the ten-year planning horizon. In addition, the segments for CR 484 and CR 40 will fall to LOS D in the next decade. Figure 3, the Future Traffic Circulation Map, depicts the transportation system at the end of the planning horizon in 2010.

It is not financially feasible for the City to fund improvements to

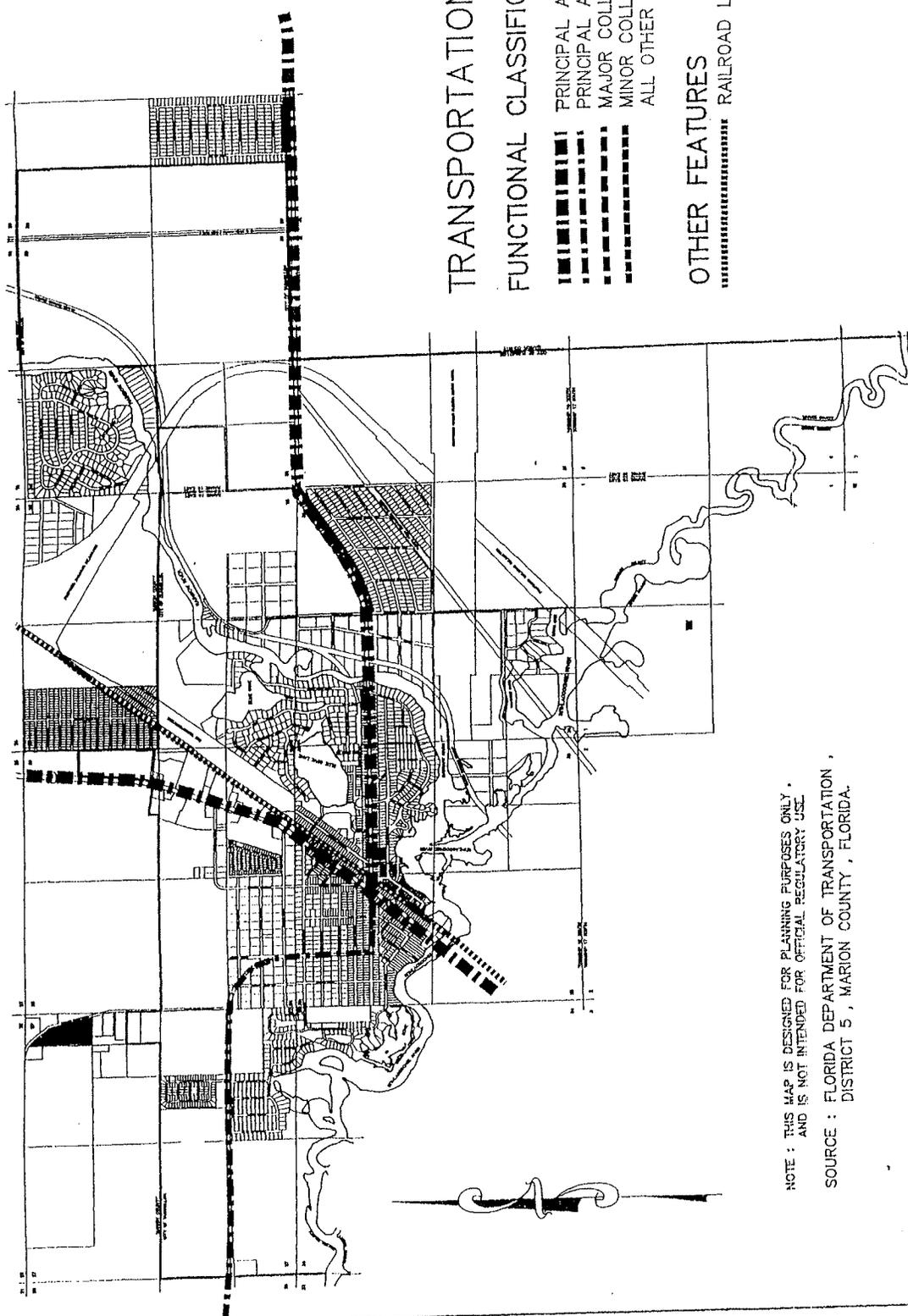
facilities operating below acceptable levels of service, nor is it appropriate to spend City tax dollars on County or State highways. Further, Dunnellon has no control over the development permits issued by Citrus County, Marion County, and all other traffic generators outside the City. According to FDOT's "Florida Highway System Plan, Level of Service Standards and Guidelines Manual", January 1989, Appendix F, Guidelines for Backlogged Facilities "The Department is primarily responsible for improving roads on the State highway system". Therefore, the City has the following plan of action to meet traffic needs within the City:

- a. Adopt a level of service for the backlogged facility that is consistent with FDOT standards. That means that the City's concurrency management system shall be designed to ensure that development permits issued maintain operating conditions, which is considered by the Department to be: "a peak hour increase in traffic of 5 percent or a decrease in average speed of 1 mph as a reasonable indicator of devaluation from the maintained condition. The maintained condition is determined from the best available data at this time, a 1996 FDOT preliminary traffic count of 15,433.
- b. Coordinate with Marion County, FDOT, and Citrus County to notify them of this limitation on the facility, and ensure that all DRIs and other development approved that impact this facility meet the backlogged standard.
- c. Petition the Ocala/Marion County MPO to list improving this facility in its Transportation Improvement Program. Petition FDOT to designate improvements to US 41 as a high priority. The facility is currently scheduled for preliminary engineering and right-of-way acquisition. This will ensure that FDOT will modify its five-year work program to include upgrading the facility.
- d. Seek an interlocal agreement with Marion County, the WRPC, and Citrus County to ensure that Dunnellon's concerns are addressed prior to approval of any DRI or other large development that impacts facilities within the City.

The City has determined that parallel access roads may also be an appropriate means to reduce traffic impacts, particularly for large commercial developments. Therefore, the goals, objectives, and policies include a policy that such a requirement will be evaluated during development of the land development regulations.

CITY OF DUNNELLON, FLORIDA

Figure 3



TRANSPORTATION FEATURES

FUNCTIONAL CLASSIFICATION

- PRINCIPAL ARTERIAL - FOUR LANE
- PRINCIPAL ARTERIAL - TWO LANE
- MAJOR COLLECTOR - TWO LANE
- MINOR COLLECTOR - TWO LANE
- ALL OTHER ROADWAYS - 2 LANE LOCAL

OTHER FEATURES

- RAILROAD LINES

NOTE : THIS MAP IS DESIGNED FOR PLANNING PURPOSES ONLY .
AND IS NOT INTENDED FOR OFFICIAL REGULATORY USE .

SOURCE : FLORIDA DEPARTMENT OF TRANSPORTATION .
DISTRICT 5 , MARION COUNTY , FLORIDA .

FUTURE TRAFFIC CIRCULATION SYSTEM - 2010

Related Facilities

Airport: The Dunnellon Municipal Airport serves the general aviation needs of Dunnellon and the surrounding area. There is currently no commercial service available at the Ocala Municipal Airport; the closest commercial service is available at the Gainesville Regional Airport. A Master Plan was completed for the Dunnellon Airport in June 1987, for airport expansion, as a general aviation facility. Studies are now underway to determine the feasibility of several alternatives to providing for the aviation needs in the region, including consideration of further expansions of the Dunnellon Municipal Airport to serve as a regional facility. Results of these studies should be considered when they become available to update this Transportation Element.

Rail: The nearest passenger rail service is provided by Amtrak, with the closest terminals in Ocala and Wildwood. There are two active railroad lines which pass through Dunnellon and a switchyard which is located just north of City Limits.

The Seaboard Air Line, which ran north-south along the east side of the Rainbow River has been abandoned. Another section of this same railroad line also runs east-west, north of CR 484 predominantly outside the City limits; this was also abandoned in 1987 and has been acquired by Florida Power Corp. As mentioned earlier, the Atlantic Coast Line is still providing freight service; from Figure 2, it can be seen that this line runs north-south through the City just east of US 41.

Conclusion

All major roadways within the City are currently operating at acceptable levels of service, with exception of the northern 2-lane section of US 41. As the residential developments in the surrounding area depend on Dunnellon for many goods and services, plans to upgrade this section to a 4-lane facility are included in the Capital Improvement Element to improve existing operating conditions and accommodate the additional demand created by new growth.

The projection of future traffic volumes, based on historic information, has shown that acceptable operating conditions and levels of service are expected throughout the planning horizon. However, the area has and will be experiencing rapid growth and is expected to continue to do so as the various DRIs build out over the coming years. Therefore, to ensure that adequate capacity is available to accommodate new growth, the City will coordinate with the Marion County planning staff and FDOT to regularly monitor traffic volumes. They will also participate in the review of developments outside the City limits to ensure that the City's interests are protected with regard to traffic impacts to the roadway network.

The land development code and concurrency management system, to follow after Comprehensive Plan adoption, will address the specifics of monitoring and evaluating these impacts to ensure

that levels of service are maintained.

Section 4: Severability. If any portion of this Ordinance shall be declared unconstitutional or if the applicability of this Ordinance, or any portion thereof, to any person or circumstance shall be held invalid, the validity of the remainder of this Ordinance and the applicability of this Ordinance, or any portion thereof, to other persons or circumstances, shall not be affected thereby. It is the specific intent of the City Council of the City of Dunnellon that the severability as set forth above shall apply to this ordinance.

Section 5: Repeal of Inconsistent Ordinances. Any Ordinance in conflict with this Ordinance is hereby repealed by implication.

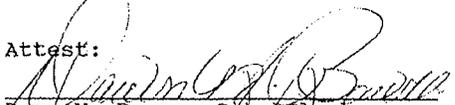
Section 6: Effective Date. The effective date of the amendment shall be the date a final order is issued by the Department of Community Affairs or the Administration Commission finding the amendment in compliance in according with Section 163.3184, Florida Statutes, whichever occurs earlier. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the Department of Community Affairs, Bureau of Local Planning, 2740 Centerview Drive, Tallahassee, Florida 32399-2100. This ordinance shall take effect on the third and final reading.

Upon motion duly made and carried, the foregoing Ordinance was approved upon the first reading on the 9th day of December, 1996.

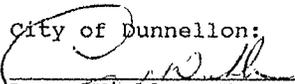
Upon motion duly made and carried, the foregoing Ordinance was approved upon the second reading on the 16th day of December, 1996.

Upon motion duly made and carried, the foregoing Ordinance was approved upon the third and final reading on the 16th day of December, 1996.

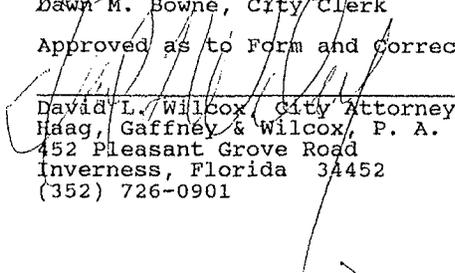
Attest:


Dawn M. Bowne, City Clerk

City of Dunnellon:


Larry Winkler, Mayor

Approved as to Form and Correctness:

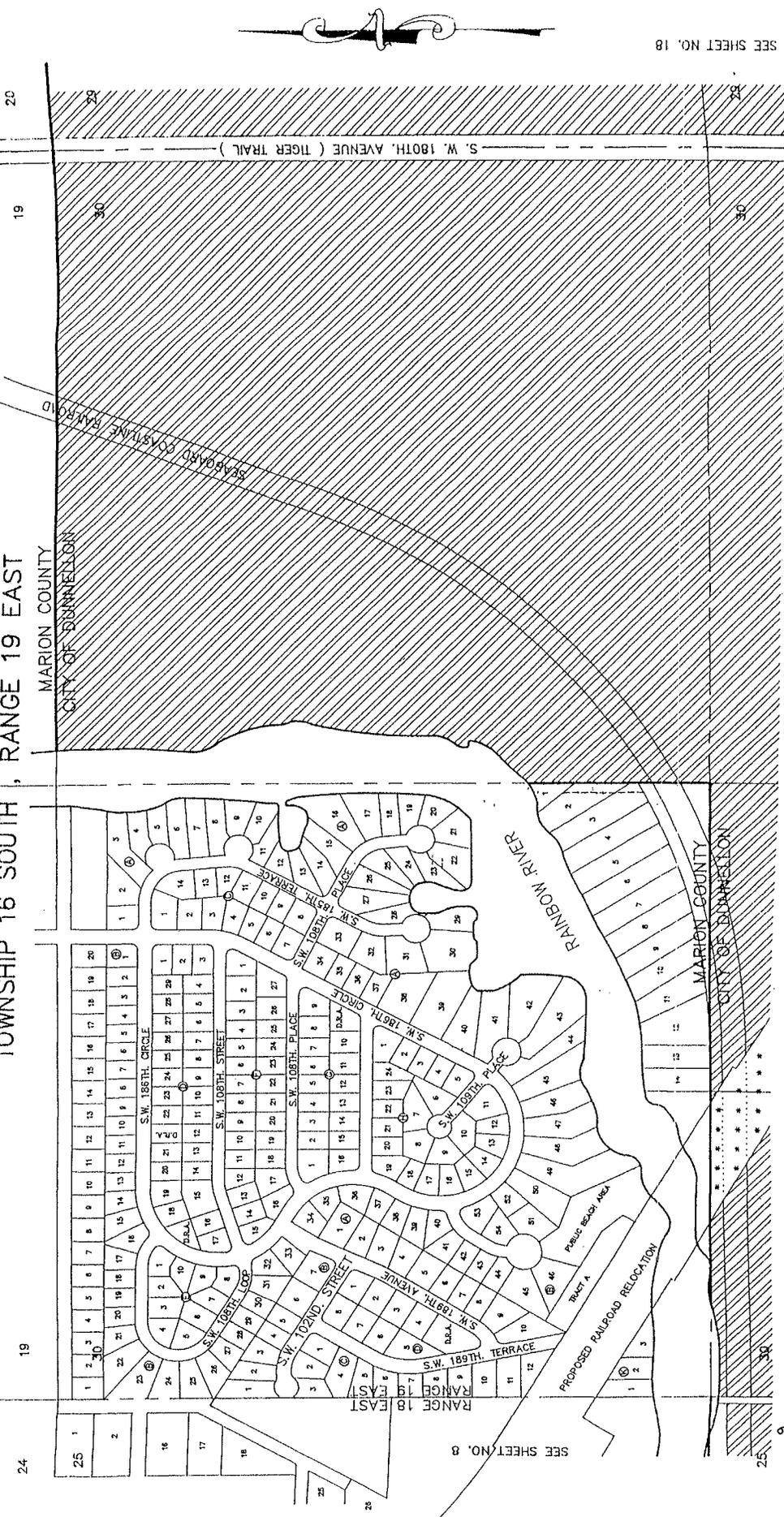

David L. Wilcox, City Attorney
Haag, Gaffney & Wilcox, P. A.
452 Pleasant Grove Road
Inverness, Florida 34452
(352) 726-0901

CITY OF DUNNELLON, FLORIDA

THE NORTH 1/2 OF SECTION 30,
TOWNSHIP 16 SOUTH, RANGE 19 EAST

SHEET 13 OF 18 SHEETS

Exhibit A
Page 3 of 5



SEE SHEET NO. 14

SEE SHEET NO. 18

AREAS SHOWN AS CONSERVATION ON THIS MAP THAT ARE DETERMINED TO BE NON-ASSOCIATIONAL BY THE SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT U.S. ARMY CORPS OF ENGINEERS AND FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION SHALL BE ALLOWED TO REMAIN WITH THE ADJACENT LAND USE DESIGNATION, SO LONG AS POLICIES CONCERNING BATTERS ARE COMPLETED WITH.

THE EXACT BOUNDARIES OF THE CONSERVATION AREA FOR A SPECIFIC PARCEL SHALL BE DEFINED AS THOSE AREAS WHICH ARE JURISDICTIONAL RELAYING ACCORDING TO SWPMD, DEP AND/OR USACE.

SEE SHEET NO. 9

YEAR 2010
FUTURE LAND USE MAP

CITY OF DUNNELLON, FLORIDA
 THE SOUTH 1/2 OF SECTION 30,
 TOWNSHIP 16 SOUTH, RANGE 19 EAST

SHEET 14 OF 18 SHEETS

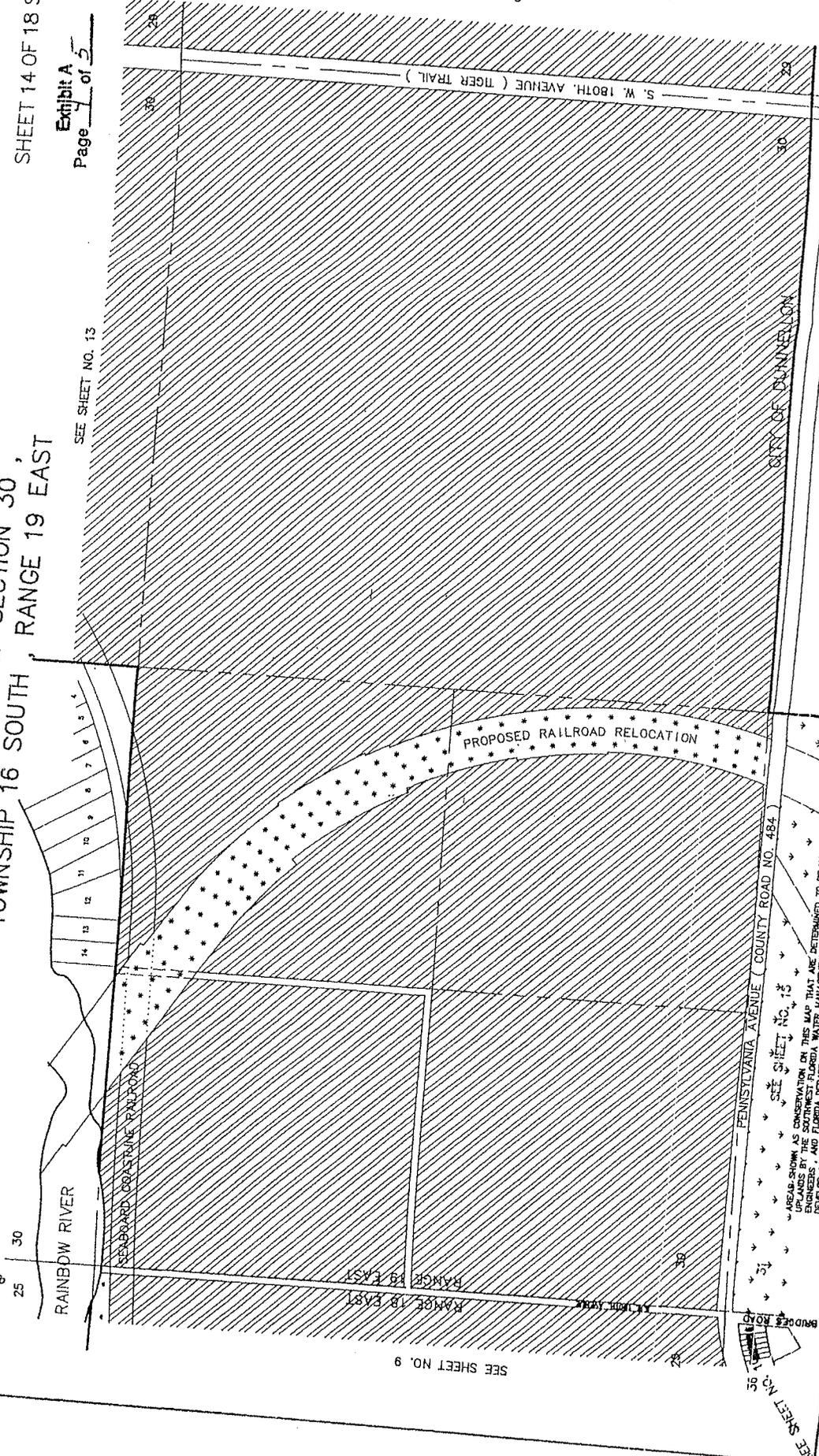
Exhibit A
 Page 1 of 5

SEE SHEET NO. 13

SEE SHEET NO. 18

SEE SHEET NO. 8

SEE SHEET NO. 9



CITY OF DUNNELLON

MARION COUNTY

31

YEAR 2010

FUTURE LAND USE MAP

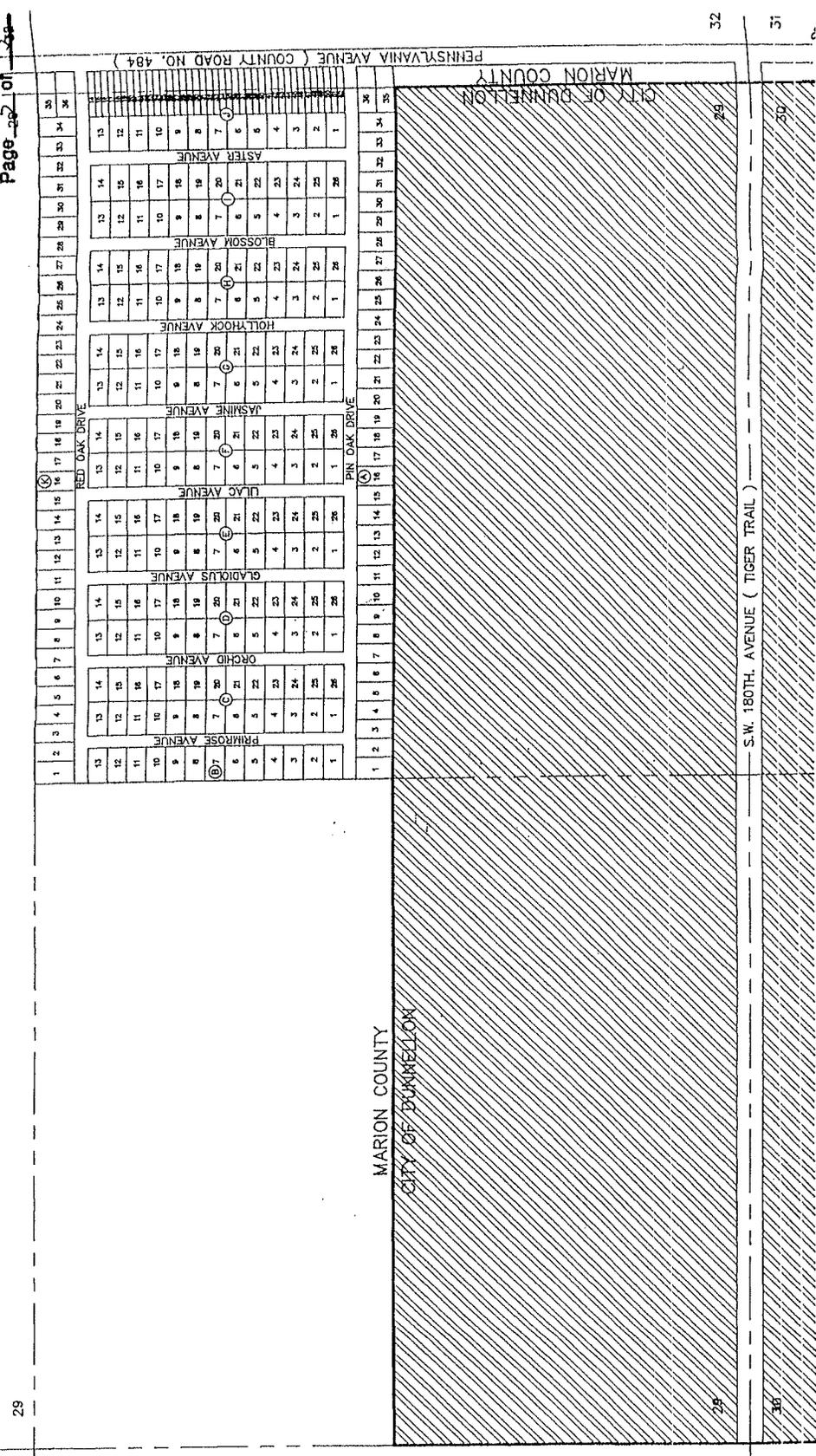
AREAS SHOWN AS CONSERVATION ON THIS MAP THAT ARE DETERMINED TO BE NON-RECREATIONAL AREAS BY THE SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT, U.S. ARMY CORPS OF ENGINEERS AND FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, U.S. ARMY CORPS OF ENGINEERS AND FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, U.S. ARMY CORPS OF ENGINEERS SHALL BE ALLOWED TO DEVELOP WITH THE ADJACENT LAND USE DESIGNATION, 30 LONG AS POLICES CONCERNING BUFFERS ARE COMPLIED WITH.

THE EXACT BOUNDARIES OF THE CONSERVATION AREA FOR A SPECIFIC PARCEL SHALL BE DETERMINED AS THOSE AREAS WITH THE JURISDICTIONAL WETLANDS ACCORDING TO SWFWMD, DEP AND/OR USACE.

CITY OF DUNNELLO, FLORIDA
 THE WEST 1/2 OF SECTION 29,
 TOWNSHIP 16 SOUTH, RANGE 19 EAST



Exhibit A
 Page 28 of 30



SEE SHEET NO. 14
YEAR 2010
 FUTURE LAND USE MAP

SEE SHEET NO. 13
 AREAS SHOWN AS CONSERVATION ON THIS MAP THAT ARE DETERMINED TO BE NONJURISDICTIONAL UPLANDS BY THE COASTWATER FEDERAL DISTRICT, U.S. ARMY CORPS OF ENGINEERS, ARE CALLED TO YOUR ATTENTION AS BEING SUBJECT TO FEDERAL AND STATE REGULATIONS AND PERMITS. SUCH REGULATIONS AND PERMITS SHALL BE OBTAINED BY THE ADJACENT LAND USE DESIGNATION, AND LAND AS FOLLOWS CONCERNING BUFFERS ARE COMPLIED WITH.

THE EXACT BOUNDARIES OF THE CONSERVATION AREA FOR A SPECIFIC PARCEL SHALL BE DETERMINED AS THOSE AREAS WHICH ARE JURISDICTIONAL WETLANDS ACCORDING TO SWPM, DEP AND/OR USACE.

SEE SHEET NO. 15

that levels of service are maintained.

Section 4: Severability. If any portion of this Ordinance shall be declared unconstitutional or if the applicability of this Ordinance, or any portion thereof, to any person or circumstance shall be held invalid, the validity of the remainder of this Ordinance and the applicability of this Ordinance, or any portion thereof, to other persons or circumstances, shall not be affected thereby. It is the specific intent of the City Council of the City of Dunnellon that the severability as set forth above shall apply to this ordinance.

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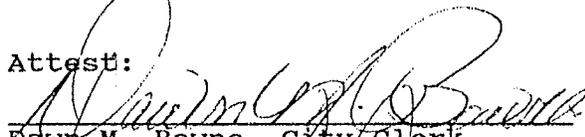
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Upon motion duly made and carried, the foregoing Ordinance was approved upon the first reading on the 9th day of December, 1996.

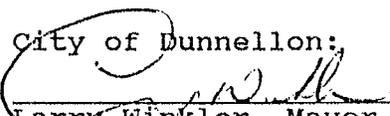
Upon motion duly made and carried, the foregoing Ordinance was approved upon the second reading on the 16th day of December, 1996.

Upon motion duly made and carried, the foregoing Ordinance was approved upon the third and final reading on the 16th day of December, 1996.

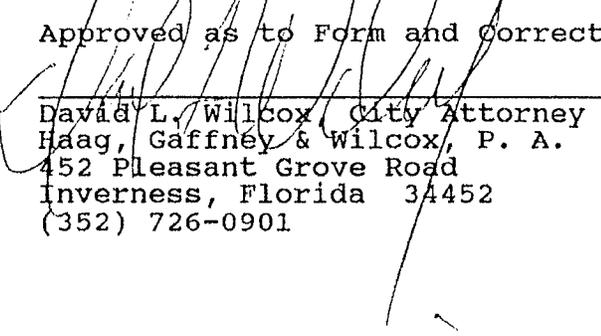
Attest:


Dawn M. Bowne, City Clerk

City of Dunnellon:


Larry Winkler, Mayor

Approved as to Form and Correctness:


David L. Wilcox, City Attorney
Haag, Gaffney & Wilcox, P. A.
452 Pleasant Grove Road
Inverness, Florida 34452
(352) 726-0901

STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS
NOTICE OF INTENT TO FIND THE
CITY OF DUNNELLON
COMPREHENSIVE PLAN AMENDMENTS NOT IN COMPLIANCE
DOCKET NO. 96-1-NOI-4203-(A)-(N)

The Department gives notice of its intent to find the Amendments to the Comprehensive Plan for the City of Dunnellon, adopted by Ordinance No. 96-15 on December 16, 1996, NOT IN COMPLIANCE, pursuant to Sections 163.3184, 163.3187 and 163.3189, F.S.

The adopted City of Dunellon Comprehensive Plan Amendments, the Department's Objections, Recommendations, and Comments Report, (if any), and the Department's Statement of Intent to Find the Comprehensive Plan Amendment(s) Not In Compliance will be available for public inspection Monday through Friday, except for legal holidays, during normal business hours, at the City of Dunnellon City Hall, Clerk's Office, 12014 South Williams Street, Dunnellon, Florida 34432.

This Notice of Intent and the Statement of Intent will be forwarded by petition to the Division of Administrative Hearings (DOAH) of the Department of Management Services for the scheduling of an administrative hearing pursuant to Section 120.57, F.S. The purpose of the administrative hearing will be to present evidence and testimony on the noncompliance issues alleged by the Department in its Objections, Recommendations, and Comments Report and Statement of Intent in order to secure a recommended order for forwarding to the Administration Commission.

Affected persons may petition to intervene in this proceeding. A petition for intervention must be filed at least five (5) days before the final hearing and must include all of the information and contents described in Rule 60Q-2.010, F.A.C. No new issues may be alleged as a reason to find a plan or plan amendment not in compliance in a petition to intervene filed more than twenty one (21) days after publication of this notice unless the petitioner establishes good cause for not alleging such new issues within the twenty one (21) day time period. The petition for intervention shall be filed at DOAH, 1230 Apalachee Parkway, Tallahassee, Florida 32399-1550, and a copy mailed or delivered to the local government and the Department. Failure to petition to intervene within the allowed time frame constitutes a waiver of any right such a person has to request a hearing pursuant to Section 120.57, F.S., or to participate in the administrative hearing.

After an administrative hearing petition is timely filed, mediation is available pursuant to Subsection 163.3189(3)(a), F.S., to any affected person who is made a party to the proceeding by filing that request with the administrative law judge assigned by the Division of Administrative Hearings. The choice of mediation shall not affect a party's right to an administrative hearing.

-s-Charles G. Pattison, Director
Department of Community Affairs
Division of Resource Planning
and Management
2555 Shumard Oak Boulevard
Tallahassee, Florida 32399-2100