

Marion County Comprehensive Plan Updates

March 11th, 2025

Marion County Growth Services | Kimley-Horn and Associates, Inc.



Agenda



1. Transportation Element Redlines

1. Level of Service
2. Restructure of Element
3. General Redlines

2. Next Workshop





Transportation Level of Service – Florida Statutes

Florida Statute 163.3180 Concurrency

(1) (b) The local government comprehensive plan must demonstrate, for required or optional concurrency requirements, that the levels of service can be reasonably met. Infrastructure needed to ensure that adopted level-of-service standards are achieved and maintained for the 5-year period of the capital improvement schedule must be identified pursuant to the requirements of s. 163.3177(3). The comprehensive plan must include principles, guidelines, standards, and strategies for the establishment of a concurrency management system.

Florida Statute 163.3177 Required and optional elements of comprehensive plan; studies and surveys.

(3)(a) The comprehensive plan must contain a capital improvements element designed to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth all of the following:

(4) A schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.



Transportation Level of Service – Florida Statutes

Florida Statute 163.3180 Concurrency

(5)(a) If concurrency is applied to transportation facilities, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service to guide its application.

(b) Local governments shall use professionally accepted studies to evaluate the appropriate levels of service. Local governments should consider the number of facilities that will be necessary to meet level-of-service demands when determining the appropriate levels of service. The schedule of facilities that are necessary to meet the adopted level of service shall be reflected in the capital improvement element.

(c) Local governments shall use professionally accepted techniques for measuring levels of service when evaluating potential impacts of a proposed development.

(d) The premise of concurrency is that the public facilities will be provided in order to achieve and maintain the adopted level of service standard. A comprehensive plan that imposes transportation concurrency shall contain appropriate amendments to the capital improvements element of the comprehensive plan, consistent with the requirements of s. 163.3177(3). The capital improvements element shall identify facilities necessary to meet adopted levels of service during a 5-year period.



Transportation Level of Service – Florida Statutes

Florida Statute 163.3180 Concurrency

(h)1. Local governments that continue to implement a transportation concurrency system, whether in the form adopted into the comprehensive plan before the effective date of the Community Planning Act, chapter 2011-139, Laws of Florida, or as subsequently modified, must:

c. Allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government's concurrency management system, and s. 380.06, when applicable, if:

(I) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection. The agreement must provide that after an applicant makes its contribution or constructs its proportionate share pursuant to this sub-sub-paragraph, the project shall be considered to have mitigated its transportation impacts and be allowed to proceed if the applicant has satisfied all other local government development requirements for the project.

(II) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility... A local government may not prevent a single applicant from proceeding after the applicant has satisfied its proportionate-share requirement if the applicant has satisfied all other local government development requirements for the project.



Transportation Level of Service – Florida Statutes

Florida Statute 163.3180 Concurrency

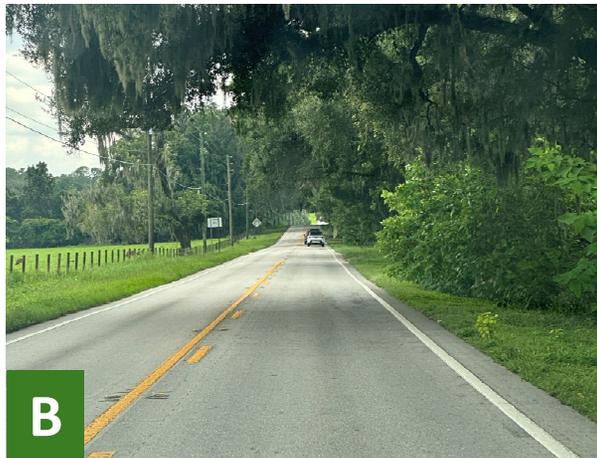
(5)(h)2. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.

(b).... If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.



Transportation Level of Service - Standards

CR 475A, S of SW 66th St



NW 27th Ave, S of US 27



SR 40, W of SE 25th Ave



SR 200, S of CR 484



SW 49th Ave, S of SW 95th St



Transportation Level of Service - Videos

- LOS A / B – SE 92nd Place Loop (Bellevue Beltway)
- LOS C – SW 60th Avenue, south of US 27
- LOS D – SR 464 at SE 36th Avenue
- LOS E – SE 32nd Street, CR 475 to US 441
- LOS F – SW 66th Street at CR 475A



Transportation Level of Service

Existing Policy

Policy 2.1.1: Implementation of Level of Service Standards

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

Proposed Policy

Policy 2.1.1: Implementation of Level of Service Standards

Adopted LOS standards shall be used as the criteria to measure the available capacity of functionally classified facilities that are part of the traffic circulation system. **The County may adopt specific roadways to be exempt from LOS standards through Ordinance.** The County may not be compelled or required to **fund** roadway widening or construction of new roadways outside of the Urban Growth Boundary (UGB) to address new or unmitigated impact of development within adjacent municipalities and counties.



Transportation Level of Service

Policy 2.1.2: Level of Service Standards

Marion County shall utilize the following minimum peak hour level of service-LOS standards on functionally classified County and State roadways within unincorporated Marion County. Major local roadways to be evaluated for transportation concurrency will be identified within the Concurrency Management Procedure (CMP) Database to be developed in conjunction with the Ocala Marion Transportation Planning Organization (TPO).

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

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



Transportation Level of Service

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

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

Transportation Level of Service - Performance



Roadways Exceeding LOS Standard (2023 CMP)

Year 2023

- CR 484, US 41 to Lakeshore Dr
- SE 110th St, from CR 467 to US 441
- SE 44th Ave Rd, SE 52nd St to SE 38th St
- SW 49th Ave, Marion Oaks Trl to SW 95th St
- SW 66th St, I-75 to SW 27th Ave

Year 2028 (in addition to year 2023)

- CR 318, County Line to I-75
- CR 464, SR 35 to Emerald Rd (N)
- NE 35th St, CR 200A to NE 25th Ave
- SE 24th St, SE 36th Ave to SE 28th St
- SE 92nd Pl Rd, US 441 to SR 35
- SW 66th St, SR 200 to I-75



Transportation Level of Service - Performance

With LOS changes

Urban roadways with existing LOS E standard exceeding LOS D

Year 2023

- CR 484, US 41 to Lakeshore Dr
- SW 49th Ave, Marion Oaks Trl to SW 95th St

Year 2028 (in addition to year 2023)

- CR 35, SR 40 to NE 35th St
- CR 464, SR 35 to Emerald Rd (N)
- NE 35th St, CR 200A to NE 25th Ave
- SE 24th St, SE 36th Ave to SE 28th St
- SE 92nd PI Rd, US 441 to SR 35

Rural roadways with existing LOS D standard exceeding LOS C

Year 2028

- CR 42, Urban Area to CR 450
- CR 484, I-75 to 475A



Transportation Level of Service

Policy 2.1.3: Analysis

For the purposes of conducting generalized planning analysis such as deficiency and needs analyses, geographic influence areas, and future year analyses, Marion County shall ~~utilize the latest version of~~ establish service volumes for classified roadways based on the FDOT Quality/Level of Service Handbook and Generalized Service Volume tables ~~to establish volume and capacity for roadways~~. The County may establish corridor specific service volumes based on detailed corridor studies. The roadway service volumes shall be documented in the CMP Database to be developed in conjunction with the TPO and periodically updated.

Policy 2.1.4: Determination of Impact

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



Transportation Level of Service

Restructure to add new Policy related to Bicycle and Pedestrian LOS. **Language from existing Policy 6.2.7 Multimodal Connectivity within the Transit Goals**, re-organized into two policies (2.1.5, 6.2.6).

Policy 2.1.5: Bicycle and Pedestrian LOS

Marion County may utilize the Quality/Level of Service Handbook developed by the FDOT to determine a LOS for bicycle and pedestrian facilities. The following strategies may be implemented to improve bicycle and pedestrian LOS:

- Evaluate and implement neighborhood level connectivity techniques.
- Provide bicycle lanes and sidewalks on all new and reconstructed collector and arterial facilities in Urban Areas. However, a design exception may be approved by the Board of County Commissioners as a result of public input, cost feasibility, or policy restrictions.
- Require new developments to provide for bicycle and pedestrian facilities.
- Planning and construction of new trail facilities as outlined in the TPO's Bicycle and Pedestrian Master Plan and Active Transportation Plan.



Transportation Element Restructure

Goal 1: Purpose of Transportation Element

Objective 1.1: Implementation Strategy

Goal 2: Functionality of the Transportation Network

Objective 2.1 Level of Service

Objective 2.2 Access Management

Objective 2.3 Connectivity

Goal 3: Land Use and Transportation

Objective 3.1: Financial Feasibility of Development – removed and moved
Policy 3.1.1 to 4.1.1 and Policy 3.1.2 to 4.1.6

Objective 3.2 Intergovernmental Coordination- renumbered to 3.1

Objective 3.3 Concurrency – renumbered to 3.2



Transportation Element Restructure

Goal 4: Provision of Infrastructure

Objective 4.1: Benefit-Cost Approach - renamed to Transportation Infrastructure Planning

Goal 5: Freight

Objective 5.1 Land Use and Freight

Goal 6: Transit

Objective 6.1 Future Transit Service

Objective 6.2 Compact Development – renamed to Transit Supportive
Development Patterns

Objective 6.3 Intergovernmental Coordination – removed (policies moved to
Objective 6.1 and 6.2) and added new Objective 6.3 Transit Design Standards

Goal 7: Aviation

Objective 7.1 Aviation and Land Use

Objective 7.2 Consistency with Comprehensive Plan



Goal 4: Provision of Infrastructure

- Renamed Objective 4.1 to Transportation Infrastructure Planning
- Moved Policy 3.1.1 to be Policy 4.1.1
- Added Policy 4.1.4
- Modified Policy 4.1.5 (renumbered to 4.1.6) Right of Way Acquisition to add language from Policy 3.1.2
- Other redlines to be consistent with current practices and wordsmithing

Policy 4.1.1: Map Series

The Transportation Element Map Series shall be the guiding document for the development of Marion County's transportation network. The maps shall be reviewed and updated, if required, at least annually every 7 years by projecting level of service LOS for roadways using the best available data.

Policy 4.1.4: Planning Strategies

The County should consider prioritization of capacity improvements for County roadway segments when the traffic volume reaches 80% of the adopted service volume, in accordance with Policy 2.1.1.

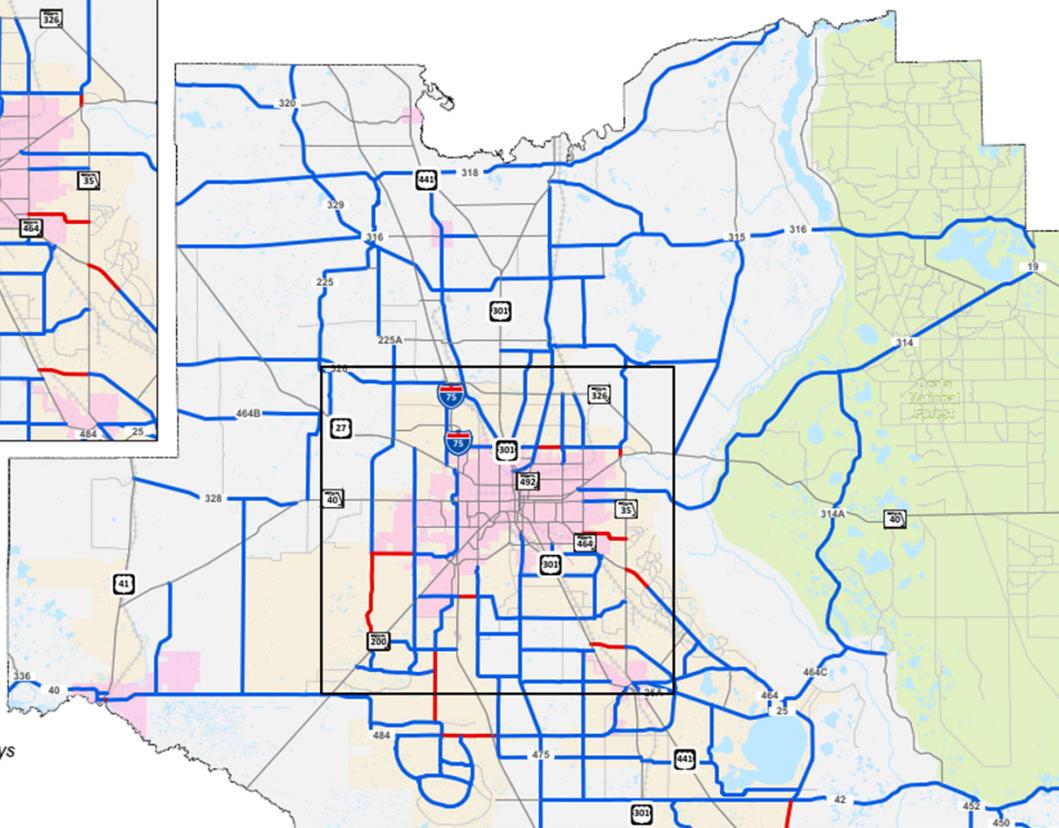
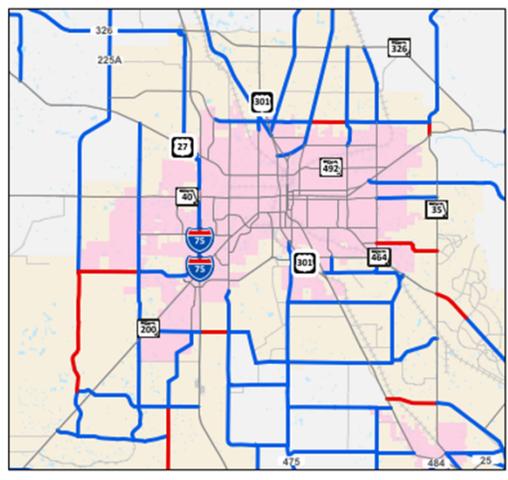
Policy 4.1.6: Right of Way Acquisition

Marion County shall annually establish a schedule for the acquisition of rights-of-way needed for future road improvements listed in the Transportation Improvement Program and CIE Schedule. The County shall ensure adequate rights-of-way for roadway, transit, bicycle, and pedestrian pathways and protect existing and future rights-of-way from building encroachment.



Transportation Level of Service - Performance

80% LOS D (2023 CMP)



Marion County 0.8 LOS D

- Under 0.8 LOS D
- Exceeds 0.8 LOS D
- Non-County Roadway
- City Boundaries
- Urban Area Boundary

*For Marion county-maintained roadways

- CR 25, CR 42 to County Line(S)
- CR 35, SR 40 to NE 35th St
- CR 464, SR 35 to SE Pine Road
- CR 484, CR 475A to Marion Oaks Blvd
- NE 35th St, CR 200A to NE 25th Ave
- SE 24th St, SE 36th Ave to SR 35
- SE 92nd PI Rd, US 30 to SR 35
- SW 38th St, SW 80th Ave to SW 60th Ave
- SW 49th Ave, SW 95th St to Marion Oaks Blvd
- SW 80th Ave, SW 90th St to SW 38th St
- SW 66th St, SW 49th Ave to SW 27th Ave



Goal 6: Transit

OBJECTIVE 6.1: FUTURE TRANSIT SERVICE

It is the objective of the County to have all areas within ~~an~~ the Urban Growth Boundary, Planned Service Areas (PSA), and Urbanized areas (per the FDOT Urbanized Area Map) within the County ~~identified in the Future Transportation Corridor Map~~ served by transit. In addition, potential connectivity to adjacent services shall be encouraged. ~~Marion County may establish transit supportive land use patterns and require the provision of transit facilities.~~

Policy 6.1.1 Promotion of Transit – was Policy 6.3.2

Policy 6.1.2 Transit Funding – was Policy 6.1.8

Policy 6.1.3 Paratransit – was Policy 6.1.1

Policy 6.1.4 Funding for Transportation Disadvantaged – was Policy 6.1.7

Policy 6.1.5 Promotion of Transportation Alternatives – was Policy 6.2.6

Policy 6.1.6 Transportation Demand Management – was Policy 6.1.9

Policy 6.1.7 Funding Mechanisms – was Policy 6.2.5



Goal 6: Transit

OBJECTIVE 6.2: ~~COMPACT DEVELOPMENT~~ TRANSIT SUPPORTIVE DEVELOPMENT PATTERNS

~~The Land Development Code shall encourage compact development and clustering which shall facilitate future development of an integrated multi-modal transportation system. Marion County shall encourage transit supportive development patterns and may require the provision of transit facilities.~~

Policy 6.2.1 Availability of Transit – was Policy 6.1.2

Policy 6.2.2 Discouragement of Inefficient Development Patterns – was Policy 6.2.1

Policy 6.2.3 Maximizing Residential and Employment Uses for Transit – was Policy 2.3.3

Policy 6.2.4 Development Review – was Policy 6.2.2

Policy 6.2.5 Alternative Mitigation – was Policy 6.2.3

Policy 6.2.6 Multi-modal Connectivity – was Policy 6.2.7

Policy 6.2.7 Enhancement of Multi-modal Opportunities – was Policy 6.3.1



Goal 6: Transit

OBJECTIVE 6.3: ~~INTERGOVERNMENTAL COORDINATION~~ TRANSIT DESIGN STANDARDS

~~Marion County shall ensure that its public transportation element is coordinated and consistent with the 5-Year Transportation Plan of the Florida Department of Transportation and the Ocala/Marion TPO. Marion County shall encourage planning for transit through implementation of transit design standards.~~

Policy 6.3.1 Regional Activity Centers – was Policy 6.1.3

Policy 6.3.2 Transit Facility Development – was Policy 6.1.4 and 6.1.5

Policy 6.3.3 Development Specific Design Standards – was Policy 6.1.5 and 6.1.6

Transportation Element Redlines



Review Other Redlines – generally to address:

- Current practices
- More concise
- Correct grammar
- Wordsmithing





Next Workshop:

Date

- Thursday, March 27th, 2025
- 2:30pm - 4:30pm

Topics

- Bring Backs from Prior Workshops
- Landfills & Solid Waste
- Special Uses
- Overlay Zones

Redline Reviews

- Solid Waste Element
- Sanitary Sewer Element



Question and / or comments?

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