

**Official Minutes of  
MARION COUNTY  
BOARD OF COUNTY COMMISSIONERS**

January 9, 2025

**CALL TO ORDER:**

The Marion County Board of County Commissioners met in a workshop session in Commission Chambers at 3:02 p.m. on Thursday, January 9, 2025 at the Marion County Governmental Complex located in Ocala, Florida.

**INTRODUCTION OF WORKSHOP BY CHAIRMAN KATHY BRYANT**

Chairman Bryant advised that the workshop was scheduled this afternoon to discuss the Comprehensive Plan Evaluation and Appraisal Report (EAR).

**PLEDGE OF ALLEGIANCE**

The meeting opened with the Pledge of Allegiance to the Flag of our Country.

**ROLL CALL**

Upon roll call the following members were present: Chairman Kathy Bryant, District 2; Vice-Chairman Carl Zalak, III, District 4; Commissioner Craig Curry, District 1; Commissioner Matthew McClain, District 3; and Commissioner Michelle Stone, District 5. Also present were County Attorney Matthew G. Minter, County Administrator Mounir Bouyounes, Assistant County Administrator (ACA) Tracy Straub, Growth Services Director Chuck Varadin, Deputy Growth Services Director Ken Weyrauch, Senior Planner Chris Rison and Transportation Planner Ken Odom.

The Deputy Clerk was in receipt of a 28 page Agenda packet to follow along with the PowerPoint presentation.

**WORKSHOP PRESENTATION**

1. Provide an Update and Receive Board Input Regarding the Comprehensive Plan Evaluation and Appraisal Report – January 9, 2025.

Growth Services Director Chuck Varadin presented the following recommendation:

Description/Background: The Board is scheduled for a series of workshops with Growth Services staff and their consultant, Kimley-Horn and Associates, Inc., to review and provide input regarding Marion County's 2025 Evaluation Appraisal Report (EAR). This is the 6<sup>th</sup> workshop in a series of workshops to discuss the EAR. The objective of this workshop is to discuss the transportation element.

Florida Statute Section 163.3191 requires an evaluation of the Comprehensive Plan every seven years to ensure consistency with statutory requirements and community engagement. This report, the EAR, is due February 2025 with identified changes to the Comprehensive Plan to be completed within one year.

Recommended Action: Staff is seeking Board discussion.

Blair Knighting, Kimley-Horn and Associates, Inc. (KHA), advised that today's focus would be on the Transportation Element and beginning in February targeted workshops will take place to review topics that came up during previous workshops. She advised that the survey for the EAR closed on January 1, 2025. The goal is to get through the whole Element today, but if not there is a workshop scheduled for next week.

Ms. Knighting advised that there were no suggested changes on Goal 1, Purpose of the

Transportation Element. She on comment Objective 1.1, Implementation Strategy, and requested the Board consider whether it wants to implement a Mobility Plan. The Transportation Planning Organization (TPO) is working on an active Transportation Plan. Ms. Knighting commented on the minor grammar edits to Policy 1.1.1, Marion County Transportation Planning Principles. She stated Policy 1.1.2, Adopted Transportation Element Maps is not necessary because there is a Table of Contents.

Ms. Knighting stated Goal 2, Functionality of the Transportation Network, has minor grammar edits. Objective 2.1, Level of Service, was modified to spell out Level of Service and include the acronym LOS. She recommended Florida Statute (FS) 163 be reviewed to ensure the last sentence of Policy 2.1.1, Implementation of Level of Service Standards, meets the Statutory requirement. Ms. Knighting requested feedback from the Board on the language utilized in Policy 2.1.2, Level of Service Standards.

In response to Commissioner Curry, Amber Gardner, KHA, SE 17<sup>th</sup> Street, advised that she is unclear if the intent of the policy is to limit the impact on scenic rural roads by allowing them to be over the LOS standard.

Chairman Bryant opined that the intent is more directed at not requiring the County to widen roads or construct new roadways outside of the Urban Growth Boundary (UGB) when it relates to new development. Mr. Bouyounes concurred.

Chairman Bryant advised that the Board is being extremely careful on where new development is approved, noting they are trying to center new development within the UGB. She stated this may not have always been the case in the past. Chairman Bryant advised that if development does occur outside the UGB and makes the existing roads LOS fail, someone will need to construct new roads. She questioned who would be the one responsible to construct those roads.

Mr. Bouyounes advised that the language does not require or compel the County to do this, but when a new development is presented, the Board has to evaluate the traffic impact and what has to be done to mitigate that impact.

Chairman Bryant opined that additional language might be necessary to ensure the responsibility does not fall on the County. She stated the Board will have to decide if it will deny a development if it causes the LOS to fail.

Commissioner Stone stated the recommended action is to review FS 163 to ensure the last sentence meets the Statutory requirements and questioned if this has already been done. Ms. Knighting advised that KHA does need to check this and work with the Legal Department to ensure everyone is on the same page.

Commissioner Zalak questioned if the unmitigated impact of development from adjacent municipalities in the County was referring to background traffic. Ms. Gardner advised that this statement does need clarification. She stated FS is clear that if the County adopts concurrency than they need to achieve the LOS standards, noting it seems that this policy is contradictory. In other municipalities there are specific roadways in the Comprehensive Plan that are accepted out, or identified as constrained roadways. Ms. Gardener advised that this could be a blanket policy that once there is a roadway that actually gets to that point, then the Comprehensive Plan can be modified to add that this is a constrained facility and the Board understands that it exceeds the LOS standard and that is okay.

Commissioner Zalak opined that there are certain roads the Board may want to take a higher level of care on or expand in a different way, for example scenic roads. He stated roads outside of the UGB are not being addressed.

Ms. Gardner advised that the language does not state the Board is not going to widen or construct new roadways outside of the UGB, but does state the Board will not be

compelled to do so.

Mr. Bouyounes advised that the intention was to discourage development outside the UGB, noting the language may need to be clarified.

General discussion ensued.

Chairman Bryant advised that moving forward there needs to be clear expectations of the LOS as the County grows and develops.

Mr. Minter commented on an article he read relating to congested roads, noting the Board cannot build their way out of congested roads. He stated traffic is always looking for an easier freeway to ride; therefore, if a new lane is added, traffic will ride on that road.

Ms. Gardner advised that some municipalities have area wide LOS standards. She opined that people would use other forms of transportation if it becomes too difficult to ride in a single occupant vehicle, noting until other forms of transportation (i.e., transit, rideshare, etc.) becomes available that the congestion will balance as people find other routes.

Chairman Bryant questioned if this will happen organically. Ms. Gardner opined that it does over time, unless there are policies enacted. She stated there are certain uses within the community that require ride share, which is part of the Comprehensive Plan. The policies encouraging those sorts of developments and partnering with the development community to establish that will be addressed later.

Chairman Bryant opined that as more Planned Service Areas (PSA) are developed and encouraged the lower the traffic will be on the roads.

Commissioner Curry advised that today the Board is reviewing the Element broadly and providing direction, noting this matter would be brought back at a workshop to further discuss.

In response to Ms. Gardner, Chairman Bryant advised that the Board will need to know what the FS requires and directed KHA to bring back recommendations after consulting with Mr. Minter.

Commissioner Zalak questioned if it is better for the County if it is not compelled to change the LOS. Ms. Gardner advised that the FS states, "The local government comprehensive plan must demonstrate, for required or optional concurrency requirements, that the levels of service adopted 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." She opined that having a policy indicating the County is not compelled to meet those standards is contrary to FS, noting there may be better language.

Mr. Bouyounes advised that there is a section in the Statute indicating if the County has a failed facility, it cannot add more problems to that facility or it cannot approve something on a failed facility.

In response to Mr. Minter, Ms. Gardner stated she was reading language from FS 163.3180.

Mr. Minter advised that the Concurrency Statute used to say that the capital facilities had to be in place when growth occurs. He stated the idea was if the facilities are not in place the Board should not approve new development.

Commissioner Stone referred to FS 163.567 relating to a joint Transportation Planning Organization (TPO) with other Counties and questioned if this would impact Marion County since it has a stand alone TPO. Mr. Minter opined that it would not be affected.

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Chairman Bryant directed KHA to review the FS, work with Mr. Minter and bring back suggestions for Board consideration.

Ms. Knighting addressed Policy 2.1.2, LOS Standards, noting today is to hear general comments to prepare for the more in-depth workshop in the future.

Commissioner Zalak advised that he would like to see the LOS change.

Ms. Gardner referred to the LOS table shown on the overhead screens.

Commissioner Stone requested clarification on the letter ratings shown on the table.

Commissioner Zalak opined that a visual model of each traffic flow is needed.

Ms. Gardner provided a brief overview of the different LOS standards.

In response to Commissioner Zalak, Ms. Gardner advised that the quality LOS handbook developed by the Florida Department of Transportation (FDOT) is based on the highway capacity manual, which is the national standard. She commented on the difference between interrupted flow and uninterrupted flows. Ms. Knighting stated the LOS is based on the average travel speed across a corridor or segment compared to the base free flow speed. The highway capacity manual states for an urban street facility, which has an interrupted flow, with a based free flow speed of 45 mile per hour (mph) would be a LOS D if travel speeds are greater than 18 miles per hour over the entire segment. A LOS E is 14 mph.

Commissioner Bryant questioned how LOS F is defined. Ms. Gardner advised that would be less than or equal to 14 mph. She stated FDOT reviews the average signal spacing, cycle length to determine a volume to represent that LOS letter grade, noting this is used across the state.

In response to Chairman Bryant, Ms. Gardner advised that LOS A and LOS B is free flow, LOS C is a stable flow, LOS D is less stable, LOS E begins to be an unstable flow, and LOS F is very low speeds with a breakdown in flow. She stated the speed for LOS A is greater than 36, LOS B is 30mph, LOS C is 23 mph, LOS D is 18mph and LOS E is 14mph. Ms. Gardner advised that the County tries to improve the flow during certain peak periods by observing different timing patterns.

Chairman Bryant questioned what type of recommendation Ms. Gardner would provide relating to LOS and LOS standards. Ms. Gardner advised that she has reviewed other municipalities, noting there are a lot of surrounding communities that have similar LOS in the Urban & Rural areas. She stated FDOT does not define a LOS E standard, noting there is only a LOS D standard.

Ms. Gardner advised that KHA reviewed the Congestion Management Plan that was developed with the TPO in 2023. She referred to the table shown on the overhead screen, containing the suggested changes to the LOS standards and provided a brief overview.

Commissioner Zalak opined that the pain people feel and the statistics being utilized do not correlate correctly, noting citizens are frustrated when driving on roads with a LOS C and LOS D.

Ms. Gardner stated because the Board wants to encourage development in the urbanized areas, she suggested a different standard between urban and rural areas. She advised that there are certain roadways that are not currently part of the County's classified road network that are in the concurrency database and are roadways that are sometimes requested to be reviewed as it relates to development; therefore, adding a statement "the congestion management database and the Office of the County Engineer will establish service volumes for roadways not in the classified roadway network" to ensure they cover that as well.

Commissioner Curry expressed concern relating to how the LOS impacts first responders.

In response to Commissioner Curry, Ms. Gardner advised that part of reviewing development is considering the estimated traffic it will produce regardless of whether it is coming from Marion County or outside the County, noting there are a lot of people who travel through the County who do not stop at all. She stated this is part of the coordination efforts outlined in the Comprehensive Plan to be done with other agencies.

Commissioner McClain expressed opposition to changing the LOS when there are so many roadways that are not meeting the existing standards. He stated the Board has to be as data driven as possible, noting peoples feelings about traffic varies.

Chairman Bryant advised that the community has grown explosively in the last 4 to 5 years especially for people who have been here for a long time are not used to the traffic. She stated there are some corridors that the Board will not be able to change due to the way it was developed, noting there are roadways that the County needs to and can improve. Chairman Bryant advised that the Board will be having many more discussions relating to road projects due to the recently approved Penny Sales Tax.

Commissioner Stone stated the Board will need to prioritize new and existing road projects.

Chairman Bryant opined that if the LOS is changed the Board needs to take into consideration what those roads will look like in the next 5 years.

Ms. Gardner advised that only County roads LOS were considered on the list, noting municipalities were not included.

Chairman Bryant stated the Board also has to take into consideration any projects the City is moving forward that could impact the County.

Ms. Gardner advised that this is all part of the Long Range Transportation Plan (LRTP) process, noting it looks at a comprehensive network throughout the County.

In response to Chairman Bryant, Ms. Gardner stated the TPO is included in the transportation conversations.

Commissioner Zalak expressed concern with planning after a road has already begun to fail and requested the policy change to begin planning at 75% or 80% of the LOS.

Chairman Bryant passed the gavel to Commissioner Zalak, who assumed the Chair.

Commissioner Bryant out at 3:57 p.m.

General discussion ensued.

Ms. Gardner recommended adding Policy 2.1.6, Capacity Funding Priority, which will state, "The County shall prioritize funding of capacity improvements for County roadway segments located within the Urban Growth Boundary with adopted LOS D when the traffic volume reaches 80% of the adopted service volume". She stated adding a policy like this will ensure the roads are a priority before the are at 99%.

Commissioner Bryant returned at 4:00 p.m.

Chairman Zalak returned the gavel to Commissioner Bryant, who resumed the Chair.

Commissioner Stone stated this policy would give the Board the ability to begin planning earlier without having to modify the LOS standards.

General discussion resumed.

Chairman Bryant opined that having a quicker planning horizon is important to discuss, noting when the Board specifically addresses this topic at a future workshop she expects there to be a lot of discussion and ideas brought forward.

Commissioner Stone stated the Board will have to focus on the data and what the community can afford to offer, as this matter is subjective.

Ms. Gardner addressed Policy 2.1.3, Analysis, and recommended the language be changed to include "Marion County shall establish service volumes for classified

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roadways based on the FDOT Quality/Level of Service (Q/LOS) Handbook and Generalized Service Volume tables. The Roadway service volumes shall be documented in a database and periodically updated”.

Commissioner Zalak questioned if the FDOT LOS matches Marion County's LOS. Ms. Gardner stated this is why this policy is being updated. She stated when the TPO updated the Congestion Management Process back in 2023, FDOT published a new Q/LOS Handbook and it was decided by the local government and the Technical Advisory Committee at the time to stick with the 2020 version. She stated this is a standard procedure that is utilized statewide. Ms. Gardner advised that the Board could perform a specific corridor study to determine the actual travel time.

Commissioner Stone questioned if the LOS separates out peak times. Ms. Gardner advised that Policy 2.1.2 states “Marion County shall utilize the following minimum peak hour LOS standards...”.

Chairman Bryant stated if the Board reviews the information and wants to readdress this at another workshop they can.

Commissioner Zalak opined that once the study is complete on the western portion of Marion County that data should be used instead of the generalized FDOT numbers.

Ms. Gardner advised that language could be added to include “based on a site specific study”. She stated as long as the Board is establishing specific service volumes for roadways, and it is documented in a database then it will satisfy the policy.

Commissioner Curry commented on the access roads along Silver Springs Boulevard.

Ms. Gardner advised that a policy could be added to consider access roads and planning for them along arterial roads.

General discussion ensued.

Ms. Knighting advised that “shall be established which” is being removed from Policy 2.1.4, Determination of Impact. She stated KHA would like to define access and connectivity in Objective 2.2, Access Management; therefore, that will be brought back before the Board.

Chairman Bryant opined that some of Policy 2.2.1, Standards on County Roads can be moved into Objective 2.2, Access Management.

Ms. Knighting addressed the language removed from Policy 2.2.2, Standards on State Roads, noting the County is going to follow the FS.

Chairman Bryant advised that Policy 2.2.3, Single Access, has minor edits, but does not need to be addressed at this time.

Ms. Knighting addressed Objective 2.3, Connectivity, which could require larger multi-modal paths with larger developments and added connectivity to public services.

Chairman Bryant advised that in the past when developments come before the Board that are up against another development people will come out in opposition of the cross access. She stated at a minimum when there is new development up against new development the cross access should be required. Chairman Bryant advised that if connectivity is in the Comprehensive Plan the Board will have to stick to it and require the connection.

Commissioner Zalak opined that if there is some kind of transportation/multi-modal element planned ahead that allows individuals to know what the vision is for the area it may help with the citizen element.

Ms. Knighting commented on the discussion she had with Commissioner Zalak during their one-on-one meeting relating to interconnectivity and having policies in the Comprehensive Plan that encourage staff to look at special areas and develop

interconnectivity plans for those areas.

Chairman Bryant expressed concern with being able to do that due to the parcels being owned by individual property owners. She stated an overlay zone may be needed, which may not fit into this.

Commissioner Stone commented on a meeting she had with a property owner who was upset because the Board had put an overlay zone on a map. She stated the citizen did not want the County telling them how they can use their property.

Chairman Bryant advised that this is a problem that the Board is going to continue to experience, noting they are a Board who believes in individual property rights. She stated measures can be put in the Comprehensive Plan to hold everyone to certain standards when it comes to connectivity as properties develop.

Mr. Bouyounes advised that connectivity has been in the Comprehensive Plan for years, but it does not work. He stated unless the Board is requiring the developer provide a corridor within the development where connectivity can take place, it is not going to work.

Mr. Minter commented on eminent domain and stated if the Board is wanting to solve a regional public need, then the individual property owner should not be the one to pay to solve that problem.

General discussion ensued.

Ms. Knighting addressed Policy 2.3.2, Provision of Multimodal Connections, and questioned if the first part (highlighted portion) of the sentence is necessary. Chairman Bryant opined that maybe it should state "Where it is possible" or "Where it is Feasible". Commissioner Stone questioned why it has to be changed. Ms. Knighting advised that it does not have to be changed.

General discussion ensued.

County Engineer Steven Cohoon, Office of the County Engineer (OCE), advised that he recommends striking the highlighted sentence, noting this is something that staff would already review as part of the planning process.

Commissioner McClain stated by removing that sentence it is completely changing what the policy means.

In response to Chairman Bryant, Mr. Cohoon advised that he is not opposed to changing the language from "shall" to "may".

Chairman Bryant directed Ms. Knighting to remove the first sentence (highlighted portion) and change "shall" to "may".

In response to Chairman Bryant, Ms. Knighting stated she will be the one to check the reference for Policy 2.3.3, Maximizing Residential and Employment Uses for Transit.

Ms. Knighting addressed Policy 2.3.4, Residential and Non-residential Development, noting this is part of the Land Development Code (LDC). She stated if the Board agrees KHA would like to delete this section.

Chairman Bryant questioned if it can be removed from the LDC without coming before the Board. Ms. Knighting advised that any changes to the LDC language has to come before the Board.

Chairman Bryant advised that Policy 2.3.5, Complete Streets, and Policy 2.3.6, Connections to Educational Facilities, will remain the same.

Ms. Knighting addressed the proposed changes to Policy 2.3.7, Bicycle and Pedestrian Infrastructure, noting this is clarifying the role of the County in the TPO's Bicycle/Pedestrian Master Plan. She advised that the TPO is in the process of updating their plan, should this happen KHA will monitor it to ensure the name reflects the TPO's newest document.

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Chairman Bryant commented on the changes to Policy 2.3.8, Beautification and Wayfinding. She stated the recommendation for Policy 2.3.9, Pedestrian Displays is to delete because it is regulated by a national design standard.

Ms. Knighting advised that relating to Policy 3.1.1, Map Series, annual reviews are no longer required by FS; therefore, KHA is recommending changing the language to require review and update every 7 years.

Chairman Bryant advised that Policy 3.1.2, Adequate Rights of Way/Encroachment; Objective 3.2., Intergovernmental Coordination; and Policy 3.2.1, Long Range Transportation Plan, all contain minor text changes. There is no change to Policy 3.2.2., Coordinated Mobility Planning.

Ms. Knighting addressed Policy 3.2.2, Transportation Capital Improvements, noting the annual update is not required by FS anymore. She stated the language can be modified to be more flexible.

Commissioner Zalak opined that it should refer to the 5-Year Plan. It was the general consensus of the Board to concur.

Chairman Bryant advised that Policy 3.2.4, Compatibility with Municipalities; Objective 3.3, Concurrency; Policy 3.3.1, Maintaining Levels of Services; Policy 3.3.2, Constrained Roadways; Policy 3.3.3, Proportionate Share; Policy 3.3.4, Development Agreement; Goal 4, Provision of Infrastructure; and Objective 4.1, Benefit-Cost Approach all contain minor edits, clarified language or remain the same.

Ms. Knighting stated the language in Policy 4.1.1, Data Collection, is being cleaned up based on the new process with the TPO.

Chairman Bryant advised that Policy 4.1.2, Transportation Network Analysis and Measurement, is also being updated to reflect the current process. Policy 4.1.3, Project Prioritization replaced "shall" with "should" for flexibility. Policy 4.1.4, Safety Improvements, was updated based on the new process. There are no changes to Policy 4.1.5, Right of Way Acquisition. Policy 4.1.6, Right of Way Dedication/Construction Requirements, was updated to refer back to the LDC. Policy 4.1.7, Eminent Domain, is being updated to reflect the current process. Objective 5.1, Land Use and Freight, has minor grammatical changes.

Chairman Bryant stated KHA is recommending no new Regional Activity Centers (RGAC) as it relates to Policy 6.1.3, Regional Activity Centers.

Ms. Knighting advised that RGAC is different from Rural Activity Centers (RACs)

Chairman Bryant addressed Policy 6.1.4, Transit Facility Development, which has modified language.

Ms. Knighting stated the LDC may need to be updated based on Policy 6.1.5, Transit Facility Design Standards.

Commissioner Stone requested the Term Compact Development (Objective 6.2) be defined.

Ms. Knighting advised that a compact development has clustering, is a smaller development, has less roadway and smaller lots. She stated she will bring back a better definition.

In response to Commissioner Zalak, Ms. Knighting advised that the objective for Compact Development is under the Transportation Element.

Chairman Bryant stated it relates to transportation because it references future development of an integrated multi-modal transportation system.

Chairman Bryant advised that Policy 6.2.1, Discouragement of Inefficient Development Patterns, is duplicated and requested one be removed. She stated the LDC needs to



reflect Policy 6.2.2, Development Review. Chairman Bryant advised that KHA is recommending Policy 6.2.4, Large Scale Development, be deleted as it is redundant. She stated Policy 6.2.6, Promotion of Alternatives, has minor edits.

Commissioner Zalak questioned if Compact Development is only inside the UGB. Ms. Knighting advised that the policy does not limit them to the UGB.

Commissioner Zalak opined that allowing Compact Development everywhere does not make sense to him.

General discussion ensued.

Chairman Bryant directed the Board to review Compact Development and if anyone has any questions they can reach out to KHA for clarifications before the next workshop.

Commissioner Stone requested a one-on-one with KHA and for examples of where Compact Developments are located be provided.

Ms. Knighting addressed Policy 6.2.7, Multimodal Connectivity, and recommended this policy be split into two policies for County and new development/redevelopment.

In response to Chairman Bryant, Ms. Knighting advised that before KHA considered language for the split policy they wanted to ensure the Board was okay with the separation. Draft language will be brought back to the Board for review.

Commissioner Stone expressed opposition to minimizing gated communities, noting if that is where someone chooses to live in that environment she is not going to discourage those types of communities.

Ms. Knighting provided a brief overview of how the Policy 6.2.7 can be divided into two policies, one for the County responsibilities and one for the Developer.

Chairman Bryant directed KHA to remove "Minimize gated communities".

Ms. Knighting advised that Policy 6.3.1, Enhancement of Multimodal Opportunities, was modified by removing "Ocala/Marion County" and replacing it with "Sun Tran", as well as cleaning up the language.

Ms. Knighting stated the word "aviation" was added to Policy 7.1.3, Capital Improvements.

Commissioner Zalak questioned the meaning of Policy 6.3.2, Promotion of Transit. Ms. Gardner advised that this is related to the transportation disadvantaged. She stated the TPO does partner with the County to have a response where there is a call system.

Commissioner Stone stated the transportation disadvantaged was referenced earlier in this element.

Ms. Knighting advised that KHA would review this item.

Commissioner Curry questioned how many Military Installations the County has.

Commissioner Zalak advised that there was one at the Dunnellon Airport and one at the Bombing Range.

Chairman Bryant advised that Policy 7.1.5, Preservation of Military Installation, was modified to correct a spelling error.

Richard Busche, KHA, SE 17<sup>th</sup> Street, addressed Policy 7.1.6, Private Airports and Surrounding Land Use, noting almost everything in the aviation element deals with the general use public airports. Those airports are allowed to regulate land use adjacent to the airports, such that you cannot move people in who later would be inconvenienced by the airport's uses. He stated KHA wants to consider this Policy a little further because this says the County would do the same thing next to a private airport, noting KHA are not certain that the FS would allow private airports to have that same right as a public airport. This will be brought back to the Board. Mr. Busche advised that vertical obstacles are regulated by the Federal Aviation Administration (FAA) in the vicinity of both private and public airports. He stated stakeholder meetings will take place to get more information to

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bring back to the Board.

Mr. Busche advised that Policy 7.2.5, Regulation of Airports, is an important Policy in the Comprehensive Plan because it directs the Board to regulate private airports by Special Use permits or a Special Zoning category.

In response to Commissioner Curry, Mr. Busche advised that every airport has to comply with State and Federal laws, including all private airports.

Ms. Knighting addressed upcoming meetings, noting the Board is further along than anticipated and could remove one of the future meetings.

General discussion ensued.

It was the general consensus of the Board to cancel the workshop on Thursday, January 16, 2025 and keep the workshop scheduled for Wednesday, January 15, 2025 at 10:00 a.m.

Mr. Bouyounes requested the Board discuss Data Centers and questioned the appropriate time to include the matter in the workshops. Ms. Knighting advised that it can be addressed during the Wednesday, January 15, 2025 workshop.

Mr. Bouyounes advised that Data Centers are a new type of development coming, which is not addressed anywhere in the Comprehensive Plan. He stated this is typically a huge building containing a lot of servers. These buildings consume a lot of power, generate minimum traffic, and require heavy buffers to be secluded from any activities. Mr. Bouyounes advised that he had discussion with individuals who are looking at properties in Marion County.

Ms. Knighting advised that the next workshop will be a recap and discussion relating to the survey results.

There being no further business to come before the Board, the meeting thereupon adjourned at 4:50 p.m.

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Kathy Bryant, Chairman

Attest:

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Gregory C. Harrell, Clerk