

ORDINANCE NO. 1120

AN ORDINANCE AMENDING ORDINANCE 812, WHICH ADOPTED THE CITY OF MARIANNA COMPREHENSIVE PLAN AND ORDINANCE 1116, WHICH AMENDED THE CITY OF MARIANNA COMPREHENSIVE PLAN AND FUTURE LAND USE MAP TO PROVIDE FOR THE ADOPTION OF A CERTAIN COMPREHENSIVE PLAN AMENDMENT (EA 2022-01) TO THE CITY OF MARIANNA COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY AND FOR REPEALER; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Legislature adopted Chapter 163, laws of Florida, which requires the City of Marianna ("City") to prepare, adopt, enforce and update a Comprehensive Plan; and

WHEREAS, the City of Marianna Planning & Zoning Board held a Public Hearing to consider the recommended amendment to the Comprehensive Plan on October 26, 2020, and recommended the Amendment be transmitted by the City Commission for Adoption to the Florida Department of Economic Opportunity; and

WHEREAS, the City Commission of Marianna, Florida held a public hearing as required by Florida Chapters 163, laws of Florida, with due public notice having been provided, and having reviewed and considered all comments received during the public hearings, and provided for necessary revisions; and

WHEREAS, in exercise of its authority, the City Commission of the City of Marianna find it necessary and desirable to adopt and does hereby adopt the Amendment to the Comprehensive Plan, in order to update the Capital Improvements Element and Schedule.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF MARIANNA, FLORIDA, THAT:

SECTION 1. Authority. The authority for enactment of this ordinance is Article 1, Section 1.06 and 1.07 of the Charter of the City of Marianna. Amendment consists of the attached hereto as Exhibit A, and made a part hereof and which will be incorporated in the current Land Development Code of the City of Marianna.

SECTION 2. Amendment. The Traffic Circulation Element, Comprehensive Plan for the City of Marianna, is hereby amended to read as follows in Exhibit A.

SECTION 3. Severability. Each separate provision of this ordinance is deemed independent of all other provisions herein so that if any portion or provision of this ordinance is declared invalid, all other provisions there of shall remain valid and enforceable.

SECTION 4. Effective Date. This Ordinance shall become effective upon its adoption

by the City Commission as provided by law.

PRESENTED AND READ BY TITLE TO THE CITY COMMISSION OF THE CITY OF MARIANNA, FLORIDA ON THE _____ DAY OF _____, 2022.

PASSED AND ADOPTED BY THE CITY COMMISSION OF MARIANNA, FLORIDA ON THIS THE _____ DAY OF _____, 2022.

ATTEST:

Marianna City Commissioners

Kimberly J. Applewhite, City Clerk

Allen Ward, II, Mayor/Commissioner

Exhibit A

SECTION 2. TRAFFIC CIRCULATION ELEMENT

GOAL: Provide, or encourage the provision of, a safe and efficient transportation system, which includes consideration of both motorized and non-motorized traffic circulation.

Objective 2.1: The City of Marianna shall use FDOT corridor standards as an indicator of unsafe conditions or facilities, which pose a hazard to motorized and non-motorized traffic movements.

Policy 2.1.1: On an annual basis, the Police Department shall compile and analyze accident data involving motorized vehicles, bicycles and pedestrians. Findings of such data will be used as the basis to affect needed changes or improvements.

Objective 2.2: The adopted level of service (LOS) standards shall be used in the evaluation of development orders in accordance with applicable Land Development Regulations and concurrency requirements.

Policy 2.2.1: All segments of all State Roads within the City of Marianna designated on the Future Traffic Circulation Map as Urban Arterials shall have the LOS Standard of "D". These shall include roadways, which are part of the Florida Intrastate Highway System (FIHS).

Policy 2.2.2: The City shall continue to evaluate impacts on traffic flow. Developments which significantly impact traffic flow shall be located adjacent to arterial or collector roadways in "Mixed Use," "Commercial," "Industrial" or "Public/Institutional" land use categories consistent with adopted LOS standards and concurrency management requirements.

Policy 2.2.3: The City shall continue to use the following peak hour levels of service to evaluate impacts on future land use, and for issuance of development permits.

Facility Type	Peak Hour Level of Service
Expressway	C
Urban Principal Arterial	D
Urban Minor Arterial	D
Urban Collector	D
County Roads	D

Policy 2.2.4: The City shall continue to use designated functional classifications to coordinate roadway usage to adjacent land uses. Such coordination shall include standards for vehicular connections, lane widths, right-of-way widths, building setbacks, on-site parking and other similar provisions to be set forth in the Land Development Regulations.

- Policy 2.2.5: The City shall annually evaluate changes in FDOT average daily traffic counts relative to peak hour conditions and levels of service.
- Objective 2.3:** Through coordination with FDOT, the City shall maintain acceptable and reliable level of service standards on all State roads within the city limits.
- Policy 2.3.1: Due to the prohibitive cost of acquiring right-of-way through downtown, the City shall request a “Constrained Facility” designation for the segment of US Highway 90 running through the downtown area when the Level of Service Standard falls below “C”.
- Policy 2.3.2: The City will continue to maintain an acceptable Level of Service on US Highway 90 using detailed studies and effecting improvements based on such studies. These shall include a detailed corridor analysis to determine actual Level of Service operating conditions and undertaking improvements to signals, turn lanes, turning movements, or other non-widening options based on the results of the corridor analysis.
- Objective 2.4:** Coordinate, schedule, and finance road improvements, including drainage, in conjunction with projects to be undertaken by FDOT as identified in the “FDOT 5-Year Construction Plan”.
- Policy 2.4.1: On a regular basis the City shall obtain a copy of the “FDOT 5-Year Construction Plan” and shall identify those projects for which mutual participation would be beneficial.
- Objective 2.5:** The City shall implement procedures which will assess impacts upon the convenient and efficient movement of motorized and non-motorized traffic movement.
- Policy 2.5.1: The City shall use its Land Development Regulations to assess potential impacts on safe, convenient, and efficient traffic flow, including on-site traffic flow and needed motorized and non-motorized vehicle parking.
- Policy 2.5.2: The City shall continue to provide for safe and convenient on-site traffic flow by requiring: directional striping in parking lots; fire and safety lanes; medians to separate vehicular and pedestrian traffic; acceptable drainage of parking lots; access between commercial parking lots to reduce vehicles from unnecessary roadway access; shared parking; and prohibiting site obstructions at all access points to parking
- Objective 2.6:** The City shall continue to protect existing and future rights-of-way from building encroachment.
- Policy 2.6.1: The City shall continue to coordinate reservation of rights-of-way for projects identified in the “FDOT 5-Year Construction Plan”. Any area(s) reserved for right-of-way purposes shall conform to FDOT standards.

- Objective 2.7:** The City shall control the connections and access points of driveways and roads to urban arterials.
- Policy 2.7.1: Control of vehicular access to roadways shall be based upon the following standards: 1) all vehicular connections onto state roadways must be permitted by FDOT pursuant to Chapter 14-96, F.A.C. Florida Administrative Code; 2) lots within residential subdivisions shall not have driveways which connect onto any arterial or collector roadway; 3) vehicular connections onto local roadways shall be as specified in the most recent edition of the manual of “Uniform Standards for Design, Construction, and Maintenance for Streets and Highways” as published by FDOT.
- Policy 2.7.2: The City shall require that developers obtain an FDOT “Connection Permit” for connections to the State Highway System before granting its approval of a proposed development.
- Policy 2.7.3: The City shall evaluate the location of driveways and access points as part of its development review process and shall prohibit such connections involving reductions in level of services or threats to public safety.
- Policy 2.7.4: All new development shall be required to meet on-site vehicle traffic circulation with particular attention paid to vehicles interfacing State and County roads.
- Policy 2.7.5: For safety purposes and avoidance of congestion, all driveways or other ingress/egress points onto State Roads shall be located no closer than one-quarter (1/4) mile to each other. Such regulations shall exempt existing lots of record from this policy requirement.
- Objective 2.8:** The City shall identify locations for sidewalks and bicycle lanes to provide a city-wide network for pedestrian and bicycle traffic.
- Policy 2.8.1: The City will consider appointing a Pedestrian / Bicycle Planning Committee to develop a Pedestrian / Bicycle Master Plan that focuses on increasing sidewalks and bicycle lanes, as well as increasing pedestrian and bicyclist safety.
- Policy 2.8.2: For roadway frontage identified for inclusion in the sidewalk system, developers shall be required to install sidewalks as part of any new development.
- Policy 2.8.3: The City shall request that FDOT install sidewalks as part of any major state highway widening or improvement project.
- Policy 2.8.4: The City should consider the criteria specified in Section 335.065, Florida Statutes, when making decisions on the location and necessity for bicycle facilities.

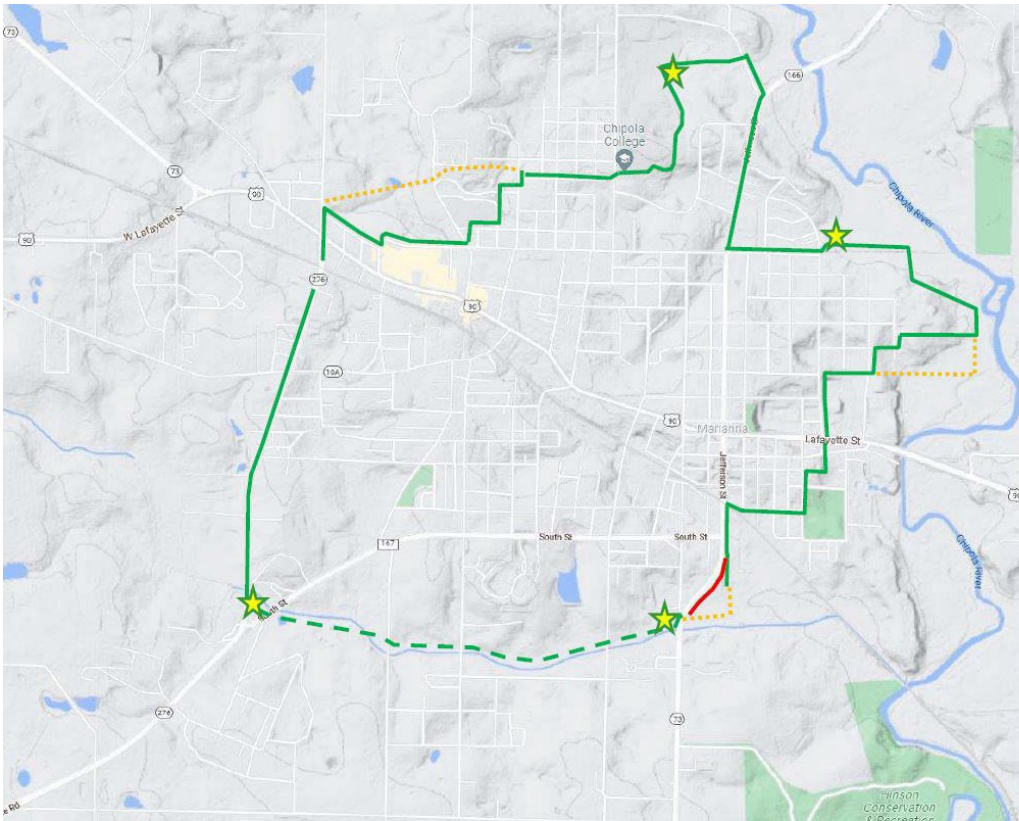
- Policy 2.8.5: Bicycle lanes and pedestrian sidewalks shall be encouraged on arterials, collectors, and within major residential developments.
- Policy 2.8.6 The City shall seek out funding sources and strive to complete the recommendations of the adopted Bike and Pedestrian Master Plan, along with the Alternative Transportation Connectivity Study and Multi-Use Trail Map.
- Policy 2.8.7 The City will provide linkages connecting sidewalk sections.
- Policy 2.8.8 The City will work toward making sidewalk crossings safer for pedestrians.
- Policy 2.8.9 The City will continue providing new trails: single-use, multi-use, and equestrian.
- Policy 2.8.10 The City will seek out opportunities to link to regional trails within the area.
- Objective 2.9:** The City shall require that developers provide paved streets as part of any new subdivision development and encourage sidewalks and multiuse trails, where feasible.
- Policy 2.9.1: The City shall require that developers provide paved streets constructed to City standards as part of any new subdivision development.
- Policy 2.9.2: All streets constructed by developers shall conform to design standards in *A Policy on Geometric Design of Highways and Streets*, AASHTO, 1984; and shall be inspected and certified by a registered professional engineer, or shall be constructed to standards determined by the City.
- Policy 2.9.3: All subdivisions must undergo transportation concurrency review to determine impacts, unless the City Commission grants an exemption based on the development's consistency with the City's Comprehensive Plan and the project promotes public transportation, and/or is located within an area designated in the plan for urban refill, urban development or downtown revitalization consistent with Section 163.3180(5)(b), Florida Statutes.
- Objective 2.10:** The City shall reduce Vehicle Miles Traveled (VMT)-related emissions by encouraging the use of public transit and multimodal transportation options; promoting improvements to transit and multimodal transportation system infrastructure; increasing safety and accessibility; and by providing other incentives as appropriate.
- Policy 2.10.1: The City shall evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access, before funding transportation improvements that increase roadway capacity and VMT.
- Policy 2.10.2: The City shall consider amending the Land Development Regulations to include standards for safe pedestrian and bicyclist accommodations such as:

- 1 "Complete Street" policies that foster equal access by all users in the roadway design;
- 2 Bicycle and pedestrian access internal to a development as well as in connection to other areas through easements;
- 3 Safe access to public transportation;
- 4 Safe road crossings at intersections for all, including school children and seniors;
- 5 Adequate, convenient and secure bicycle parking at public and private facilities; and
- 6 Urban street standards, including provisions for bicycle parking within the public right of way in areas where there are no other alternatives.

Policy 2.10.3:

A mix of land uses will be encouraged in appropriate high and medium density areas, in order to promote the maximization of travel opportunities between land use types without auto dependency

MULTI-USE TRAIL MAP



LEGEND

- Public ROW
- Public Easement (Utilities)
- Public ROW Alternate Route
- Public ROW DANGER ZONE
- Private Property
- TrailHead

