

**MARION COUNTY COMMUNITY VISIONING
WORKSHOP
JUNE 26, 2008**

On June 26, 2008 the Marion County Planning Department held the fourth workshop on Community Visioning at the Growth Management Training Room, located at 2710 E. Silver Springs Blvd, Ocala, FL. The workshop was called to order at 6:12 pm by Jimmy Massey, Assistant Planning Director.

Staff present were; Dwight Ganoë, Planning Director, Jimmy Massey, Assistant Planning Director, Planners Chris Rison, Lisa Walsh, Michael Kokosky, Jo Laurie Penrose, William Kinser, Natalia Cox and Justin Ryan. General Howard, County Administrator, Mounir Bouyounes, Transportation Director, Andy Neff, Utilities Director, Suzanne Dipietro, Administrative Staff Assistant and Jacquelyn Grady, Staff Assistant II also attended. An attendance list for those present from the public showed 36 names and is part of the permanent record of this workshop.

Mr. Massey stated that this was the fourth meeting of the Community Visioning process, introduced staff and welcomed everyone.

Mr. Massey directed the public's attention to land use maps along the walls, which were used in the third Community Visioning Meeting. At that meeting the public was encouraged to draw their own vision for future land use and to indicate what areas they felt should remain preserved. Mr. Massey encouraged the public to do the same.

Mr. Massey stated that this meeting would review areas in Community Visioning that have been accomplished, as well as the current main topic which is the discussion of infrastructure. He encouraged the public's input on establishing Urban Reserve Boundaries and to incorporate the Corridor Studies into the Visioning process. At the direction of the BCC, one of the goals is to incorporate these Corridor Studies into a new land use map which will in turn be added to the next Comprehensive Plan (Comp Plan).

The Planning Department started these meetings three months ago, but in late 2007, the BCC requested that the Comp Plan be updated earlier than Dec 2009. Two requirements from this process are to hold Community Visioning Meetings and to discuss specific topics and strategies. This meeting will be specific to infrastructure, and to establish Urban Service Boundaries. The purpose of establishing these boundaries is to prioritize where the community intends to invest the bulk of their financial resources into the provision of infrastructure used to serve the population of Marion County. Most people think that infrastructure only includes roads, sewer and water, but it also includes fire and solid waste, etc. The County currently uses a Five Year Capitol Improvement Program (CIP), to include infrastructure needs such as roads and utilities. A requirement of this process is that the County would have to adopt a Ten Year CIP that is also financially feasible. So this is the goal of Community Visioning; adopting a Ten Year CIP that's proven to be financially feasible, establishing an Urban Reserve Boundary, and tying

future land use needs to future population and the provision of those urban services. Our future meetings will entail staff's review of the public's input from these Community Visioning Meetings, and in late August or early September, we will then create a schedule for the BCC to update the Comp Plan. We will also review what we've learned from this process, what are some of the pros and cons and what are some of the desires or needs of the public voiced at these meetings. We will roll this process and what we've learned at these meetings into the next Evaluation and Appraisal Report (EAR) process in October, so this won't be the last community meeting used to help update the next Comp Plan. This is merely the beginning of that process. To review, the BCC directed us to first start the process of updating the Comp Plan, and specifically to incorporate the Corridor Studies as a new land use map. They also asked us to explore the possibility of raising the Level of Service Standards (LOS) on all of the roads in the county and we will go through those specifics later in this meeting. They also asked us to eliminate the Urban Reserve Area as it now exists on our land use plan. The goal there is to designate specific land use areas in order to eliminate that great unknown area of urban reserve, thereby preventing future heated debates on what a property should or should not be. Also, we have a number of subdivisions that are platted for urban densities, but are currently shown as rural land use on our land use map. One of our goals is to change some of those subdivisions into a more appropriate designation of urban land use. The BCC also directed us to review the possibility of incorporating some of the cities into our Transfer Development Rights (TDR) program. And we have begun those discussions with the Cities of Ocala and Belleview, and hope to begin discussions with the City of Dunnellon in the near future. They also asked us to raise the minimum parcel size required for agricultural land – the requirement now is one per ten acres, and they asked us to look at possibly raising that. However, our response to that is that the community has made it clear that they are opposed to that idea. Those are the parameters we began with. We've looked at input from previous meetings, and seek additional input from the community tonight, in particular on the Corridor Study maps. The overriding comment we have received from the community is that we need to maintain the rural character of Marion County. We have also received from the citizenry a consensus on eliminating the Urban Reserve Area. People want to know what is planned today, tomorrow and in the future for particular properties. They also want to increase the open space requirements to help maintain the rural character of Marion County. The concept for raising LOS for roads is a good one, but staff welcomes public comment in tonight's meeting. With that we will go to our main topic of tonight's meeting – infrastructure.

Mr. Massey directed the public's attention to a service area map on utilities and water, which is part of the permanent public record for this meeting. Mr. Massey explained the utility service areas of the County and of the City of Ocala. This is where we start in determining what areas will be served by central water and sewer and what facilities will serve those areas. It may not always be practical to service the farther outlying areas, and therefore there is a need to prioritize where we are going to invest financial resources in providing those services, and that leads us to defining an Urban Service Boundary. One thing that guides the provision of our water and sewer services is the CIP I referred to. Basically, capacity projects are listed in this schedule, it describes what that project is, what monies are involved in that project and it also provides the year in which that

capacity is to be provided. This is what the Department of Community Affairs (DCA) and the state look at when we send a proposed amendment to them for review and approval. They look to see if there are services planned and funding available to serve that development. As I stated earlier we have used a Five Year CIP, and by extending that out an additional five years, the difficult part is the funding. Looking at the service area map, the schedule is intended to address funding throughout the county. The next aspect in terms of infrastructure refers to roads. The county's Transportation Improvement Program (TIP) is also a five year plan, listing funding sources, construction locations and dates. Each road is broken into different segments. If a segment has a level "E" standard, the capacity reflects the number of cars that can get through a traffic signal. As you raise the Level of Service standard to a level "D", the capacity level in turn is lowered. The assumption is that more cars will take a longer amount of time to get through those lights. The volume (traffic count) to capacity ratio is currently at 25%. It may be a good thing to raise the LOS standards on roads. There are two schools of argument concerning this idea. One, it would hamper development due to concurrency requirements – which means that development cannot move forward unless there is sufficient capacity both on the road and in the water and sewer systems to accommodate that development. The other school of thought is that by raising the LOS standards, under the assumption that traffic will automatically increase whether or not there is development on that road, you can identify needed improvements sooner. That may be why it's important to look at whether we should raise the Levels of Services, particularly when you consider the shortage of funds. We are waiting for more public input before we give our recommendation to the BCC. But this is a good example of the different levels of standards – e.g.: Level E is 32/9, and currently we're only using 25% of that capacity. There may be other factors which would warrant a change in level of services – for example, there may be areas in which we would like to encourage industrial development. So merely looking at the volume to capacity ratio should not be the only factor to consider when deciding whether to raise or lower that Level of Service standard on any particular road.

Q: Could you explain what you mean by "raising a Level of Service standard on a road"?

A: Each road has a Level of Service standard and that standard dictates its capacity, or the amount of cars that can use that road at any one time. As you raise that level of service standard from E to D, the number of cars that can use that road goes down, so it's an inverse fraction.

Q: What are you doing to a road to make that improvement in the Level of Service?

A: You are changing the standard. You aren't making any physical improvements, if that's what you're asking.

Q: Is there a level below "E"?

A: There is no "F" level – but if a road is past its standard, you are not to allow any more development along that road until something happens to improve that Level of Service. This is just the first aspect of roadway planning – there are also some things that you can do to increase that level of standard. You can put in signals, turning lanes, or change the

timing of signals, but for planning purposes, we're talking about the general level of service standard.

Q: When you speak of the volume to capacity ratio such as 32,000 to 900, is there a period of time that applies to that standard?

A: Mr. Mounir Bouyounes stated that refers to an average per 24 hour count. Mr. Massey stated that this number also breaks down into a peak hour of the day number – every road has a determination of what is the peak hour for that road. But for general planning purposes, this is where it starts. Once you change the LOS, then all the other details such as peak hours, etc, come into play.

Q: I can't see that – what's the LOS on NE 36th Ave from 326 to 35th Street?

A: That is a level "E", with capacity 15,600 – the traffic count is 10,100, so we are currently using 65% today.

Q: If the capacity at that level is 15,600, I noticed that on the corner of 35th and 36th, that there is some large scale development going in at that corner, and I'm concerned about the volume of traffic on 36th Ave. It already can be treacherous at certain times of the day. I just have some concerns about this. You don't have to answer that – it's just an observation.

Q: How do you come by those figures, for example the 32,000 per 900? How do you calculate those numbers - by people or by machinery?

A: Mr. Bouyounes responded that we get those figures from the Department of Transportation (DOT) for the capacity on a level service E road. The capacity for 44th Ave is for a four lane highway, and the capacity for 35th St. is for a two lane highway. And the LOS criteria reflect how much a community can tolerate a certain amount of congestion. That determines the levels A, B, D, and E. E is the minimum level you can have and still be functional.

Q: Is there a weight limit on these levels of standards?

A: On some roads there are weight limits, but weight limit is not a factor in determining LOS. The weight limits of a road, if any, are determined by particular structures on a road.

Again, we are trying to give you an idea of the water, sewer and road provisions, so that in future discussions you'll be more educated to comment on these issues.

Next, let's discuss Urban Service Boundaries. The BCC wanted this Community Visioning process to help establish an Urban Service Boundary. Their main intent is to help you to prioritize where you are going to allow high densities, high intensities of development and where you're going to focus your funding for infrastructure. Here (see the land use map which is part of the permanent record of this meeting) staff took the liberty of drawing an Urban Service Boundary on our land use map and we'd like your input on this boundary. We drew an Urban Service Boundary that goes down I-75, follows the Greenway, goes up SR 200, goes up 80th, encompasses Golden Ocala, goes

north to 326, down over to SR40 and includes the area around Belleview, excluding Silver Spring Shores. The City of Ocala and Marion County have an agreement in place that in short states that the City of Ocala will provide services for that general area. We have a similar agreement with the City of Belleview. We know we have an investment in utilities in areas such as Golden Ocala, in the 27th Corridor, and in the SR200 area of Oak Run. It's easy to identify existing services in place, and perhaps those areas should serve as a starting point as to where we might provide future services. One of the reasons we left out On Top of the World (OTOW), Marion Oaks and Silver Springs Shores is that they have their own land use plans. Development in those areas is governed by the state. They have their own land use maps. OTOW is a Development of Regional Impact (DRI), that goes through a different process than the usual Comp Plan process, and provides its own water and sewer services and to a great extent its own roadways. Silver Spring Shores for the most part has very little vacant property left to be developed. Over the next 15 to 20 years you may see rural development, but for the most part, today, it has its own land use map and its own densities. The same for Marion Oaks – it's self contained. One aspect in establishing this Urban Service Boundary is that you have to tie future population projections into what happens inside and outside of that boundary. One of the assumptions we begin with is that outside this boundary, you can assume that future population growth will be absorbed because of the already platted lots. Now we have to figure out how much of that county population we want to absorb within that boundary. For example, if you send up an amendment to the Comp Plan, the state will first look at where that proposed amendment is located in relationship to those Urban Service Boundaries. Secondly, they'll look to see if the road, water and sewer improvements can be funded to serve that development in and outside of those lines. Another aspect in drawing that line is that anything that happens outside that line would have to provide market analysis, traffic studies, needs analysis, etc, because the assumption is that outside the line is not the priority area for the County in terms of providing needed urban services. In concept that's how that line theoretically is supposed to work.. Therefore, it's very important where you draw the line, what you include in that line and what you don't include in that line, so we certainly would like your input on that. This is very conceptual, and most likely by the time we meet with the BCC, we will have three or four proposals on where to draw that line. I anticipate that some of you will have ideas on where to draw that line and where not to draw that line.

Q: Is it possible to have more than one service area?

A: Yes you can have multiple service areas, but to simplify the needs of this meeting we drew a single boundary. Alachua County has an Urban Service Boundary that's nearly a perfect square, due to the fact that development radiates outward from the University of Florida, with mostly consistent land use densities. We don't have that pattern in Marion County and thus we have the irregular boundaries here. But yes, you can have multiple boundaries, and one scenario may be the existing utility service areas that already exist could be their own urban service areas.

Q: How does this affect the Farmland Preservation?

A: Basically, it would depend on where you draw the boundaries, and whether you chose to include the Farmland Preservation Area. Right now the Farmland Preservation Area is located here on the map, but basically any land that is depicted in white (which represents rural land use designation), is eligible to participate in that program if they possess certain environmentally sensitive features or certain soils, etc. Theoretically if you drew a line into an outlying rural area, you would be indicating that you would intend to provide urban services there, which would be in conflict with what's in place now, in terms of the Farmland Preservation Area.

Q: When you're talking about population growth are you also considering industry and tourism and not just people living in houses?

A: Yes, one of the things that we have to finish is the work that has been started by the Wilson Miller Consulting group's economic modeling for the County that will help us try to tie the land use residential to commercial and industrial needs. We're communicating with them to try and get some training – they haven't quite finished their project yet and haven't provided the County with a final report. But yes, we hope to be able to tie all that together.

Q: What happens to the rural areas that are adjacent to the Urban Service Boundaries? There's going to be a push then to expand those boundaries with more of a development pressure. How are you planning to help those rural areas that remain?

A: The question was "When you draw a line right next to a rural area, how do you protect or reduce the pressure to expand that line?" One is the input we're looking for on the Corridor Studies. Right now we have Urban Reserve Areas right next to that line, so we don't know what's going to happen there, and therefore we can't assign a population there, or a density until someone walks in the door and asks for something. One mechanism we hope will help preserve that line is the adoption of those Corridor Studies that show specific land uses in place using this as an example for that Urban Reserve Area. That may (although not by itself), reduce the pressure to extend that line. The second mechanism is what I alluded to earlier. We have to show a need and tie the land use to projected populations. So theoretically, that line cannot be moved until you've filled up what's inside of it. And that line can't be moved unless you justify it and budget for the improvements that presumably would be needed to move that line. I'm definitely inclined not to say it never can be moved, because never is a long time.

Q: Are you saying that within the boundary you would have to achieve all of the goals, objectives and service levels before you can change that line?

A: Yes.

Q: So certain population assumptions were made when you drew the Urban Service Boundary. When you say you don't anticipate expanding it, or letting it move at all west until the inside's filled up, there's an easy way to fill up the inside, which is by filling it up with lower densities, thereby filling it up faster. So I guess my question is – are you looking back at what land uses you already granted well inside and looking at increasing densities in there, or are you going to let it develop out at where it is when you might

have been of the mindset of not having more dense development inside (because you will reach those boundaries faster)?

A: Yes you will if you're allowing lower densities inside the boundaries, you're right. In drawing this line, no, we didn't look at any specific population numbers, but in this update we're going to have to develop a methodology for allocating land uses. So we are going to have to take into account approved developments not yet built. That was one of the purposes in showing the boundary map overlaid by the subdivision map, because we're going to have to develop a methodology that takes into account potential build-out of those subdivisions and develop a methodology that says that Marion Oaks is going to build-out in 75 years, which equates to 50 houses a year, that will in turn accommodate 200 people a year. We're going to have to allocate that population to an area outside that boundary. It would be my guess, and is something that the Commission asked Wilson Miller to come back with – where are we now in terms of that allocation? Do we have too much residential, too much commercial, not enough residential or not enough commercial? That is a determination that will have to be made before we move forward. And that may determine where that line is drawn. One of the subjects we talked about is that you can have multiple urban service boundaries or you can have phased boundaries that move out over ten to fifteen years, etc.

Q: So the Urban Service Boundary will not be drawn until you get the final report from Wilson Miller?

A: Yes. We drew this boundary to solicit some positive discussion. Again, the original Community Visioning process requires establishing these Urban Service Boundaries and adopting the Ten Year Capital Improvement Plan. If you do all of that, based on this Community Visioning process and its statutes, then theoretically the Comp Plan Amendments inside that boundary will not require DCA's review. The County Commission can adopt an Urban Service Boundary outside the statute requirements and whatever policies they deem are needed to support that Urban Service Boundary and still have DCA's involvement in the review process. So there are a number of options on how to address this. What we're looking for from the community is input to take back to the BCC, whether it's a positive or negative response to this concept or not.

Mr. Massey then directed the community's attention to the Land Use Map - these light yellow areas are the Urban Reserve Areas. Most of the areas are inside this boundary, except for a small area by the City of Dunnellon within the Marion Oaks boundary along the eastside of Marion Oaks straddling the west side of I-75. There are also some Urban Reserve Areas by Lake Weir, so in essence the line we've drawn (just conceptually), includes those. The other thing to keep in mind is that a lot of those Urban Reserve Areas contain platted subdivisions or parcels that have already been divided into five and ten acre lots. So again, you're looking at a time frame for when that conversion may occur if it ever does at all. Most of the Urban Reserve, except for the areas I pointed out, is already developed in some fashion. It may be large lots or it may be platted subdivisions.

Q: We're looking at just Marion County here, and it would be nice to see what kind of development is bordering us – for instance, The Villages.

A: We have no control on what happens across those borders. One of the initial thoughts about not including The Villages in this area within an Urban Service Boundary is because for the most part, The Villages are finished. We haven't been approached about expansion into Marion County. And I'm not sure that's an area we would want to encourage additional high density development, or it may be. This is merely a first draft of staff drawing these lines, but that's the kind of input we're asking for from the community.

Q: Are you considering the utility lines to these areas? Progress Energy has proposed a new power plant in Levy County and a lot of transmission lines are proposed to this area as well. Do you have the information needed to consider potential power lines?

A: No we haven't specifically, and if you have some information that may help with that, please let us know. Peripherally we're aware of that development, but specifically we have not looked at that.

Q: For the most part, if they (the power lines) follow the current right of ways, something to keep in mind is, if we do go forward with the new power plant in Levy, the growth might shift with that. If you look at Citrus County and Harrison, it grew to accommodate the size of that work force – that's something to keep in mind.

A: We are aware of those potential developments that may occur outside the County, and that's one of those things that we have to take into consideration when we, the community think about how we want to address the number of platted, but vacant lots on this side of the County. Yes, we do have that in mind.

Q: How does that affect the property owners in those areas, will they be part of a city, or the County?

A: No, unless they're annexed, they're still within the County's jurisdiction.

We want the community to look at those Corridor Study Maps because they cover all of those areas. The maps show properties with more specific land use categories, rather than just urban reserve or rural land uses, so it's important that we get input on what those categories are, if it affects your property and if it affects your area of town, because the BCC to date has accepted those studies, but now they've asked us to move forward to where they actually adopt those studies as part of the Comp Plan.

Q: How do you fund this?

A: That's the impetus for drawing that line, because if you look back at the utility service area line, it covers a wide area. So there is a need to prioritize where you're going to focus your funding. How do you fund it? That's the big question.

Q: Will you have an opportunity to update some of the Corridor Studies?

A: After this meeting staff will take the input and the visioning statements, produce a report for the BCC, and possibly hold a workshop in late August or early September to present our findings. Staff will also present some preliminary recommendations, some comments, and all of the minutes, attendance sheets and the information we've gathered from all of the Community Visioning Meetings. We will also present these Corridor

Studies, and yes, any recommended changes to those Corridor Studies. We anticipate at least one workshop, probably two workshops before anything is presented to the BCC in final form. Yes, there will be an opportunity to update some of the older Corridor Studies. The first study was completed in 2004, and probably does need to be updated, and we'll look at all of them before presenting them to the board.

Q: Hypothetically, if you were to set that as an Urban Service Area, what would change would be that the BCC would make all of the decisions about land use amendment changes, and it would not have to go up to the DCA?

A: That's possible, because we anticipate going through the BCC and making a recommendation for or against removing DCA from the process. What we've heard, fair or not, is that there is some reluctance from the citizenry to do that. We have an obligation to inform the BCC of that. If they take that input and then decide not to pursue that, they still can pursue establishing an Urban Service Boundary.

Q: All of the concurrency requirements would still remain?

A: Inside and outside of that boundary.

Q: What considerations do you use in establishing that boundary to enhance economic development in the way of jobs?

A: One way is where we plan to put facilities. A good example is 44th Ave. Although according to the numbers, we aren't exceeding capacity, it does border an area where we are trying to promote industrial and commercial development, so there are other priorities for widening that road. Also, within this boundary, the assumption is that where you focus the majority of investments for the infrastructure should promote the establishment of employment and commerce centers. That's the reason we're asking for community input on these Corridor Studies, because we want to designate properties for an appropriate land use, and that may include commerce parks. First, drawing the line facilitates that, and then the whole purpose in drawing that line supports that commerce.

Q: When you're talking about financial feasibility, are they going to decide how much they have to spend first, or are they first going to draw the Urban Service Area and hope they will have the funding to support that?

A: You draw the Urban Service Boundary first because that indicates an area to focus upon. Then you establish whether you get the funding or not. We know we have limited funds.

Q: So if it would cost 50 million dollars, and we only have 30 million dollars, the boundary still remains the same and the potential is still there for whatever area is drawn?

A: Drawing the line doesn't determine whether the funds will be available or not, it helps you pinpoint where you're going to need those funds.

Q: Outside and west of the boundary, if one owns a property of 10 acres and they chose to build on it more than one home, or whatever is permitted, what responsibility does the community have on those services?

A: None. We do not have a similar agreement with the City of Dunnellon, as we have with the Cities of Ocala and Belleview. For properties outside the city limits of Belleview that are within this utility service boundary, the City of Belleview is the first provider. They can provide the service because we have an agreement. But with a piece of property that's not within one of those areas, the County is responsible for services or for permitting well and septic tanks.

Q: Referring to the area of the 467 Rd, can we make comments or suggestions?

A: Yes

Q: I would recommend that that road not be included in the Urban Service Area.

A: The line was drawn to coincide with where the utility service area stops. But yes, we will note your comment.

Q: The line going across to where the Greenway is, to what extent will the state conservation and EPA be involved?

A: They can say they don't want to be in it, but I'm not sure it affects them one way or another if they are included in it. The land use of their property is not going to change regardless.

Q: In regards to the industrial area of 44th Ave; my concern in increasing industrial in that area is the close proximity to the horse farms. We should preserve horse farms. What's your opinion on keeping industrial development on the east side of I-75?

A: One of the Corridor Studies we did on 326A does recommend expanding industrial land use east of I-75. There's an existing specialized industrialized commerce district that runs along the east side of 44th Ave. We're not proposing to expand that west of 44th Ave. All we're talking about is accommodating what's already there.

Q: There's a lot of vacant land in that area.

A: The land use allows for industrial and commercial uses. And we had some out there which relocated. We're not proposing expanding west of 44th Ave.

Q: How does all of this affect the solid waste?

A: In terms of the provisions for solid waste and fire services, in drawing an Urban Service Boundary, there's an assumption that you would allow somewhat higher densities within those boundaries. For solid waste and fire services, the services are provided at a more efficient rate in areas that have higher density development occurring. Theoretically, some areas that have higher densities can facilitate curbside recycling. It doesn't affect funding for solid waste, other than indirectly.

Q: I wonder if there's an impact on capacity.

A: It doesn't change the capacity or the impact on the land-fill itself. Rather, the county-wide population will impact that.

Q: When you draw an Urban Service Boundary, do you follow a township, range, or corridor line? Or do you follow the right of ways?

A: All of the above.

Q: Looking at the boundary on the west side of I-75 against the Greenway, we don't need to allow any additional high density development.

A: One of the reasons we initially drew that line is that this area contains platted subdivisions and so in this instance, we're encouraging central water and sewer services for those subdivisions.

Q: Just because it's platted, that doesn't mean it's a good idea if our goal is to keep a rural flavor in Marion County.

Q: What you were saying is that the capacity of the land-fill has nothing to do with the urban service boundary. The perception may be that when you establish those boundaries all of the concurrency and issues such as lack of water and lack of land-fill space don't go away.

A: In very simple terms, if you only have \$10 to spend, in drawing that boundary, you would expect to spend \$7 within that area. All of the other issues, such as meeting concurrency with the roads or capacity of water or land-fill issues – none of that just goes away. No matter what happens inside or outside of those lines, you must still meet those concurrency and capacity tests.

Q: How much of the capacity of the aquifer has to do with shipping water to south Florida?

A: I don't think there's a direct affect on determining whether or not we ship our water out or not. That's independent of this process. However, there is some correlation between the need for water associated with population projections. For example, if you're projecting more population within this boundary, theoretically, you're projecting more of the population being served by water and sewer as opposed to being serviced directly by the aquifer. So the boundary itself can somewhat help alleviate the pressures on the natural ground water. But in terms of shipping out water, there's no direct connection.

Q: Do you envision that multiple service areas will be presented to the BCC?

A: Yes, we plan on presenting a number of scenarios. The discussions with the Cities of Ocala, Belleview and Dunnellon will be factors as well.

Q: Why is On Top of the World left out of this process?

A: Again, we are using this map for discussion purposes only. This is a DRI, a vested subdivision, as is Marion Oaks. They are all at some degree self-sustaining. They all have their own land use maps. They provide their own services, roads, etc.

Q: Tell us how we might be able to transition existing wells into central water.

A: It's easy enough to require new development to provide central water services. However, in order to require platted subdivisions and existing houses to convert requires an extra step that the Planning Department is not involved in. It takes a community policy decision on that matter. Drawing a line starts that kind of discussion – particularly

for properties already inside that line. The presumption is that everything inside that area is urban and should be served by urban services.

Again I refer back to those Corridor Study maps. You have areas within the 27 Corridor that are urban reserve, so you don't have a definitive plan for how those properties will be developed. The Corridor Studies recommended specific land use types, but just because you have an Urban Service Boundary, that doesn't exclude the possibility for development of one unit per 3 or even 10 acres.

Q: So going back to a previous remark, based on what densities are present determines how fast it fills up and how it fills up. If we want to preserve the rural character, we can control and maintain the open spaces.

A: That's why I felt there was some validity in showing some of these platted subdivisions as urban densities instead of rural, because then you acknowledge that you have some urban densities already present and now you want to retrofit them and make them more desirable. That's why it's so important to get the community's input on the Corridor Studies – if not tonight, we'll have plenty of opportunities to do so in the future.

Please review these maps, and hopefully our website will be back up within the next week or so. We'll have schedules of meeting dates, but it may take a month or more to get all of your input organized. On behalf of our staff, we feel we have accomplished what these meetings were intended to do, and that was to generate discussion. You all help us do our jobs and we look forward to moving forward and updating the Comp Plan and helping Marion County grow strong. Please don't hesitate to contact the Planning Department if you want any information, maps, etc.

The meeting was adjourned by Mr. Jimmy Massey at 7:41 pm.