



CITY OF CRYSTAL RIVER CITY COUNCIL

STAFF REPORT

Planning and Development Services Department

MEETING DATE:	JULY 12, 2021 (TRANSMITTAL)
Project No. JCPTA-0001/Application No. PZ21-0066 - City of Crystal River Planning and Development Services Department – Evaluation and Appraisal Report (EAR) Based Comprehensive Plan Amendments	
Ordinance No. 21-O-06 – An Amendment to the Crystal River Comprehensive Plan by providing revision to the Transportation Element and retitling it as the Multi-Modal Transportation Element; providing revision to the Future Land Use Element; and providing revision to the Coastal Management Element pursuant to Chapter 163, Florida Statutes.	
PROJECT MANAGER:	Jenette Collins, AICP Urban Planner, Planning and Development Services Department

PURPOSE AND INTENT: In accordance with the Florida Department of Economic Opportunity's (DEO) Evaluation and Appraisal Notification Schedule (Rule 73C-49.001 of the Florida Administrative Code FAC) and Section 163.3191 of Florida Statutes, an evaluation of the City of Crystal River's Comprehensive Plan has determined that a need exists to amend the Plan to assure consistency with changes in State policies and planning requirements, and to address local growth conditions and emerging trends. This amendment is the first in a series of updates to the Plan.

STAFF ANALYSIS: The City evaluated its Comprehensive Plan and determined that amendments are necessary to reflect changes in State requirements and local conditions pursuant to Section 163.3177, Florida Statutes. Specifically, the City evaluation indicates updates are necessary to the *Transportation Element*, the *Future Land Use Element*, and the *Coastal Management Element*. This follows the 2018 Evaluation and Appraisal Notification letter to the Florida Department of Economic Opportunity (DEO).

Changes to the text are shown in strike-through to identify language to be removed and underlines to identify language to be added. Most of the text changes include updated data and tables as well as updated programs and services. Many of the Goals, Objectives, and Policies were revised or updated to reflect new programs, agency name changes, changes in statutes, and similar items.

▪ **Multi-Modal Transportation Element** (Exhibit "A")

This amendment serves to update and replace the Transportation Element in accordance with Section 163.3177, Florida Statutes, which requires that the Crystal River Comprehensive Plan be updated based on relevant and appropriate data available at time of adoption. The replacement Multi-Modal Transportation Element was prepared by Kimley-Horn and has been finalized and is presented by staff. The last major update of the Transportation Element was in 2011. Due to the extent of the changes, the amendment is presented as an entire deletion (strike-through) of the 2011 document, and the proposed 2021 update is presented as a new (underlined) element.

Several relevant changes are made based on State policy. The adopted Level of Service (LOS) standards for all collector and arterial roadways within Crystal River has been changed to D. This is consistent with Florida Department of Transportation Policy for automobile mode LOS target in urbanized areas. The Urban Area Boundaries and Federal Functional Classification were approved on January 23, 2014 and form the basis for the functional classification in the Multi-Modal Transportation Element.

Transportation planning procedures and review for Citrus County and its Cities also changed as a result of the Urban Area designation. The Citrus County Transportation Planning Organization (TPO) which was formed before the 2010 Census has been merged with the Hernando County Planning Organization to form the Hernando-Citrus Metropolitan Planning Organization (MPO).

It is noted that transportation concurrency requirements (Section 163.3180) have been removed from Florida Statutes and that the County amended their policy to remove its transportation concurrency requirement. The City will continue to monitor LOS standards for purpose of prioritizing transportation capital improvement projects; however, all roadways are projected to operate at LOS D or better in 2030.

- **Future Land Use Element (Exhibit “B”)**

The Future Land Use Element has been updated to address a ten (10) year planning period pursuant to Section 163.3177, Florida Statutes. The last major update to this element in 2011. This amendment to the Data and Analysis includes updates to acreages of land use categories due to annexations and/or land use amendments, as well as addressing future land use needs based on medium projections for population growth from 2021 through the 2030 planning period. FLUM categories and descriptions have been updated to provide consistency with the City’s Land Development Code, particularly for development standards with the Community Redevelopment Area (CRA). In addition, The Future Land Use Map (FLUM) for the 2021-2030 period has been added for purpose of this amendment.

The Goals, Objective and Policies have been updated to reflect the Data and Analysis of this Element. It is noted the land use category identified as “Low Intensity Coastal and Lakes (CL)” has been deleted. The CL category was a remnant of the County’s Future Land Use designations that was apparently used as a transition by the City when it formerly annexed such properties from the County as identified in the City’s 2011 EAR. The CL designation is redundant to the City’s Future Land Use Category “Coastal Low Density Residential (CLDR)” that is more appropriate and currently found on the City’s FLUM.

The Goals, Objectives and Policies added a new Objective 3-6 to support the City’s proposal to establish a Civic Master Plan and its desire to amend the Land Development Code to a Form-Based Code.

- **The Coastal Management Element (Exhibit “C”)**

The City’s Coastal Management Element has been updated to demonstrate consistency with the requirements of Section 163.3178 Coastal Management, of Florida Statutes. Specifically, the Data and Analysis and associated maps have been updated based on studies, surveys, and data, including

the (most recent) 2017 *Florida Statewide Regional Evacuation Study Program*, Volume 4-8 Tampa Bay Region (includes the Hurricane Evacuation Study along with an Evacuation Transportation Analysis), and the 2020 *Citrus County Local Mitigation Strategy*.

A major update of this Element is to identify the data and analysis for the entire City. As such, this amendment deletes the reference to an area formerly identified as the “Coastal Management Area (CMA)”, which was limited to approximately 636.5 acres located in the northwest quadrant of the City Limits. Since the entire City is located within the Coastal High Hazard Area (CHHA) as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model, it is prudent to inventory and identify principles for hazard mitigation and protection of human life against the effects of natural disaster for the City in its entirety. The Goals, Objectives and Policies have been updated to reflect development and redevelopment, resource protection, preservation, and evacuation policies for the entire City consistent with Florida Statutes for this element.

SUMMARY OF AGENCY COMMENTS: As this application proposes to amend the *Transportation Element*, *Future Land Use Element*, and *Coastal Management Element* of the Crystal River Comprehensive Plan. Florida Statutes, Section 163.3184 (4) (b), states that the amendment is subject to State review and is required to be transmitted to reviewing agencies for comment.

PUBLIC COMMENTS: No public comments have been received as of this writing.

PROPOSED FINDINGS OF FACT:

1. The request is to update the Transportation Element, the Future Land Use Element, and the Coastal Management Element of the Crystal River Comprehensive Plan.
2. Florida Statutes, Section 163.3191 (1) and FAC 73C-49 outlines the need to update the Comprehensive Plan for all mandatory and optional elements based upon relevant and appropriate data and analysis for required elements, and this proposal will provide an update.
3. The proposed amendments are consistent with the Goals, Objectives, and Policies of the Crystal River Comprehensive Plan.
4. The proposed amendments are consistent with Florida Statutes, Section 163.3177 *Required and optional elements of comprehensive plan; studies and surveys*.

PLANNING COMMISSION RECOMMENDATION – At its June 3, 2021, meeting, the Planning Commission recommended Approval. The vote was 7-0.

- Comprehensive Plan Amendment – Multi-Modal Transportation Element - APPROVAL
- Comprehensive Plan Amendment – Future Land Use Element - APPROVAL
- Comprehensive Plan Amendment – Coastal Management Element – APPROVAL

CITY COUNCIL ACTION – Transmittal

- Comprehensive Plan Amendment – Multi-Modal Transportation Element
- Comprehensive Plan Amendment – Future Land Use Element
- Comprehensive Plan Amendment – Coastal Management Element



**PZ21-0066 - CITY OF CRYSTAL RIVER PLANNING
AND DEVELOPMENT SERVICES DEPARTMENT
EVALUATION AND APPRAISAL
REPORT (EAR) BASED
AMENDMENTS
(F.S. Sec. 163.3191)**

EAR BASED
AMENDMENTS
OF THE
COMPREHENSIVE
PLAN

2018 EAR Notification Letter to FL Department of Economic Opportunity

- TRANSPORTATION (MULTI-MODAL) ELEMENT (Exhibit “A”)
- FUTURE LAND USE ELEMENT (Exhibit “B”)
- COASTAL MANAGEMENT ELEMENT (Exhibit “C”)

EAR BASED AMENDMENTS OF THE COMPREHENSIVE PLAN

➤ TRANSPORTATION (MULTI-MODAL) ELEMENT (Kimley-Horn)

- ✓ Adds multi-modal requirements for Metropolitan Planning Area (MPO)
 - Roadway, Pedestrian, Bicycle, Transit Conditions
- ✓ Updates Growth Trends/Future Conditions
- ✓ Addresses Level of Service for Roads
 - ✓ LOS D or better in 2030 – consistent with FDOT Policy for Urbanized Areas

EAR BASED AMENDMENTS OF THE COMPREHENSIVE PLAN

➤ FUTURE LAND USE ELEMENT

- ✓ Addresses future land use needs through 2030 planning period
 - Updates Annexation/FLUM Amendments Tables and Acreages
- ✓ Updated to provide consistency between Element and LDC
 - Consistency with CRA standards in LDC
 - Corrections to Density/Intensity of Land Use Districts
- ✓ Adds Text and Objective and Policies to support upcoming Civic Master Plan

EAR BASED AMENDMENTS OF THE COMPREHENSIVE PLAN

➤ COASTAL MANAGEMENT ELEMENT

- ✓ Updates “Definitions” for consistency with Florida Statutes
 - Coastal High Hazard Area (CHHA)
 - Coastal Construction Control Lines (Citrus County not in CCCL)
- ✓ Removes limited Coastal Management Area (CMA)
 - Updates Coastal Management data/mapping for entire City
 - Provides consistency with 2017 FL Statewide Regional Evacuation Study (TB) and 2020 Citrus County Local Mitigation Strategy
- ✓ Redefines out-of-county hurricane evacuation consistent with Florida Statute (consistent with County’s update)
 - LOS shall be no greater than 16 hours for a Cat 5 storm event



QUESTIONS?

**PZ21-0006 - CITY OF CRYSTAL RIVER PLANNING
AND DEVELOPMENT SERVICES DEPARTMENT
EVALUATION AND APPRAISAL
REPORT (EAR) BASED
AMENDMENTS
(F.S. Sec. 163.3191)**

Proof of Publication
From the
CITRUS COUNTY CHRONICLE
Crystal River, Citrus County, Florida
PUBLISHED DAILY

STATE OF FLORIDA
COUNTY OF CITRUS

Before the undersigned authority personally appeared

Mary Ann Naczi and/or Theresa Holland and/or
Tonya Knight

Of the Citrus County Chronicle, a newspaper published
daily at Crystal River, in Citrus County, Florida, that the
attached copy of advertisement being a public notice in the
matter of the.

Insertion Order: 00108ZO

Legal number: 6438-0521 FCRN City/Crystal
River - Ordinance 21-O-06 Jun 3 & Jul 12,
2021

Display Advertisement: to run 1 time(s)

Court, was published in said newspaper in the issue of
Date(s) of publication:
May 21, 2021

Affiant further says that the Citrus County Chronicle is a
Newspaper published at Crystal River in said Citrus
County, Florida, and that the said newspaper has heretofore
been continuously published in Citrus County, Marion
County and Levy County, Florida, each week and has been
entered as second class mail matter at the post office in
Inverness in said Citrus County, Florida, for a period of one
year next preceding the first publication of the attached
copy of advertisement; and affiant further says that he/she
has neither paid nor promised any person, firm or
corporation any discount, rebate, commission or refund for
the purpose of securing this advertisement for publication
in the said newspaper.

Jeanne Ethridge

The forgoing instrument was acknowledged before me

This 21ST day of May 2021

By: Mary Ann Naczi and/or Theresa Holland and/or
Tonya Knight and or Jeanne Ethridge

Who appeared by (✓) means of physical presence or ()
via online notarization.

Notary Public

Maria A. Parks



MARIA A. PARKS
Commission # HH 099773
Expires April 20, 2025
Bonded Thru Budget Notary Services

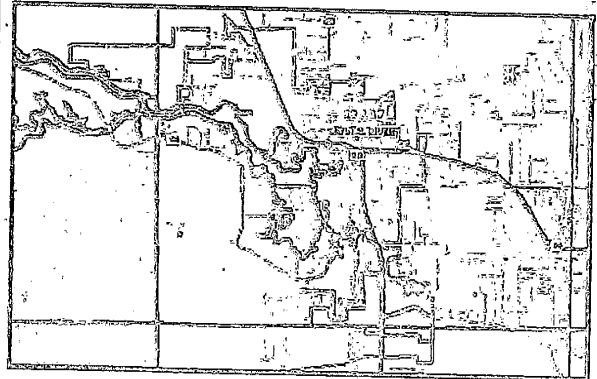
0521 CRN

**NOTICE OF INTENT TO CONSIDER
AN ORDINANCE TO ESTABLISH
OR CHANGE REGULATIONS
AFFECTING THE USE OF LAND**

PUBLIC NOTICE IS HEREBY GIVEN that the City,
of Crystal River Planning Commission and Crystal
River City Council will hold Public Hearings pursuant
to Section 163, Florida Statutes, proposing to adopt the
following by ordinance:

**ORDINANCE 21-O-06: AN ORDINANCE OF THE
CITY OF CRYSTAL RIVER AMENDING THE CITY
OF CRYSTAL RIVER COMPREHENSIVE PLAN;
PROVIDING REVISION TO THE TRANSPORTA-
TION ELEMENT AND RETITLING AS THE MULTI-
MODAL TRANSPORTATION ELEMENT; PROVIDING
REVISION TO THE FUTURE LAND USE ELEMENT;
AND PROVIDING REVISION TO THE COASTAL MAN-
AGEMENT ELEMENT PURSUANT TO CHAPTER 163,
FLORIDA STATUTES; PROVIDING FOR CONFLICTS;
PROVIDING FOR SEVERABILITY; PROVIDING FOR
CODIFICATION AND SCRIVENER'S ERRORS; PRO-
VIDING FOR MODIFICATIONS THAT MAY ARISE FROM
CONSIDERATION AT PUBLIC HEARING; AND PROVID-
ING FOR AN EFFECTIVE DATE.**

CITY OF CRYSTAL RIVER



Public Hearings for this Comprehensive Plan Amendment will
be held on the following dates:

Planning Commission
Thursday, June 03, 2021 at 5:30 PM

City Council
Monday, July 12, 2021 at 5:30 PM

The meetings will be held in the City Council Chambers, City
Hall, 123 NW Highway 19, Crystal River, FL 34428.

Any person requiring reasonable accommodation at this
meeting because of a disability or physical impairment should
contact the City of Crystal River, City Manager's Office, 123
NW U. S. Highway 19, Crystal River, FL 34428, (352) 795-
4216, at least two (2) days prior to the meeting.
All interested persons who wish to be heard on this matter,
take due notice of the time and place of the Public Hearings.
Information on the proposed ordinance(s) is available for
public inspection in the office of the City Clerk, City Hall, 123
NW Highway 19, Crystal River, FL 34428.

CC-00108ZO

Planning Commission Minutes
JUNE 3, 2021 - 5:30 p.m.

Robert Froehling- Chair
Daniel Grannan - Vice Chair
Randy Martin
Charles Kish
Scott Ebert



Doug Smith
Tonia Herring
Alternate 1 - Terry Thompson
Alternate 2 – Vince Morris

- 1) Call to Order: Meeting called to order at 5:34 pm by Vice-Chair Grannan who will Chair the meeting.
- 2) Roll Call:
 - Present:
 - i) Commissioners: Chair Froehling, Vice-Chair Grannan, Commissioner Martin, Commissioner Kish, Commissioner Ebert, Commissioner Smith, Alternate Thompson
 - ii) Staff: Assistant City Manager Jack Dumas, Director Brian Herrmann, Urban Planner Jenette Collins, Zoning Administrator Jeanette Rehberg
 - Excused Absent:
 - i) Commissioner Herring, Alternate Morris
- 3) Moment of Silence: A moment of silence was observed.
- 4) Pledge of Allegiance: Led by Vice-Chair Grannan.
- 5) Adoption of Agenda:

Motion to Adopt the Agenda by Commissioner Smith
Second: Chair Froehling
Vote: Unanimous to adopt the Agenda
- 6) Approval of Minutes: **May 6, 2021**

Motion to approve the May 6 , 2021 minutes: Commissioner Thompson.
Second: Commissioner Martin
Vote: Unanimous to approve the May 6, 2021 minutes
- 7) Citizen Input: 3 minutes

City Attorney informed the public that if they are speaking regarding the Public Hearings to save their comments until the hearing. This is general input for items not specifically on the agenda.

 - (1) Jackie Brooks, 665 N. Country Club Drive, Spoke regarding a conversation with the City Manager about her opposition to Application No. PZ21-0041 and Application No. PZ21-0042.
- 8) Public Hearings: Quasi-Judicial – Opened by Vice-Chair Grannan; applications a and b were presented jointly, voted on separately. Chair requested the Board Secretary swear in witness; Board Secretary swore in the witnesses. Chair read into the record the quasi-judicial proceedings format and requirements.
 - a) **PROJECT NO. JPMC-0001, APPLICATION NO. PZ21-0042, from CRYSTAL RIVER PLANTATION CORPORATION, A FLORIDA CORPORATION** to amend the Crystal River Florida Zoning Map by reclassifying 7.21 acres (MOL) of property from Planned Unit Development (PUD) and High Intensity Commercial (CH) to Planned Unit Development (PUD) zoning, located at 9453 W Plantation Lane, Crystal River, also identified as Section 33, Township 18 S, Range 17 E; Specifically, Parcel 41300 (AK #2333537), Parcel 42000 0060 (AK #3522576), Part Of Parcel 14000 0050 (AK#3522575), and Part Of Parcel 22000 0010 (AK#3522573) in the records of the Citrus County Property Appraiser.
 - b) **PROJECT NO. JPMC-0001, APPLICATION NO. PZ21-0041, from CRYSTAL RIVER PLANTATION CORPORATION, A FLORIDA CORPORATION** to renew and modify the Master Plan adopted by Ordinance Number 18-O-07 of the City of Crystal River by modifying the PUD known as "Plantation Outpost Club

and Resort” located at 9453 W Plantation Lane, Crystal River; also identified as Section 33, Township 18 S, Range 17 E; Specifically, Parcel 41300 (AK #2333537), Parcel 42000 0060 (AK #3522576), Part Of Parcel 14000 0050 (AK#3522575), and Part Of Parcel 22000 0010 (AK#3522573) in the records of the Citrus County Property Appraiser, by including 7.21 acres (MOL) to the existing PUD, subsequently establishing a Master Plan of Development for a planned RV Park.

Vice-Chairman opened Quasi-Judicial Hearing:

Conflicts of Interest: None

Ex-Parte Communications: None

Staff Presentation: Chair called on the city to present the applications. The first part of the application (PZ21-0042) is an amendment to the City’s Zoning Map and Part two (PZ21-0041) is an application to Modify the existing PUD.

- Presented by Jenette Collins, Urban Planner, who requested that today’s addendum report and all information presented at the May 6, 2021 Workshop be made a part of the record for today’s hearing (Exhibit “A”); additionally, correspondence from City Manager Ken Frink was emailed to the Planning Commissioners after the Commissioners packets were sent and is hereby entered into the record as (“Exhibit “B”) and read into the record.
- Ms. Collins then presented a PowerPoint, (Exhibit “C”) of the staff report.
- Ms. Collins read into the record new city conditions for these applications.

Commissioner’s Discussion: Commissioners requested clarification regarding:

- The PUD conditions, shade pavilions, emergency evacuation procedures and timelines, dredge and fills operations, traffic conditions and turning lanes. Both Ms. Collins and the City Attorney responded.
- Chair Froehling asked if the Commission can pass one application and not the other. City Attorney responded.
- Discussion of whether the PUD Master Plan was expired or not; City Attorney determination is that the Plan is expired. Commissioners discussed how the expiration affects the applications.

Applicant Presentation: Presented by Daniel Baker, P.E. licensed engineer in the State of Florida.

- Mr. Baker presented an amended Power Point (Exhibit “D”).
- Mr. Baker responded to earlier comments regarding expiration of PUD Master Plan, their position is that the PUD Master Plan is valid.
- Mr. Baker’s presentation was interrupted by an audience member regarding the floodproofing of the park models and storage areas.

Commissioner’s Comments:

- Commissioner Kish and Chair Froehling disagreed with the Mr. Baker regarding the canoe launches, park models, and storage areas being part of the previous application in 2018. Commissioner Ebert agreed that the PUD Master Plan was expired and stated the applicant could not refer to that approval.
- City Attorney briefed Commissioner Ebert and the Planning Commission on the status of the applicant’s requests.
- Discussion ensued regarding the water plans for the site and how the applicants do not intend to dredge the waters.
- Discussion regarding the potential impacts to Manatees and Kings Bay.
- Questions asked regarding the impacts to the neighboring properties.
- Queries regarding traffic impacts and controls.

Public Comment:

Opposed:

- 1) Mary Schumberger, 720 N. Dove Point

At this point the Chair requested that the letter of June 1, 2021, from Brenda Johnson, 202 N. Country Club Drive, be read into the record.

- 2) Liz Hobba, 6058 W. Douneray Loop
- 3) Jeff Patton, 610 Country Club Drive
- 4) Judith McGonigle, 635 N. Afterglow Circle
- 5) Joyce Timmerman, 414 N. Michaelmas Terrace
- 6) Jim Fike, 9315 W. Turnberry Loop.
- 7) Ben Torricelli, 670 Country Club Drive.
- 8) Jackie Brooks, 665 N. Country Club Drive.

In Favor:

None

Applicant Rebuttal: None

Staff Comments: None

Commissioner's Comments:

- Chair asked the applicant whether the park models are required to comply with the Florida Building Code application and wind load zone.
- Audience member and Commissioner Thompson inquired whether these lots are for sale? Applicant responded in the affirmative.
- Inquiry by Commissioner Thompson regarding the "summer kitchens", etc.
- Inquiries regarding water/wastewater and a master meter or individual meters.
- Status of Southwest Florida Water Management District approvals/applications.

Intervening Parties: None

Commission Comments:

- Chair inquired of Commission Members if they needed any additional information to make their decision. Discussion followed.

Motion to recommend denial of application number PZ21-0042 to the City Council by Commissioner Thompson.

Second: Commissioner Ebert

Vote: Unanimous to approve the motion.

Motion to recommend denial of application number PZ21-0042 to the City Council by Commissioner Thompson

Second: Chair Froehling

Vote: Unanimous to approve the motion.

Chair Comments: Spoke to reasons for vote and living together peacefully in the same community.

8:17 pm: Chair declared a 5 minute recess.

8:25 pm: Chair called the meeting to order.

- c) **PROJECT NO. JCPTA-0001, APPLICATION NO. PZ21-0066, City of Crystal River Planning and Development Services Department, Evaluation and Appraisal Report (EAR) Based Comprehensive Plan Amendments.**

Ordinance No. 21-O-06 – An Amendment to the Crystal River Comprehensive Plan by providing revision to the Transportation Element and retitling is as the Multi-Modal Transportation Element; providing revision to the Future Land Use Element; and providing revision to the Coastal Management Element pursuant to Chapter 163, Florida Statutes.

Vice-Chairman opened Quasi-Judicial Hearing:

Conflicts of Interest: None

Ex-Parte Communications: None

Chair called on the city to present the applications.

Staff Presentation: Presented by Jenette Collins, Urban Planner:

- Application is in support of the required Comprehensive Plan Review, known as an Evaluation and Appraisal Report (EAR).
- Covers three Elements that must be updated:
 - Transportation
 - Future Land Use
 - Coastal Management
- City cannot move forward with any Comprehensive Plan Amendments until we file this EAR Ordinance.
- The Transportation Element changes to a Multi-Modal Transportation Element.
- Coastal Management now reflects the entire city to provide a balance between protecting our coastal resources and development and re-development principals to reduce flood risks.

Commission Comments:

- Ms. Collins read into the record changes to the element since the agenda was posted.
- Commissioner Ebert inquired about the change to the classification in the Multi-Modal Transportation Element and the pedestrian Level of Service (LOS).
- Commissioner Kish inquired about the Mobile Home Parks portion of the EAR.

Motion to recommend approval of application number PZ21-0066 to the City Council by Commissioner Thompson.

Second: Vice-Chair Grannan

Vote: Unanimous to approve the motion.

9) Unfinished Business: None

10) New Business: Update on Charrettes for Master Plan – Dover, Kohl and Partners

- Presented by Director Herrmann

11) Citizen Input: None

12) Staff Comments: None

13) Commissioner's Comments:

- Chair Froehling commented how proud he was of Vice-Chair Grannan and how well he ran the meeting.

14) Chairman's Comments: None

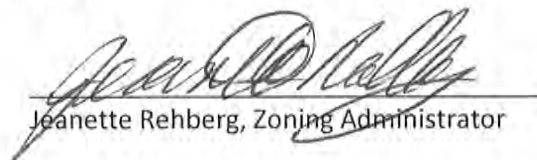
15) Adjournment:

Motion to adjourn by Commissioner Thompson.

Second: Commissioner Kish

Vote: Unanimous to adjourn at 8:53 p.m.

Attest:


Jeanette Rehberg, Zoning Administrator

Attest:


Robert Foehling, Chairperson



City of Crystal River

APPLICATION FOR COMPREHENSIVE PLAN TEXT AMENDMENT

Project: JCPDA-0001
Permit: P221-0066

Department of Planning & Community
Development
123 Northwest Highway 19
Crystal River, FL 34432
Telephone: (352) 795-4216
Facsimile: (352) 795-6351
development@crystalriverfl.org

AltKey: N/A Parcel #: City Wide

Name of Petitioner(s): CITY OF CRYSTAL RIVER, DEPARTMENT OF PLANNING AND
DEVELOPMENT SERVICES (Contact Person: Jenette Collins, AICP, Urban Planner)

Address of Petitioner(s): 123 North West Highway 19

City Crystal River State Florida Zip Code 34428

Phone # (352) 795-4216, EXT. 340 Fax # _____ Cell # _____

Email Address: jcollins@crystalriverfl.org

State the Comprehensive Plan Element you request to amend: Transportation Element, Future
Land Use Element, and Coastal Management Element

Explain the reason for the proposed amendment: Evaluation and Appraisal Review of the
Comprehensive Plan pursuant to Section 163.3191, Florida Statutes

Give evidence of consistency of the Proposed Amendment with the Comprehensive Plan:
Amendment made pursuant to Section 163.3177, Florida Statutes - Updates to required and
optional elements of the comprehensive plan; studies and surveys

Attachments:

- ✓ Standard Application Form.
- ✓ Copy of the proposed text change.
- ✓ Copy of the proposed ordinance in strike-through and underline form.
- ☐ Attach as many additional pages as necessary.

Jenette Collins
Signature

Urban Planner for City of Crystal River
Title

(352) 795-4216, Ext 340
Phone Number

123 NW Hwy 19, Crystal River, FL 34428
City, State, Zip Code

State of Florida

County of Citrus

The foregoing instrument was acknowledged before me by (X) physical presence or () remote audio-visual means this 18th, day of May, 2021, by Jenette Collins, who is personally known to me or has produced N/A as identification and who did/did not take an oath.

Jeanette L. Rehberg
Notary Public

Commission No.: _____

Commission Expires: _____



JEANETTE L. REHBERG
NOTARY PUBLIC
STATE OF FLORIDA
Comm# GG187818
Expires 2/21/2022

Rick Scott
GOVERNOR



Cissy Proctor
EXECUTIVE DIRECTOR

June 5, 2018

Ms. Jackie Gorman, Director
Planning and Community Development
City of Crystal River
123 Northwest Highway 19
Crystal River, Florida 34428

RE: Crystal River Evaluation and Appraisal Notification Letter

Dear Ms. Gorman:

This is to acknowledge receipt of your Evaluation and Appraisal Notification Letter which was due on June 1, 2018, and received by the Department on June 4, 2018.

Please note that your proposed comprehensive plan amendments based on your Evaluation and Appraisal should be transmitted to the Department by **June 4, 2019**, within one year of your notification, pursuant to Section 163.3191(2), Florida Statutes. The amendments are subject to the State Coordinated Review Process as outlined in Section 163.3184(4), Florida Statutes.

Ms. Sherry Spires of the Department's staff is available to assist and provide technical guidance to your questions concerning the contents of the Evaluation and Appraisal based comprehensive plan amendments and may be reached at (850) 717-8499.

If you have any questions concerning the processing of the Evaluation and Appraisal based amendments, please contact Mr. Ray Eubanks, Plan Processing Administrator, at (850) 717-8483.

Sincerely,

D. Ray Eubanks
Plan Processing Administrator

DRE/me

Florida Department of Economic Opportunity | Caldwell Building | 107 E. Madison Street | Tallahassee, FL 32399
850.245.7105 | www.floridajobs.org
[www.twitter.com/FLDEO](https://twitter.com/FLDEO) | www.facebook.com/FLDEO

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.



City of Crystal River

Community Development Dept.
123 Northwest Highway 19
Crystal River, Florida 34428
Telephone: (352) 795-4216
Facsimile: (352) 795-6245

May 29, 2018

CERTIFIED MAIL

Mr. Ray Eubanks,
Plans Processing Administrator
Department of Economic Opportunity
Bureau of Community Planning
Caldwell Building
107 East Madison Street, MSC 160
Tallahassee, FL 32399-6545

Re: City of Crystal River, Evaluation and Appraisal Notification Letter
Citrus County, Florida
Due: June 1, 2018

Dear Mr. Eubanks:

In accordance with the Department of Economic Opportunity's Evaluation and Appraisal Notification Schedule (Rule 73C-49.001 Purpose and Effect; Schedule.) and 163.3191FS the City of Crystal River, after evaluation of its Comprehensive Plan (Plan) has determined that a need exists to amend the Plan to assure consistency with changes in State policies and planning requirements, and to address local growth conditions and emerging trends.

The City of Crystal River will be amending its Plan and will have all amendment(s) transmitted to the Florida Department of Economic Opportunity by June 1, 2019.

If you have any questions, or need any additional information please feel free to contact the Community Development Department, 352-795-4216, ext. 316.

Respectfully,


Jackie Gorman, Director
Planning and Community Development Department

Cc: Dave Burnell, City Manager
Jennifer Rey, City Attorney
File

JG/jlr

RECEIVED
Bureau of Community Planning and Growth
JUN - 4 2018
Div. of Community Development
Dept. Economic Opportunity

ORDINANCE NO. 21-O-06

AN ORDINANCE OF THE CITY OF CRYSTAL RIVER AMENDING THE CITY OF CRYSTAL RIVER COMPREHENSIVE PLAN, PROVIDING REVISION TO THE TRANSPORTATION ELEMENT AND RETITLING AS THE MULTIMODAL TRANSPORTATION ELEMENT; PROVIDING REVISION TO THE FUTURE LAND USE ELEMENT; AND PROVIDING REVISION TO THE COASTAL MANAGEMENT ELEMENT PURSUANT TO CHAPTER 163, FLORIDA STATUTES; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION AND SCRIVENER'S ERRORS; PROVIDING FOR MODIFICATIONS THAT MAY ARISE FROM CONSIDERATION AT PUBLIC HEARING; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Crystal River, Florida recognizes the need to plan for orderly growth and development; and

WHEREAS, the City County of the City of Crystal River adopted the City of Crystal River Comprehensive Plan (the "Comprehensive Plan"), by Ordinance 11-O-06 on September 12, 2011, and subsequent amendments thereto:

WHEREAS, Section 163.3177, Florida Statutes, provides that elements of the Comprehensive Plan shall be based on relevant and appropriate data; and

WHEREAS, Section 163.3191 (evaluation and appraisal of comprehensive plan), Florida Statutes requires local governments to comprehensively evaluate and, as necessary, update comprehensive plans to reflect changes in local conditions.

WHEREAS, the City has reviewed the proposed amendment to the City's Comprehensive Plan, and said proposed amendment was reviewed by the City's Local Planning Agency at a duly advertised meeting on June 03, 2021, and submitted staff report, which determined such application to be consistent with the Comprehensive Plan; and

WHEREAS, the City Council has agreed with the recommendations of the Local Planning Agency that the proposed amendment complies with the requirements of Chapter 163, Florida Statutes, Part II, and that the proposed amendment is consistent with the Comprehensive Plan and appropriate to the future land use and transportation element within the City; and

WHEREAS, City Council held a public hearing for the transmittal of the proposed amendment on July 12, 2021; and

WHEREAS, the City has received and responded to the Objections, Recommendations, and Comments Report; and

WHEREAS, a second public hearing was held by the City Council for adoption of this Ordinance on _____, 20____.

NOW THEREFORE, BE IT ORDAINED by the City Council of the City of Crystal River, Florida that:

SECTION 1.

The City of Crystal River, Florida hereby adopts amendments to its current Comprehensive Plan in accordance with Chapter 163.3191, F.S., which amendments consist of the pages which are identified as follows, attached hereto and incorporated by reference:

EXHIBIT “A” – MULTI-MODAL TRANSPORTATION ELEMENT

EXHIBIT “B” – FUTURE LAND USE ELEMENT

EXHIBIT “C” – COASTAL MANAGEMENT ELEMENT

A copy of the Comprehensive Plan, as amended, is on file at City Hall in Crystal River, Florida.

SECTION 2.

The City Clerk is hereby directed that within ten (10) working days after initial public hearing, to transmit the amendments of the current Comprehensive Plan to the Department of Economic Opportunity as a PDF document through the online portal, and one copy in any format to the Tampa Bay Regional Planning Council; Southwest Florida Water Management District; Department of Environmental Protection; Department of State; Department of Transportation; Citrus County Board of County Commissioners; and to any other unit of local government who has filed a written request for a copy, within ten (10) working days after adoption, in accordance with Florida Statutes and the Florida Administrative Code.

SECTION 3.

That all ordinances or parts of ordinances in conflict are and the same are hereby repealed.

SECTION 4.

That should any section or provision of this Ordinance or any portion thereof, any paragraph, sentence or work is declared by any court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder of this Ordinance.

SECTION 5.

The effective date for the enactment of this Ordinance shall be the date a Final Order of Compliance is issued by the Department of Economic Opportunity finding this Amendment to be in compliance in accordance with Florida Statutes; or the date a Final Order is issued by the Administration Commission finding this Amendment to be in compliance in accordance with Florida Statutes, or thirty (30) days from its adoption date, whichever occurs later. No development

orders, development permits, or land uses dependent on this Comprehensive Plan Amendment may be issued or commence before it has become effective. If the Administration Commission issues a Final Order of Noncompliance, this Comprehensive Plan may nevertheless be made effective by adoption of a Resolution affirming its effective status, a copy of which Ordinance shall be sent to the Florida Department of Economic Opportunity, Bureau of Community Planning, Caldwell Building, 107 East Madison Street, MSC 160, Tallahassee, Florida 32399-6545.

SECTION 6.

If any section, subsection, sentence, clause, phrase or portion of this Ordinance, or application hereof, is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion or application shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions thereof.

UPON MOTION DULY MADE AND CARRIED, the foregoing ordinance was approved and adopted in a regular meeting of the City Council, this ____ day of _____, 20____.

ATTESTED:

CITY OF CRYSTAL RIVER

Mia Fink
City Clerk

Joe Meek
Mayor

**APPROVED FOR CORRECTNESS
AND FORM**

Robert W Batsel, Jr., Esquire
CITY ATTORNEY

EXHIBIT "A"
DELETES TRANSPORTATION ELEMENT
IN ITS ENTIRETY AND
ESTABLISHES "NEW" MULTI-MODAL
TRANSPORTATION ELEMENT

TRANSPORTATION ELEMENT



ORD. 11-O-06 September 12, 2011

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TRANSPORTATION ELEMENT

DATA, INVENTORY, AND ANALYSIS

INTRODUCTION

The purpose of the Transportation Element is to plan for an energy efficient, safe, and coordinated multimodal transportation system which supports the City's existing and projected population and is coordinated with the Future Land Use Map. The Transportation Element is comprised of two parts: (1) Goals, Objectives, and Policies (GOPs) which provide the policy guidance for the City's transportation system, and (2) the Data, Inventory, and Analysis (DIA) which supports the GOPs with the baseline information and projections for the City's transportation facilities. This DIA integrates the County and regional transportation plans which affect Crystal River including: the Traffic Circulation Element of the Citrus County Comprehensive Plan, the 2035 Citrus County Long Range Transportation Plan (LRTP), the Tampa Bay Regional Transportation Analysis, and the 2010 Florida Department of Transportation's Work Program.

Rule 9J-5.019, of the Florida Administrative Code (F.A.C.), requires an analysis of the existing transportation facilities and an evaluation of the transportation system based on the existing conditions analysis, existing land use and the committed developments in the area. As per the Rule, data has been collected and analyzed for the City's long range planning horizon year 2025. The data is presented in text and graphic formats including a series of transportation maps. The Transportation Elements Data, Inventory, and Analysis includes the following:

- An analysis of the existing transportation system, including the ability of transportation facilities and services to serve existing land uses;
- Growth trends and travel patterns;
- Projected transportation system levels of service
- An analysis of local and state transportation programs; and
- Maintenance of adopted level of service standards.

EXISTING TRANSPORTATION SYSTEM

Classification of Roadways

Roadway classifications are defined in the Florida Transportation Code, Section 334.03, Florida Statutes (F.S.). A jurisdiction's major thoroughfares are categorized into functional classification groups based on their characteristics. For urban areas, the five functional classification groups include: principal arterials, major arterials, minor arterials, collectors, and local streets. Classifications are primarily based on roadway access to abutting land uses and the extent of vehicular travel.

Principal Arterials — The principal arterial provides one of the highest levels of mobility at the highest speed, and typically for long uninterrupted travel (inter and intra state highway systems). The primary function is for vehicular travel and access to adjacent land is typically subordinate. Principal arterials serve through movements between major activity centers and trip generators. Although principal arterials consist of a small percentage of the total roadway network, they serve a high proportion of the total urban area travel.

Major Arterials — Major arterials are also designed for the highest level of mobility at the highest speed over relatively long distances. They serve major movements of vehicles entering or leaving an urban area. Although, access to adjacent land is not prohibited, it is controlled due to mobility being the primary function of major arterials.

Collectors — The collector street provides vehicle access and mobility within residential, commercial and industrial areas. The collector street penetrates neighborhoods and distributes trips from arterials to the end destinations. Collector streets serve as a linkage between land access and mobility and can also support local transit service.

Local Streets — The local street is comprised of all roadways not in one of the higher classifications. It provides direct access to abutting land uses and connections to the higher order roadways. Local streets have relatively low average traffic volumes, short average trip length or minimal through traffic movement and high land access for abutting property.

Roadway Levels of Service

Roadway Level of Service (LOS) standards are qualitative measures describing the quality of service on a particular roadway or segment. The roadway LOS system is divided into six letter grades, 'A' through 'F', with 'A' being the best quality and 'F' being the least. These letter grades simply reflect the quality of service as measured by a scale of user satisfaction based on influencing factors such as speed and travel time, freedom to maneuver, traffic interruptions, and driver comfort and convenience.

The six LOS standards for roadways include:

LOS A – Free-flow traffic conditions where individual users are virtually unaffected by the presence of others in the traffic stream. The general level of comfort and convenience provided to drivers is excellent.

LOS B – Allows for speeds that are at or near free-flow speeds; the presence of other users in the traffic stream begins to be noticeable. There is a slight decline in the freedom to maneuver within the traffic stream.

LOS C – Allows for speeds that are at or near free-flow speeds; freedom to maneuver within the traffic stream becomes noticeably restricted. The general level of comfort and convenience provided to drivers declines significantly at this level.

LOS D – Speeds begin to decline slightly with increasing volumes; freedom to maneuver becomes more restricted and drivers experience reductions in physical and psychological comfort.

LOS E – Operating conditions are at or near the roadway's capacity; maneuverability is extremely limited and drivers experience physical and psychological discomfort.

LOS F – Operating conditions strain the roadway's capacity; queues form quickly behind points in the roadway where the arrival flow rate exceeds the departure rate. Vehicles typically operate at low speeds and are often required to completely stop.

Rule 9J-5, F.A.C., requires that local governments adopt peak hour LOS standards for roadways and transit facilities that are not designated as being part of the Florida Intrastate Highway System (FIHS), Strategic Intermodal System (SIS) or Transportation Regional Incentive Program (TRIP) funded facilities. For these facilities, local governments shall adopt the LOS standards established by the Florida Department of Transportation (FDOT). The Statewide minimum LOS standards for FIHS, SIS and TRIP funded facilities that are located within transitioning urbanized areas, urban areas, or communities is 'C'. The City has adopted a LOS standard of 'C' for all collector and arterial roadways within its jurisdiction. Table 2-1 summarizes the adopted roadway LOS standards within the City.

Table 2-1
Adopted Level of Service Standards

Facility Type	Adopted Peak Hour Level of Service Standard
Non-FIHS, SIS, TRIP Funded Facilities	
Collector	C
Arterial	C
FIHS, SIS, TRIP Funded Facilities	
Highways (Freeway)	C
Controlled Access Highway	C
Other Multilane	C
Two-Lane	C

Source: City of Crystal River Comprehensive Plan 2010
Rule C14-94.003, Florida Administrative Code

~~The City has not adopted a LOS standard for public transit at this time because no fixed public transit service is present in the City. However, the Citrus County Public Transportation Plan has identified a future City route along with a route connecting to the City of Inverness. As these public transit routes are implemented, the City will adopt the County's LOS standard for public transit.~~

DELETED

Existing Transportation Map Series

Rule 9J-5.019(2) (b), F.A.C., requires that jurisdictions illustrate the general location of transportation facilities on an existing map or map series. The following series of maps represent the existing conditions of the City's transportation network.

Map 2-1: Major Thoroughfares by Number of Lanes identifies each major thoroughfare within the City by the number of through lanes for the facility.

Map 2-2: Major Thoroughfares by Functional Classification identifies arterial and collector streets and the functional classification for each facility.

Map 2-3: Jurisdictional Roadway Classification identifies the jurisdictional classification of roadways within the City and reveals the jurisdiction responsible for maintenance.

Map 2-4: Major Trip Generators and Attractors identifies the location of the major trip generators and attractors in the City. These include King's Bay Plaza, Crystal Square, Crystal Center, Crystal River Shopping Center, and the Crystal River Mall.

Map 2-5: Existing Bicycle and Pedestrian Facilities identifies existing bicycle and pedestrian facilities located within the City.

Map 2-6: Significant Parking Facilities identifies the significant parking facilities within the City. These facilities are associated with the major trip generators and attractors illustrated in Map 2-4.

Map 2-7: Existing Peak Hour Peak Direction Level of Service on Major Thoroughfares illustrates the current peak hour peak direction LOS for major roadways within the City.

Map 2-8: Airport Facilities identifies the location of the Crystal River Airport.

Map 2-9: Evacuation Routes and Facilities identifies local and regional transportation facilities that are essential to the evacuation of the coastal area prior to an impending natural disaster.

Note: The City is currently served by the Citrus County Transit Service's demand response paratransit service. The paratransit service operates as a door to door pick up and drop off service and encompasses the entire County. There are no fixed transit routes to illustrate on a map at this time because there are no fixed transit routes serving the City at this time. Please see Map 2-15 for future proposed transit corridors.

EXISTING TRANSPORTATION SYSTEM ANALYSIS

Existing Roadways Functional Classification

Table 2-2 lists the major thoroughfares and their corresponding functional classification as illustrated by Maps 2-1 and 2-2. The two most prominent roadways within the City are U.S. Highway 19 and State Road (SR) 44. Both roadways are classified as principal arterials. U.S. Highway 19 traverses north and south through the City and functions as a primary corridor for connecting the City to Inglis to the north and Homosassa Springs to the south. SR 44 intersects with U.S. Highway 19 and traverses east through the City connecting the City to Lecanto and Inverness to the east.

**Table 2-2
Existing Functional Classification**

Roadway	From	To	Functional Classification
US 19/98	City Limits (N)	City Limits (S)	Principal Arterial
SR 44	City Limits (E)	US 19/98	Principal Arterial
SE Paradise Point Road	US 19/98	SE Kings Bay Drive	Collector
SE Kings Bay Drive	US 19/98	SW 1 st Court	Collector
SE Ft. Island Trail	US 19/98	SE Cutler Spur Boulevard	Collector
SE Cutler Spur Boulevard	NE 1 st Street	W Ft. Island Trail	Collector
SE 8 th Avenue	NE 1 st Terrace	US 19/98	Collector
NW 19 th Street	US 19/98	NW 21 st Court	Collector
NW 14 th Place	NW 6 th Street	End of Road	Collector
NW 6 th Street	US 19/98	NW 14 th Place	Collector
NE 12 th Avenue	Crystal Street	SE 1 st Street	Collector
NE 11 th Street	NE 8 th Avenue	Citrus Avenue	Collector
NE 8 th Avenue	NE 13 th Street	NE 1 st Terrace	Collector
NE 3 rd Street	NE 7 th Avenue	City Limits (E)	Collector
NE 3 rd Avenue	NE 13 th Terrace	NE 1 st Terrace	Collector
Crystal Street	NW 6 th Avenue	SR 44	Collector
Citrus Avenue	NE 2 nd Street	N Turkey Oak Drive	Collector

Strategic Intermodal System

The Florida Legislature established the Strategic Intermodal System (SIS) in 2003. It consists of a statewide system of high priority facilities including major interregional and intercity highways, airports, deep water sea ports, freight rail terminals, passenger rail and bus terminals, rail corridors, and waterways. These facilities help to expedite the international, interstate, and interregional travel to maintain the region's economic growth. SR 44 and U.S. Highway 19 are both classified as SIS facilities. U.S. Highway 19 north

of the SR 44 intersection has been classified as an emerging SIS facility. The existing and emerging SIS facilities within the City are presented in Table 2-3.

**Table 2-3
SIS Facilities**

Mode	Facility Name	SIS Designation
Roadways	SR 44	Designated
	U.S. Highway 19/98 (south of SR 44 intersection)	Designated
	U.S. Highway 19/98/Suncoast Boulevard	Emerging

Source: Florida Department of Transportation, 2010

Existing Characteristics of Major Trip Generators and Attractors

Map 2-4 illustrates the major trip generators and attractors within the City. These include: King's Bay Plaza, Crystal Square, Crystal Center, Crystal River Shopping Center, and the Crystal River Mall. For the most part, the areas listed above are considered attractors. Trip attraction areas are locations with shopping, recreation, medical services, employment, and other facilities, generally where the location of the trip ends.

The City is located in an area of the State known as the nature coast. Areas of the Crystal River and Kings Bay are located within the City's jurisdiction. These environmental features provide a significant amount of recreational opportunities that include fishing, boating, diving, and swimming. These recreational opportunities function as major trip attractors in addition to the ones mentioned above.

Existing Public Transit Facilities and Routes

Public transit is provided by the Citrus County Transit System (CCT). The CCT operates a demand response door to door paratransit service, which provides transit service to transportation disadvantaged within the City and County. The transportation disadvantaged consist of primarily elderly and handicapped persons. The CCT paratransit system operates from 7:30 AM to 3:00 PM, Monday through Friday (except holidays) in most areas and will pick up passengers anywhere within the County's 660-square mile area.

At this time, the CCT's fixed bus route system is limited to one route that serves Beverly Hills, Lecanto, and the City of Inverness and operates on approximately two hour headways. There are no fixed transit routes that serve the City of Crystal River.

Existing Modal Split and Vehicle Occupancy

Table 2-4 shows the transportation mode split for trips to work for Crystal River residents compared to all residents of Citrus County according the United States Census Bureau's 2000 Census. As the table shows, the automobile is the preferred mode of transportation for work-related trips among Crystal River and Citrus County residents (96 percent and 94 percent, respectively). Other forms of transportation for work-related trips including public transportation, motorcycle, bicycle, walking and working at home comprise less than four percent for the City and less than six percent for the County. It should be noted

that public transportation is not being used by City residents because public transit service is not currently offered within the City. Local routes are being planned for implementation beginning in 2022.

Table 2-4
Existing Transportation Modal Split – Work Related Trips

Mode	Crystal River	% of Total	Citrus County	% of Total
Car, Truck, or Van	1,256	96%	35,604	94%
Public Transportation	0	0%	106	<1%
Motorcycle	0	0%	118	<1%
Bicycle	0	0%	93	<1%
Walked	11	1%	528	1%
Other Means	0	0%	288	1%
Worked at Home	37	3%	1,175	3%
Total	1,304	100%	37,912	100%

Source: U.S. Census Bureau, Census 2000 Summary File 3; workers are individuals 16 years or older.

The private vehicle occupancy rate for workers in Crystal River compared to Citrus County is presented in Table 2-5. The single passenger automobile is by far the most dominant mode of transportation for work-related trips within the City and County. It comprises approximately 84 percent and 81 percent of work-related trips, respectively. The second most common transportation mode for work-related trips is carpooling. Carpooling is defined as automobile trips with two or more passengers and makes up approximately.

Table 2-5
Private Vehicle Occupancy – Work Related Trips

Mode/Occupancy	Crystal River	% of Total	Citrus County	% of Total
Drove alone	1,094	84%	30,691	81%
2-person carpool	95	7%	4,022	11%
3-person carpool	67	5%	658	2%
4-person carpool	0	0%	134	<1%
5 or 6-person carpool	0	0%	43	<1%
7 or more person carpool	0	0%	56	<1%
Other means (including those who work at home)	48	4%	2,308	6%
Total	1,304	100%	37,912	100%

Source: U.S. Census Bureau, Census 2000 Summary File 3; workers are individuals 16 years or older

Existing Bicycle and Pedestrian Facilities

The City's bicycle and pedestrian facilities are illustrated on Map 2-6. Bicycle facilities can include both on-road facilities (bike lanes and sidewalks) and off-road facilities (trails and recreation paths). Pedestrian facilities can include on-road facilities such as sidewalks and off-road facilities such as trails and recreation paths. The City's bicycle facilities

consist of sidewalks, bike lanes, and multi-use paths. Similar to the bicycle facilities, the pedestrian facilities include both sidewalks and multi-use paths.

Significant Parking Facilities

Typically, jurisdictions significant parking facilities coincide with a corresponding major trip attractor. In the case of Crystal River, the major parking facilities are (Map 2-6) associated with the major trip attractors identified on Map 2-4.

Airport Facilities

The Crystal River Airport (Airport) is one of five airports located within Citrus County. The Airport is located in the south end of the City at the intersection of U.S. Highway 19 and West Venable Street. Primary access to the Airport is from U.S. Highway 19 via Godfrey and Lindbergh Streets. The Airport is owned and operated by Citrus County and the property consists of approximately 193 acres. It is classified as a General Aviation facility by the National Plan of Integrated Airport Systems and serves primarily rural areas.

The Airport is laid out in an L-shape and has a 3,020 foot long turf runway that is parallel to U.S. Highway 19 and a 4,555 foot long paved runway that is perpendicular to U.S. Highway 19. It has been designed with pilot activated medium intensity runway lighting, a rotating beacon, two lighted wind socks and runway end identifier lights (REIL).

The Crystal River Airport typically serves single and light twin engine aircraft, but there has been a significant increase in corporate jet use recently. The Airport master plan estimated the 2005 annual aircraft operations to be approximately 37,720. Annual aircraft operations are expected to increase to around 49,000 by 2026 which equates to a 29 percent increase in air traffic operations.

The Airport is surrounded by a variety of land uses and existing development. There are significant residential and commercial land uses on the west, north, and east sides of the site. The existing development surrounding the Airport consists of the Crystal River Shopping Center directly to the west, the National Guard Armory to the southeast, and the Bicentennial Park to the north.

Population Characteristics

The City's year 2000 population was 3,485 according to the U.S. Census Bureau. According to the Bureau of Economics and Business Research (BEBR), the 2010 population estimate for the City is 3,659. This represents an increase of 174 people or approximately five percent. The projected population for the City in 2025 is estimated to be 4,887. Table 2-6 presents the population estimates for the City.

Table 2-6
Population Estimates for Crystal River

Year	Population	Gross Change	Percent Change
2010	3,659 ¹	-	-
2016	4,252 ²	593	16%
2020	4,632	380	9%
2025	4,887 ²	225	6%

Sources:

(1) Bureau of Economic and Business Research, 2010

(2) The population for years 2016 and 2025 was interpolated from the linear projections for the population 1960 through 2010. See *City of Crystal River Population Projections* table in the Future Land Use Element

Table based on *City of Crystal River Population Projections* table prepared by Nancy H. Smith, Inc. September 2010 in the Future Land Use Element

Hurricane Evacuation

The Atlantic Hurricane season begins on June 1 and continues until November 30. The primary danger associated with a hurricane is the storm surge. Citrus County has established a system of evacuation zones and the City is located within zones 1, 2 and 4. This places the City within a general zone of vulnerability for storm surge for all hurricanes. The most important component of evacuation is the clearance time. The clearance time is a fixed period of time based on a specific scenario with a given level of threat and behavioral response.

In 2004, The Withlacoochee Regional Planning Council completed a Hurricane Evacuation Study in conjunction with the Florida Department of Community Affairs. The study identified principal hurricane evacuation routes in Citrus County and those roadways that would be subjected to inundation. The evacuation routes consist of major west-east and north-south arterials. During a hurricane evacuation, a significant number of vehicles will have to be moved across the local and regional network. This quantity of evacuating vehicles will vary depending on the magnitude of the hurricane, publicity and warnings provided about the storm and particular behavioral response characteristics of the vulnerable population. Table 2-7 displays the hurricane evacuation roads for the City identified by the study for Citrus County and Map 2-9 illustrates the hurricane evacuation routes for the City.

Table 2-7
Hurricane Evacuation Roads in Citrus County

Roadway	Adopted LOS
U.S. 19 (Suncoast Blvd)	B/C
SR 44 (Gulf to Lake Hwy)	B/C
CR 44 (Fort Island Trl)	C
CR 486 (Norvell Bryant Hwy)	B/C/D
CR 495 (Citrus Ave U.S. 19 to CR 488)	C
Rock Crusher Rd	C

Source: Citrus County Comprehensive Plan 2008

Clearance time is the time required to clear the roadway of all vehicles evacuating in response to a hurricane situation. Clearance time begins when the first evacuating vehicle enters the road network (as defined by the Hurricane Evacuation Behavioral Curve) and ends when the last evacuating vehicle reaches an assumed point of safety (refer to

Withlacoochee Hurricane Evacuation Study, 2004 for further detail). Clearance time does not relate to the time any one vehicle spends traveling on the road network and does not include time needed for local officials to assemble and make a decision to evacuate.

The out-of-county evacuation time is defined as the time it takes for county residents to evacuate the county. The LOS standard for out-of-county hurricane evacuation is 16 hours. Under the worst case scenario (category 5 hurricane evacuation), the worst individual household commute time under high seasonal occupancy is 13 hours. This is within the adopted LOS standard.

Level of Service Calculation Methodology

To evaluate the existing transportation conditions, an evaluation of the current level of service (LOS) was undertaken. Traffic data was collected for both state roads and non-state roads within the City of Crystal River.

For state roadways, year 2009 Average Annual Daily Trips (AADT) volumes were obtained from the FDOT's *Florida Traffic Information* database. AM and PM peak hour directional volumes were calculated from these volumes. The annual growth rate was calculated using historical AADT volumes from count stations along the state roads within the Crystal River.

For non-state roadways, 48-hour count data from Crystal River was used to develop 2010 AADT volumes and peak hour directional volumes. Using the peak season adjustment factors found in the FDOT's *Florida Traffic Information* database, the AADT volumes and peak hour directional volumes were adjusted to peak season traffic volumes. The annual growth rate was calculated using historical AADT volumes documented in the Crystal River Comprehensive Plan, adopted in 1988. For growth rates less than 1 percent, a nominal growth rate of 1 percent was used to produce a conservative estimate of traffic growth.

The existing LOS conditions were determined by comparing 2009/2010 AADT volume and peak season peak hour volumes to capacities found in the 2009 *FDOT Quality/Level of Service Handbook*. The highest peak hour directional volumes (between the AM and PM peak hours) were tested in this analysis.

Existing Design and Operating Capacities

The City has adopted a LOS standard of 'C' for all arterial and collector roadways within its jurisdiction. Based upon the best available data, an LOS analysis was performed for both daily and peak hour, peak direction conditions. The results from the analysis are shown in Tables 2-8 and 2-9. As indicated in the tables, the City's existing roadways are operating within the adopted LOS standard.

Table 2-8
Existing AADT and Level of Service

Roadway	From	To	Number of Lanes ¹	LOS Standard	Service Volume ²	AADT ³	LOS	Meets Standard
Citrus Avenue	NE 2nd Street	N Turkey Oak Drive	2L	C	11,088	1,388	B	YES
Crystal Street	NW 6th Avenue	State Road 44	2L	C	11,088	2,198	B	YES
NE 3rd Avenue	NE 13th Terrace	NE 1st Street	2L	C	11,088	2,066	B	YES
NE 3rd Street	NE 7th Avenue	City Limits (E)	2L	C	11,088	947	B	YES
NE 8th Avenue	NE 13th Street	NE 1st Terrace	2L	C	11,088	2,088	B	YES
NE 11th Street	NE 8th Avenue	Citrus Avenue	2L	C	11,088	769	B	YES
NE 12th Avenue	Crystal Street	SE 1st Street	2L	C	11,088	799	B	YES
NW 6th Street	US 98/19	NW 6th Street	2L	C	11,088	1,205	B	YES
NW 14th Place	NW 6th Street	Road End	2L	C	11,088	327	B	YES
NW 19th Street	US 98/19	NW 21st Court	2L	C	11,088	1,621	B	YES
SE 8th Avenue	NE 1st Terrace	US 98/19	2L	C	11,088	4,493	B	YES
SE Cutler Spur Boulevard	NE 1st Street	W Ft. Island Trail	2L	C	11,088	2,539	B	YES
SE Ft. Island Trail	US 98/19	SE Cutler Spur Boulevard	2L	C	11,088	5,961	B	YES
SE Kings Bay Drive	US 98/19	SW 1st Court	2L	C	11,088	2,975	B	YES
SE Paradise Point Road	US 98/19	SE Cutler Spur Boulevard	2L	C	11,088	834	B	YES
	SE Cutler Spur Boulevard	SE Kings Bay Drive	2L	C	11,088	1,492	B	YES
US 98/19	City Limits (N)	SR 44	4L	C	35,500	28,500	B	YES
	SR 44	SE 8th Ave	6L	C	53,700	29,000	B	YES
	SE 8th Ave	City Limits (S)	4L	C	35,500	28,000	B	YES
SR 44	City Limits (E)	US 98/19	4L	C	35,500	28,500	B	YES

Source: Traffic counts from Crystal River/Citrus County and FDOT (2009 FTI)

(1) L equals number of lanes

(2) Service volumes are based on adopted LOS standards

(3) Average Annual Daily Trips

Table 2-9
Existing Peak Hour, Peak Direction and Level of Service

Roadway	From	To	Number of Lanes ¹	LOS Standard	Service Volume ²	PM Peak Hour Peak Direction			
						Volume	Peak Direction	LOS	Meets Standard
Citrus Avenue	NE 2nd Street	N Turkey Oak Drive	2L	C	590	77	SB	B	YES
Crystal Street	NW 6th Avenue	State Road 44	2L	C	590	103	WB	B	YES
NE 3rd Avenue	NE 13th Terrace	NE 1st Street	2L	C	590	170	NB	B	YES
NE 3rd Street	NE 7th Avenue	City Limits (E)	2L	C	590	63	EB	B	YES
NE 8th Avenue	NE 13th Street	NE 1st Terrace	2L	C	590	107	SB	B	YES
NE 11th Street	NE 8th Avenue	Citrus Avenue	2L	C	590	71	EB	B	YES
NE 12th Avenue	Crystal Street	SE 1st Street	2L	C	590	35	SB	B	YES
NW 6th Street	US 98/19	NW 6th Street	2L	C	590	60	EB	B	YES
NW 14th Place	NW 6th Street	Road End	2L	C	590	20	SB	B	YES
NW 19th Street	US 98/19	NW 21st Court	2L	C	590	78	WB	B	YES
SE 8th Avenue	NE 1st Terrace	US 98/19	2L	C	590	238	EB	B	YES
SE Cutler Spur Boulevard	NE 1st Street	W Ft. Island Trail	2L	C	590	119	NB	B	YES
SE Ft. Island Trail	US 98/19	SE Cutler Spur Boulevard	2L	C	590	250	WB	B	YES
SE Kings Bay Drive	US 98/19	SW 1st Court	2L	C	590	181	EB	B	YES
SE Paradise Point Road	US 98/19	SE Cutler Spur Boulevard	2L	C	590	53	EB	B	YES
	SE Cutler Spur Boulevard	SE Kings Bay Drive	2L	C	590	76	WB	B	YES
US 98/19	City Limits (N)	SR 44	4L	C	1,890	1,528	SB	B	YES
	SR 44	SE 8th Ave	6L	C	2,860	1,555	SB	B	YES
	SE 8th Ave	City Limits (S)	4L	C	1,890	1,501	SB	B	YES
SR 44	City Limits (E)	US 98/19	4L	C	1,890	1,528	EB	B	YES

Source: Traffic counts from Crystal River/Citrus County and FDOT (2009 FTI)

(1) — L equals number of lanes

(2) — Service volumes are based on adopted LOS standard

Availability of Transportation Facilities and Services to Serve Existing Land Uses

Results from the AADT and Peak Hour Peak Direction (PHPD) LOS analysis demonstrate that the City is maintaining the adopted LOS for the roadway system. No roadway segments are exceeding their adopted LOS standard at this time.

The following series of maps represent the future conditions (2025) for the transportation network. This includes the roadway system, public transit system and bicycle and pedestrian facilities within the City of Crystal River.

Future Transportation Map Series

Rule 9J-5.019(5)(a) and (b), F.A.C., requires that jurisdictions illustrate the general location of proposed transportation facilities on a future transportation map or map series. The following series of maps represent the proposed facilities of the City's future transportation network.

Map 2-10: Major Thoroughfares by Number of Lanes (2025) identifies each major thoroughfare within the City by the number of through lanes for the facility in 2025.

Map 2-11: Major Thoroughfares by Functional Classification (2025) identifies the 2025 roadway network, including arterial and collector streets and the functional classification for each facility.

Map 2-12: Jurisdictional Roadway Classification (2025) identifies the jurisdictional classification of roadways within the City and reveals the jurisdiction responsible for maintenance.

Map 2-13: Major Trip Generators and Attractors (2025) identifies the location of the existing major trip generators and attractors as identified by the Citrus County Public Transit Element and the City as well as any new attractor. There are two projects being proposed that would be major attractors. These include: Crystal River Commons and Hidden Village Preserve.

Map 2-14: Future Public Transit Facilities (2025) illustrates the proposed routes for the Citrus County Transit system.

Map 2-15: Future Bicycle and Pedestrian Facilities (2025) identifies proposed bicycle and pedestrian facility improvements located within the City.

Map 2-16: Projected Peak Hour Peak Direction Level of Service on Major Thoroughfares (2025) illustrates the 2025 projected peak hour peak direction LOS for major roadways within the City.

Map 2-17: Airport Facilities (2025) identifies the location of the Crystal River Airport.

Map 2-18: Evacuation Routes and Facilities (2025) identifies local and regional transportation facilities that are essential to the evacuation of the coastal area prior to an impending natural disaster.

Growth Trends

Over the past 10 years, the City's population has grown from 3,485 to 3,659 people. This represents an increase of 174 people, or approximately five percent. The City is projected to see the population grow to approximately 4,887 by the year 2025. This represents a net increase of 1,228 or 34 percent.

There are approximately 2,838 acres of vacant, undeveloped land in the City. However, about 1,168 acres of the undeveloped land is owned by the State of Florida under the Board of Trustees of the Internal Improvement Trust Fund (TIITF). This acreage is not available for development. It can be used for passive recreation or managed resource-based activities. This is generally supportive of the City's ecotourism economy based on Florida Manatee viewing and fishing and boating. Commercial development is anticipated to continue in a linear pattern along the major transportation corridors such as US 98/19, SR 44, and Citrus Avenue and be supportive of both permanent resident and tourist needs.

Characteristics of Future Major Trip Generators and Attractors

The future major trip generators and attractors include the existing major trip generators and attractors. The City anticipates the completion of two significant projects by 2025. These include the Crystal River Commons and the Hidden Village Preserve; both are identified on Map 2-13. Crystal River Commons is a proposed multiuse development with residential and commercial components. The goal is to increase the dining and retail shopping choices for visitors and residents. It's proposed location is south of the Airport along US 98/19. The Hidden Village Preserve project is the residential component of an existing Development of Regional Impact (DRI) that included the Crystal River Mall and commercial outparcels. The project is approved for a total of 549 residential units and located just north of the Crystal River Mall along US 98/19 and Turkey Oak Drive.

Future Transit Needs

As the population of the County increases and new development and additional transit funding becomes available, the County's public transit plan has identified two phases to be implemented. Those applicable to the City of Crystal River include:

- A fixed route between the Cities of Crystal River and Inverness (Phase 1)
- Short internal city fixed routes that serve Crystal River, Inverness, and Lecanto (Phase 1)
- Two new bus terminals to serve the transit system. The first terminal is planned in Crystal River and the second in Beverly Hills. (Phase 2)

The 2035 Citrus County LRTP identified improvements in the regional transit system that will provide new service to connect major activity centers throughout Citrus County. The major activity centers in Crystal River include: Crystal River, Homosassa, Beverly Hills/Citrus Hills, and Floral City. The 2035 LRTP's bus transit improvements have been divided into three tiers. Tier I improvements include the operation of existing local bus service from 2015 to 2035. The Tier II public transportation improvements provide new local bus transit connections to existing bus service. Tier III improvements are designed to build upon both Tier I and II improvements by providing for regional connections to Ocala/Marion County. Bus transit improvements that impact Crystal River are scheduled within Tier II. These improvements include:

- ~~U.S. 19 Local Route~~—Implement a new local service route along U.S. 19 that connects Crystal River to Homosassa. This route is to be implemented by 2022.
- ~~SR 44 Local Route~~—Implement a new local service that connects Crystal River to Lecanto via SR 44. This route is to be implemented by 2024.

To implement and operate the Tier II improvements additional funding will be required. Potential funding sources include gas tax, sales tax, and the potential for implementing a mobility/impact fee. Map 2-14 illustrates the proposed Tier II public transit improvements in Crystal River.

The County's phased transit improvements are designed to accommodate intra City mobility within Crystal River and also provide transit connectivity between the City and City of Inverness. The 2035 LRTP's transit improvement tiers are primarily focused on intra County connections and mobility, providing connectivity between Crystal River, Homosassa Springs, and Lecanto.

Future Pedestrian and Bicycle Facilities

Understanding the importance and need for sidewalks and bike paths, Crystal River will continue working towards improving the existing bicycle and pedestrian networks. The City has adopted and revised policy mechanisms to achieve this goal. These include: 1) Requiring bicycle parking for all new non-residential development and multifamily development must provide bicycle parking at any community center/facility; 2) All new roadways shall be designed using smart growth complete street principles; and 3) All new arterial roadways and major collectors shall be designed to accommodate bicycle travel through the construction of bicycle lanes, routes, or wide shoulders. Additionally, the City will continue to incorporate sidewalk construction projects in the Capital Improvements Plan. The City's efforts towards requiring new roadways to be designed for all users will improve non-auto-oriented access as well as provide additional travel choices which will help increase the overall capacity of the City's transportation network.

The City's efforts towards maintaining and improving the pedestrian and bicycle networks are consistent with the Citrus County 2035 LRTP's proposed multi-use trail, pedestrian, and bicycle improvement program. The overarching goal of the 2035 LRTP's program is to increase and improve the County's bicycle and pedestrian networks by linking urban areas along major transportation corridors with bicycle facilities. These corridors include U.S. 98/19 which connects Crystal River with Homosassa Springs, CR 486/Norvell Bryant

Highway which connects the City with Lecanto and Beverly Hills via CR 491 and the City of Inverness, and SR 44. These facilities will include dedicated bicycle lanes and/or paved roadway shoulders. The focus in urban areas is primarily on sidewalks. Additional sidewalk facilities will be associated with new roadway construction or improvements. In addition, multi-use trails could be constructed as revenue becomes available. Map 2-15 illustrates the proposed bicycle and pedestrian improvements.

SHORT TERM (2016) TRANSPORTATION SYSTEM AND NEEDS ANALYSIS

Interim Year (2016) Level of Service Analysis

A 2016 LOS analysis was conducted to provide the City with a short-term look at the projected operation of the roadway system. The existing (2009/2010) traffic volumes were used as base volumes and then projected to the year 2016 with calculated annual growth rates. To calculate these growth rates, the roadways were subdivided into collectors (City Roadways) and primary arterials (U.S. 98/19 and SR 44).

Historical count data was obtained from the FDOT's Florida Traffic Information database and the ADT volumes documented in the Crystal River Comprehensive Plan, adopted in 1988. Future traffic volume projections were also considered, as obtained from the Florida Standard Urban Transportation Model Structure (FSUTMS). The calculated growth rates are listed below:

- Collectors: 1 percent
- Arterials:
 - US 19: 1 percent
 - SR 44: 1.4 percent

These growth rates were applied to the existing 2009/2010 volumes to obtain 2016 traffic volumes. The FDOT's Five Year Work Program and the City's and County's Five Year Schedule of Capital Improvements were reviewed to determine if there are any funded roadway widening/capacity improvement projects that will occur by 2016. No widening or capacity improvements have been identified within the Crystal River during the five-year period.

Similar to the existing conditions analysis, the 2016 level of service analysis was performed for state and non-state roadways. Tables 2-10 and 2-11 show the 2016 state roadway LOS conditions for daily conditions and peak hour conditions, respectively.

2025 PROJECTED LEVEL OF SERVICE ANALYSIS

Horizon Year (2025) Level of Service Analysis

The anticipated future (2025) number of through lanes and functional classification are depicted in Map 2-10 and Map 2-11, respectively. A 2025 level of service analysis was performed to provide the City with a long-term look at the projected operation of their roadways and the results are illustrated in Map 2-16.

~~The existing (2009/2010) traffic volumes were used as base volumes and then grown to the year 2025 with calculated annual growth rates. To calculate these growth rates, the roadways were subdivided into collectors (City Roadways) and primary arterials (U.S. 98/19 and SR 44).~~

~~Historical count data was obtained from the FDOT's Florida Traffic Information database and the ADT volumes documented in the Crystal River Comprehensive Plan, adopted in 1988. Future traffic volume projections were also considered, as obtained from the Florida Standard Urban Transportation Model Structure (FSUTMS). The calculated growth rates are listed below:~~

- ~~• Collectors: 1 percent~~
- ~~• Arterials:~~
 - ~~○ US 19: 1 percent~~
 - ~~○ SR 44: 1.4 percent~~

~~These growth rates were applied to the existing 2009/2010 volumes to obtain 2025 traffic volumes.~~

Table 2-10
Short-Term (2016) Daily Traffic Volumes

Roadway	From	To	Number of Lanes ¹	LOS Standard	Service Volume ²	AADT ³	LOS	Meets Standard
Citrus Avenue	NE 2nd Street	N Turkey Oak Drive	2L	C	11,088	1,471	B	YES
Crystal Street	NW 6th Avenue	State Road 44	2L	C	11,088	2,330	B	YES
NE 3rd Avenue	NE 13th Terrace	NE 1st Street	2L	C	11,088	2,190	B	YES
NE 3rd Street	NE 7th Avenue	City Limits (E)	2L	C	11,088	1,004	B	YES
NE 8th Avenue	NE 13th Street	NE 1st Terrace	2L	C	11,088	2,213	B	YES
NE 11th Street	NE 8th Avenue	Citrus Avenue	2L	C	11,088	845	B	YES
NE 12th Avenue	Crystal Street	SE 1st Street	2L	C	11,088	847	B	YES
NW 6th Street	US 98/19	NW 6th Street	2L	C	11,088	1,277	B	YES
NW 14th Place	NW 6th Street	Road End	2L	C	11,088	347	B	YES
NW 19th Street	US 98/19	NW 21st Court	2L	C	11,088	1,718	B	YES
SE 8th Avenue	NE 1st Terrace	US 98/19	2L	C	11,088	4,763	B	YES
SE Cutler Spur Boulevard	NE 1st Street	W Ft. Island Trail	2L	C	11,088	2,691	B	YES
SE Ft. Island Trail	US 98/19	SE Cutler Spur Boulevard	2L	C	11,088	6,319	B	YES
SE Kings Bay Drive	US 98/19	SW 1st Court	2L	C	11,088	3,154	B	YES
SE Paradise Point Road	US 98/19	SE Cutler Spur Boulevard	2L	C	11,088	884	B	YES
	SE Cutler Spur Boulevard	SE Kings Bay Drive	2L	C	11,088	1,582	B	YES
US 98/19	City Limits (N)	SR 44	4L	C	35,500	30,495	C	YES
	SR 44	SE 8th Ave	6L	C	53,700	31,030	B	YES
	SE 8th Ave	City Limits (S)	4L	C	35,500	29,960	C	YES
SR 44	City Limits (E)	US 98/19	4L	C	35,500	31,313	C	YES

Source: Traffic counts from Crystal River/Citrus County and FDOT (2009 FTI)

(1) — L equals number of lanes

(2) — Service volumes are based on adopted LOS standard

(3) — Average Annual Daily Trips

Table 2-11
Short-Term (2016) Peak Hour Peak Direction Traffic Volume

Roadway	From	To	Number of Lanes ¹	LOS Standard	Service Volume ²	PM Peak Hour Peak Direction			
						Volume	Peak Direction	LOS	Meets Standard
Citrus Avenue	NE 2nd Street	N Turkey Oak Drive	2L	C	590	82	SB	B	YES
Crystal Street	NW 6th Avenue	State Road 44	2L	C	590	109	WB	B	YES
NE 3rd Avenue	NE 13th Terrace	NE 1st Street	2L	C	590	180	NB	B	YES
NE 3rd Street	NE 7th Avenue	City Limits (E)	2L	C	590	67	EB	B	YES
NE 8th Avenue	NE 13th Street	NE 1st Terrace	2L	C	590	113	SB	B	YES
NE 11th Street	NE 8th Avenue	Citrus Avenue	2L	C	590	75	EB	B	YES
NE 12th Avenue	Crystal Street	SE 1st Street	2L	C	590	38	SB	B	YES
NW 6th Street	US 98/19	NW 6th Street	2L	C	590	64	EB	B	YES
NW 14th Place	NW 6th Street	Road End	2L	C	590	21	SB	B	YES
NW 19th Street	US 98/19	NW 21st Court	2L	C	590	83	WB	B	YES
SE 8th Avenue	NE 1st Terrace	US 98/19	2L	C	590	252	EB	B	YES
SE Cutler Spur Boulevard	NE 1st Street	W Ft. Island Trail	2L	C	590	126	NB	B	YES
SE Ft. Island Trail	US 98/19	SE Cutler Spur Boulevard	2L	C	590	265	WB	B	YES
SE Kings Bay Drive	US 98/19	SW 1st Court	2L	C	590	192	EB	B	YES
SE Paradise Point Road	US 98/19	SE Cutler Spur Boulevard	2L	C	590	56	EB	B	YES
	SE Cutler Spur Boulevard	SE Kings Bay Drive	2L	C	590	81	WB	B	YES
US 98/19	City Limits (N)	SR 44	4L	C	1,890	1,635	SB	C	YES
	SR 44	SE 8th Ave	6L	C	2,860	1,663	SB	B	YES
	SE 8th Ave	City Limits (S)	4L	C	1,890	1,606	SB	C	YES
SR 44	City Limits (E)	US 98/19	4L	C	1,890	1,538	EB	B	YES

Source: Traffic counts from Crystal River/Citrus County and FDOT (2009 FTI)

(1) — L equals number of lanes

(2) — Service volumes are based on adopted LOS standard

Table 2-12
Long-Term (2025) Daily Traffic Volumes

Roadway	From	To	Number of Lanes ¹	LOS Standard	Service Volume ²	AADT ³	LOS	Meets Standard
Citrus Avenue	NE 2nd Street	N Turkey Oak Drive	2L	C	11,088	1,596	B	YES
Crystal Street	NW 6th Avenue	State Road 44	2L	C	11,088	2,528	B	YES
NE 3rd Avenue	NE 13th Terrace	NE 1st Street	2L	C	11,088	2,376	B	YES
NE 3rd Street	NE 7th Avenue	City Limits (E)	2L	C	11,088	1,089	B	YES
NE 8th Avenue	NE 13th Street	NE 1st Terrace	2L	C	11,088	2,401	B	YES
NE 11th Street	NE 8th Avenue	Citrus Avenue	2L	C	11,088	884	B	YES
NE 12th Avenue	Crystal Street	SE 1st Street	2L	C	11,088	919	B	YES
NW 6th Street	US 98/19	NW 6th Street	2L	C	11,088	1,386	B	YES
NW 14th Place	NW 6th Street	Road End	2L	C	11,088	376	B	YES
NW 19th Street	US 98/19	NW 21st Court	2L	C	11,088	1,864	B	YES
SE 8th Avenue	NE 1st Terrace	US 98/19	2L	C	11,088	5,167	B	YES
SE Cutler Spur Boulevard	NE 1st Street	W Ft. Island Trail	2L	C	11,088	2,920	B	YES
SE Ft. Island Trail	US 98/19	SE Cutler Spur Boulevard	2L	C	11,088	6,855	B	YES
SE Kings Bay Drive	US 98/19	SW 1st Court	2L	C	11,088	3,421	B	YES
SE Paradise Point Road	US 98/19	SE Cutler Spur Boulevard	2L	C	11,088	959	B	YES
	SE Cutler Spur Boulevard	SE Kings Bay Drive	2L	C	11,088	1,716	B	YES
US 98/19	City Limits (N)	SR 44	4L	C	35,500	33,060	C	YES
	SR 44	SE 8th Ave	6L	C	53,700	33,640	B	YES
	SE 8th Ave	City Limits (S)	4L	C	35,500	32,480	C	YES
SR 44	City Limits (E)	US 98/19	4L	C	35,500	34,930	C	YES

Source: Traffic counts from Crystal River/Citrus County and FDOT (2009 FTI)

(1) L equals number of lanes

(2) Service volumes are based on adopted LOS standard

(3) Average Annual Daily Trips

Table 2-13
Long-Term (2025) Peak Hour Traffic Volumes

Roadway	From	To	Number of Lanes ¹	LOS Standard	Service Volume ²	PM Peak Hour Peak Direction			
						Volume	Peak Direction	LOS	Meets Standard
Citrus Avenue	NE 2nd Street	N Turkey Oak Drive	2L	C	590	89	SB	B	YES
Crystal Street	NW 6th Avenue	State Road 44	2L	C	590	118	WB	B	YES
NE 3rd Avenue	NE 13th Terrace	NE 1st Street	2L	C	590	106	NB	B	YES
NE 3rd Street	NE 7th Avenue	City Limits (E)	2L	C	590	72	EB	B	YES
NE 8th Avenue	NE 13th Street	NE 1st Terrace	2L	C	590	123	SB	B	YES
NE 11th Street	NE 8th Avenue	Citrus Avenue	2L	C	590	82	EB	B	YES
NE 12th Avenue	Crystal Street	SE 1st Street	2L	C	590	41	SB	B	YES
NW 6th Street	US 98/19	NW 6th Street	2L	C	590	69	EB	B	YES
NW 14th Place	NW 6th Street	Road End	2L	C	590	23	SB	B	YES
NW 19th Street	US 98/19	NW 21st Court	2L	C	590	90	WB	B	YES
SE 8th Avenue	NE 1st Terrace	US 98/19	2L	C	590	274	EB	B	YES
SE Cutler Spur Boulevard	NE 1st Street	W Ft. Island Trail	2L	C	590	137	NB	B	YES
SE Ft. Island Trail	US 98/19	SE Cutler Spur Boulevard	2L	C	590	287	WB	B	YES
SE Kings Bay Drive	US 98/19	SW 1st Court	2L	C	590	208	EB	B	YES
SE Paradise Point Road	US 98/19	SE Cutler Spur Boulevard	2L	C	590	61	EB	B	YES
	SE Cutler Spur Boulevard	SE Kings Bay Drive	2L	C	590	87	WB	B	YES
US 98/19	City Limits (N)	SR 44	4L	C	1,890	1,772	SB	C	YES
	SR 44	SE 8th Ave	6L	C	2,860	1,803	SB	B	YES
	SE 8th Ave	City Limits (S)	4L	C	1,890	1,741	SB	C	YES
SR 44	City Limits (E)	US 98/19	4L	C	1,890	1,716	EB	C	YES

Source: Traffic counts from Crystal River/Citrus County and FDOT (2009 FTI)

(1) — L equals number of lanes

(2) — Service volumes are based on adopted LOS standard

As shown in Tables 2-10 and 2-11, all roadways are projected to operate within the adopted LOS standard through the short-term (2016) for the daily and peak hour peak direction conditions. As shown in Tables 2-12 and 2-13, all roadways are also projected to operate within the adopted LOS standard through the long-term (2025) for daily and peak hour peak direction conditions. Two roadway segments along US 98/19 from the northern City Limits to SR 44 and from SE 8th Avenue to the southern City Limits will be operating at the adopted LOS standard. Planned roadway improvements contained in Citrus County's 2035 LRTP are listed for these facilities. This will increase the capacity of the roadways. In addition to these improvements, the City is committed to and has adopted policy mechanisms to improve pedestrian and bicycle facilities. These roadway and bicycle and pedestrian improvements are listed and detailed in their respective section of this data, inventory and analysis.

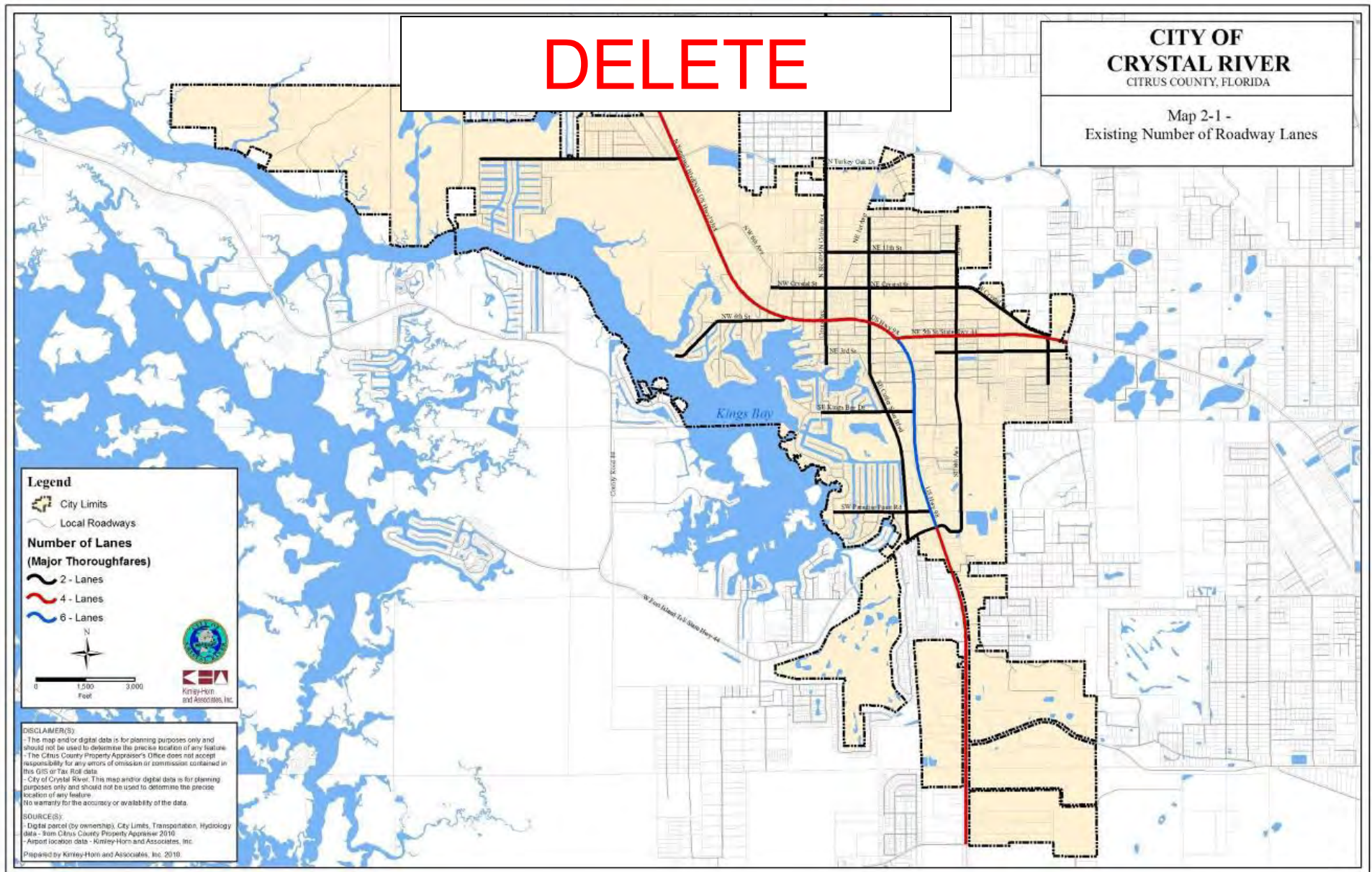
Transportation Projects Planned by Other Jurisdictions

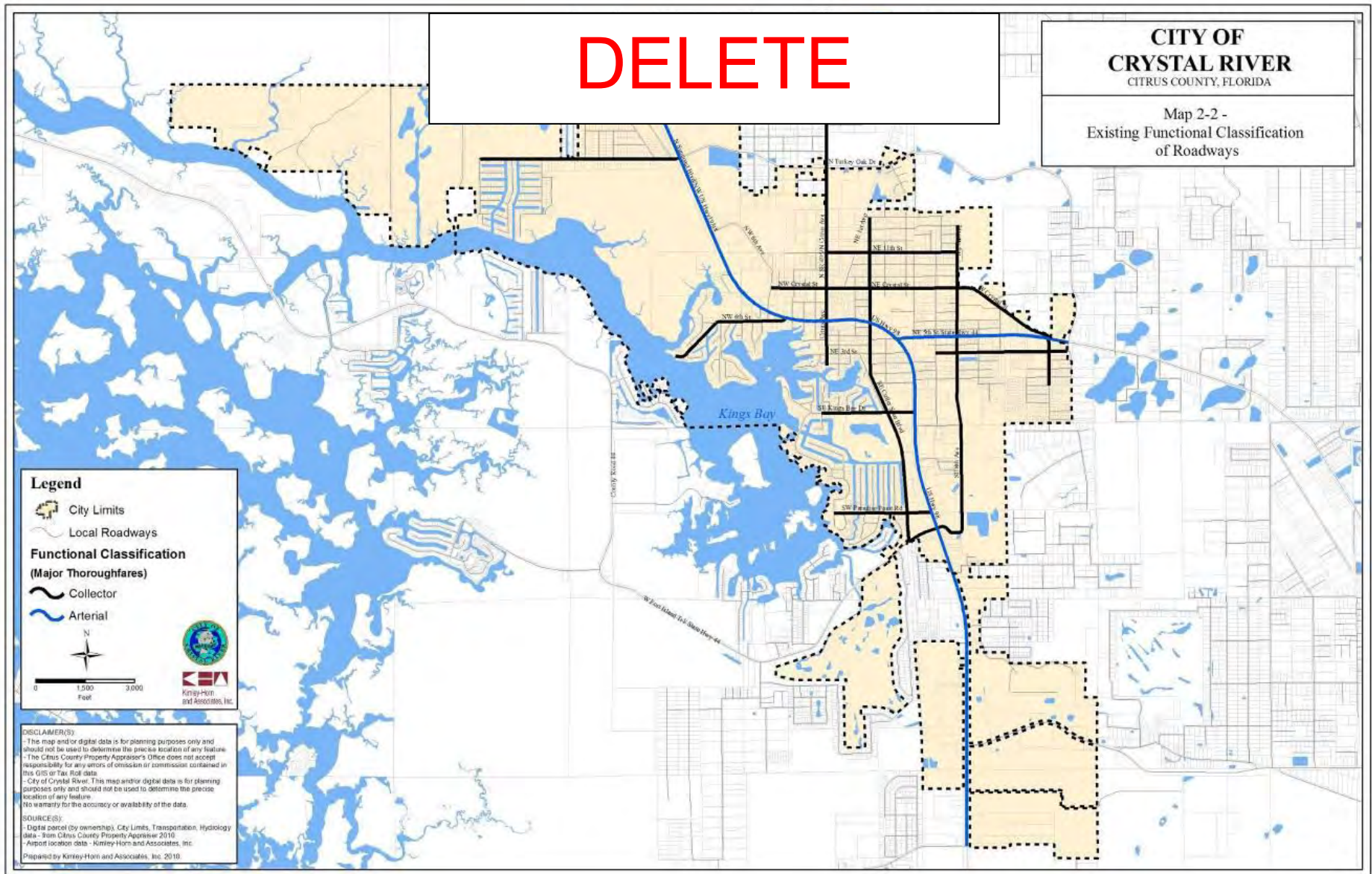
There are several transportation projects planned within the City of Crystal River. The transit, bicycle, and pedestrian projects have been discussed in their respective sections. The projects discussed below are roadway improvements.

The Citrus County 2035 LRTP's Cost Affordable Plan identifies several roadway improvements within the City consistent with the FDOT Five year work program. The principal arterial improvements include the widening of US 19/98 from four lanes divided to six lanes divided from West Jump Court to West Fort Island Trail (committed right-of-way funds in 2009-2014) and the widening for SR 44 from four lanes divided to six lanes divided from the U.S. 19/98 intersection to Interstate 75 (PD & E programmed for 2015-2025).

Internal Consistency within the Comprehensive Plan

The Transportation Element is consistent with the other elements of the City of Crystal River's Comprehensive Plan and is coordinated with the Future Land Use Element. The analysis of the future transportation system for the City was based upon the vision of Crystal River as expressed within the goals, objectives, and policies of the Comprehensive Plan and reflected on the Future Land Use Map (FLUM).

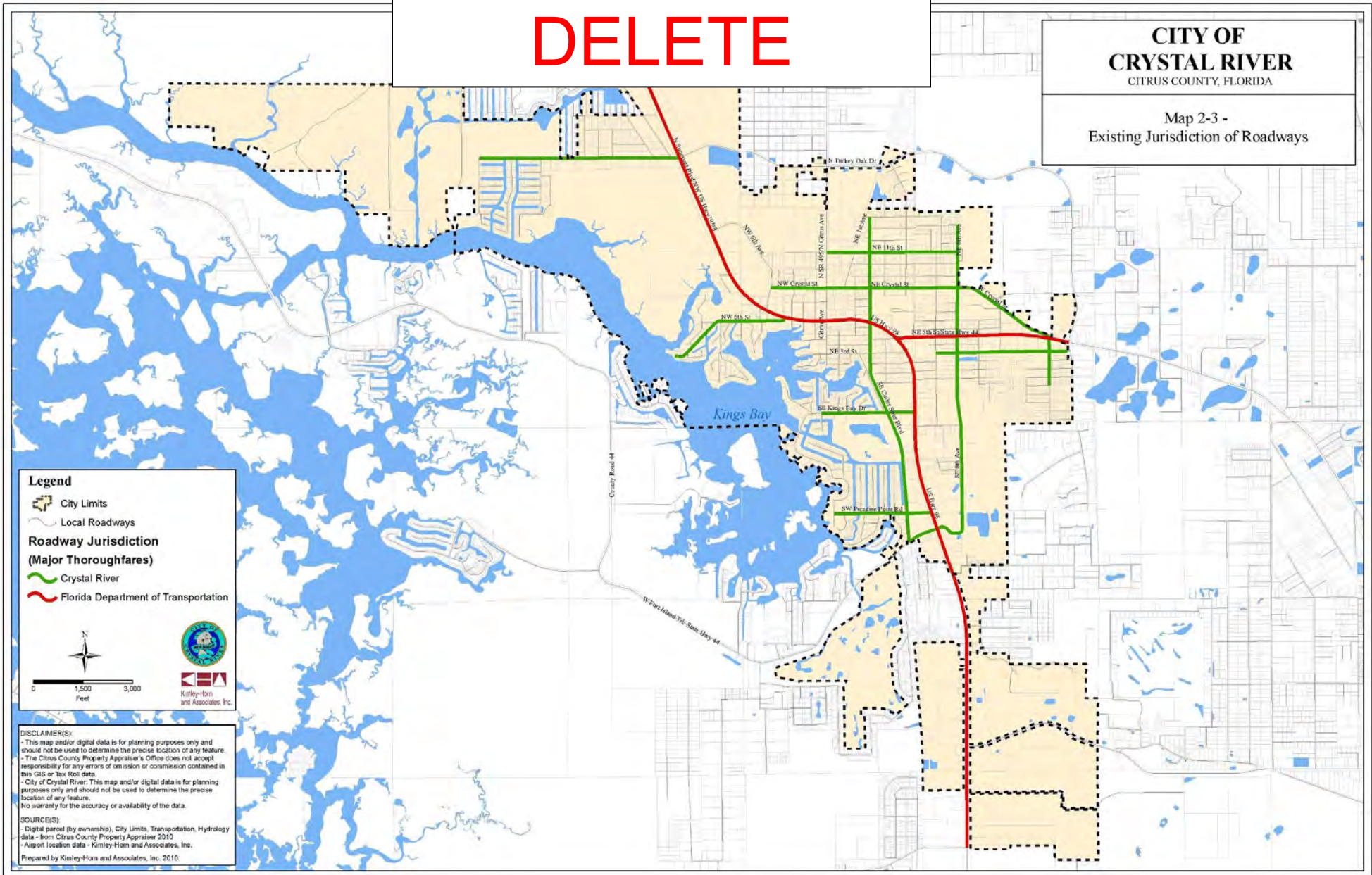


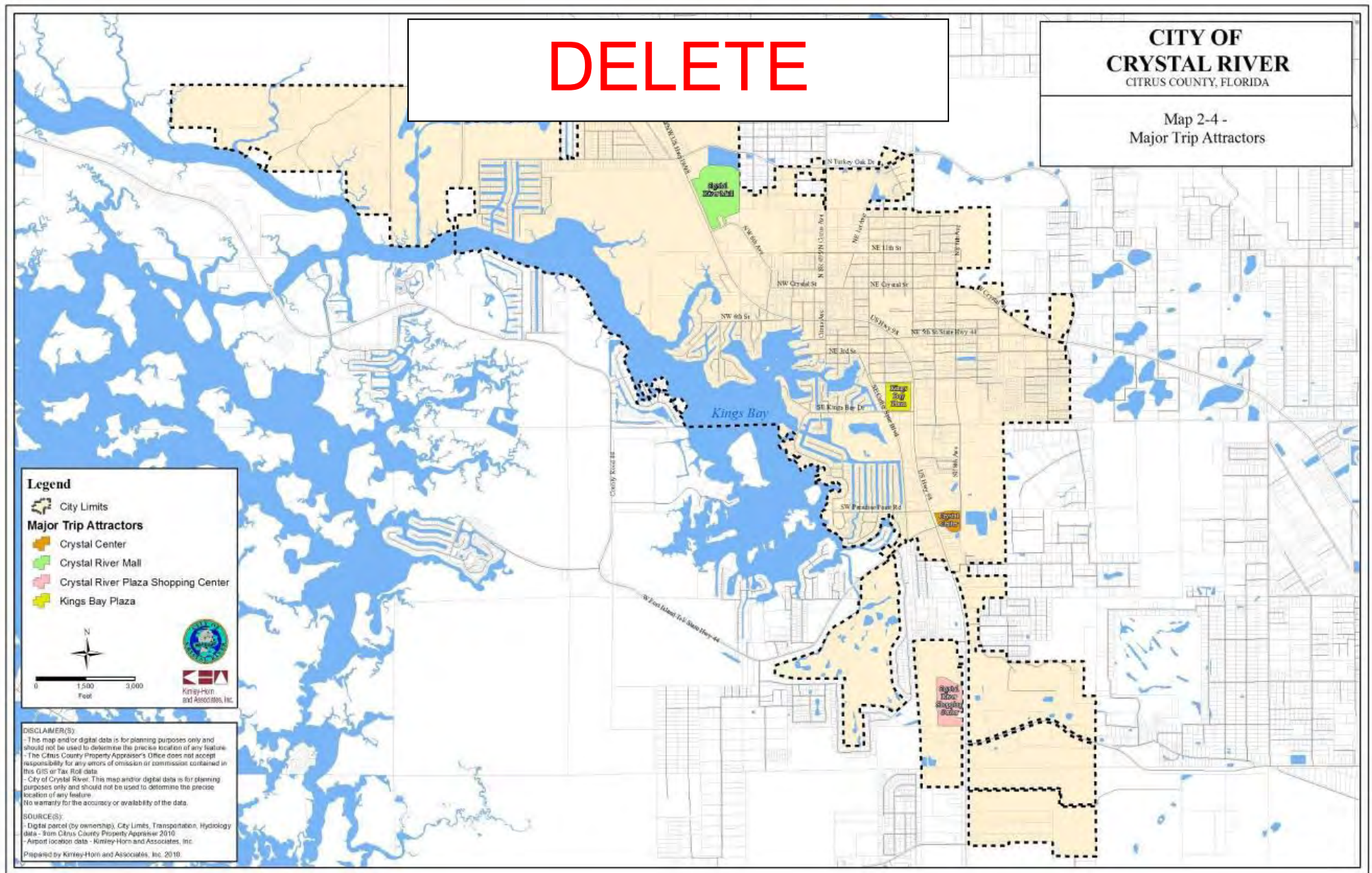


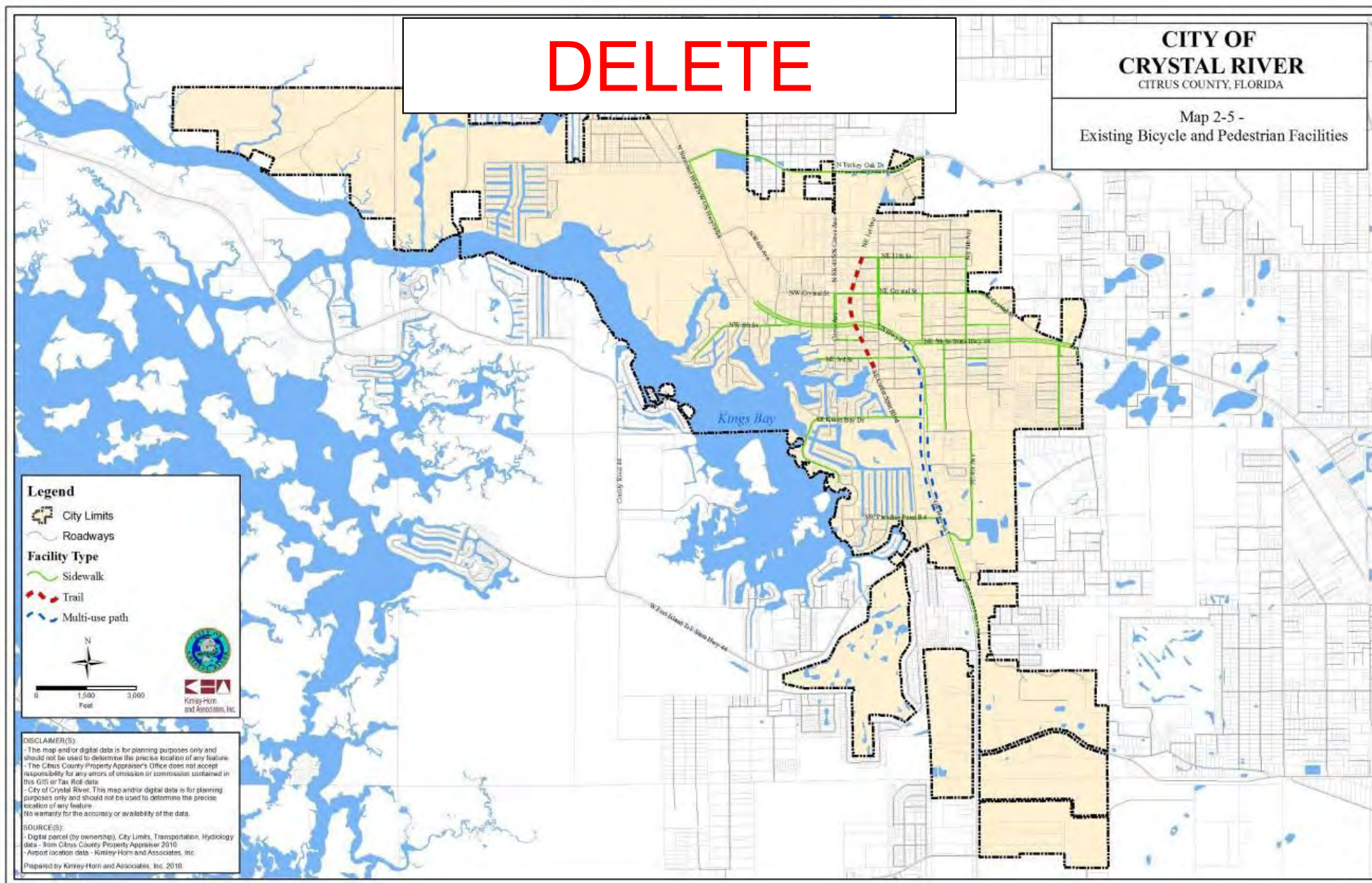
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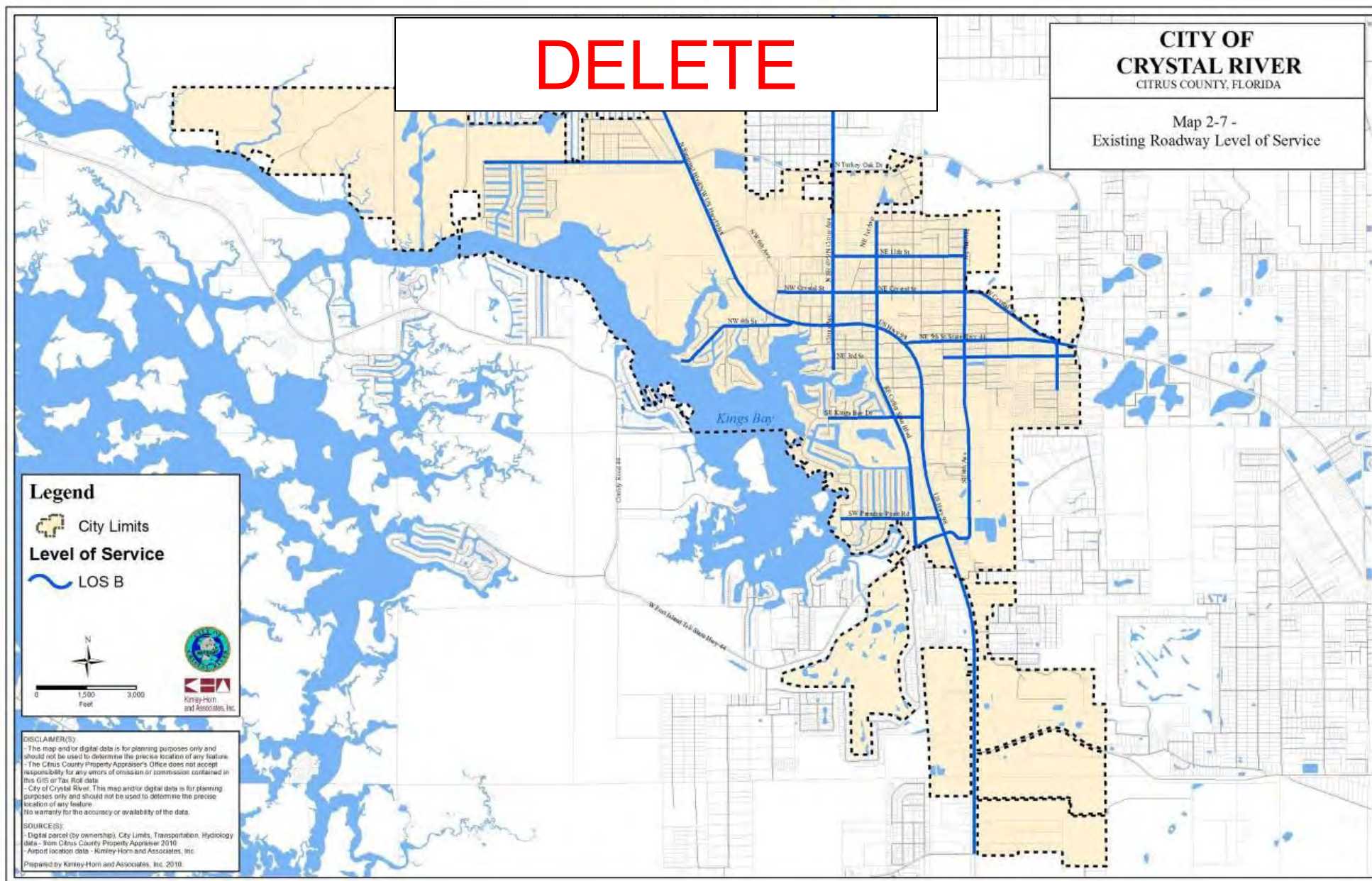
**CITY OF
CRYSTAL RIVER**
CITRUS COUNTY, FLORIDA

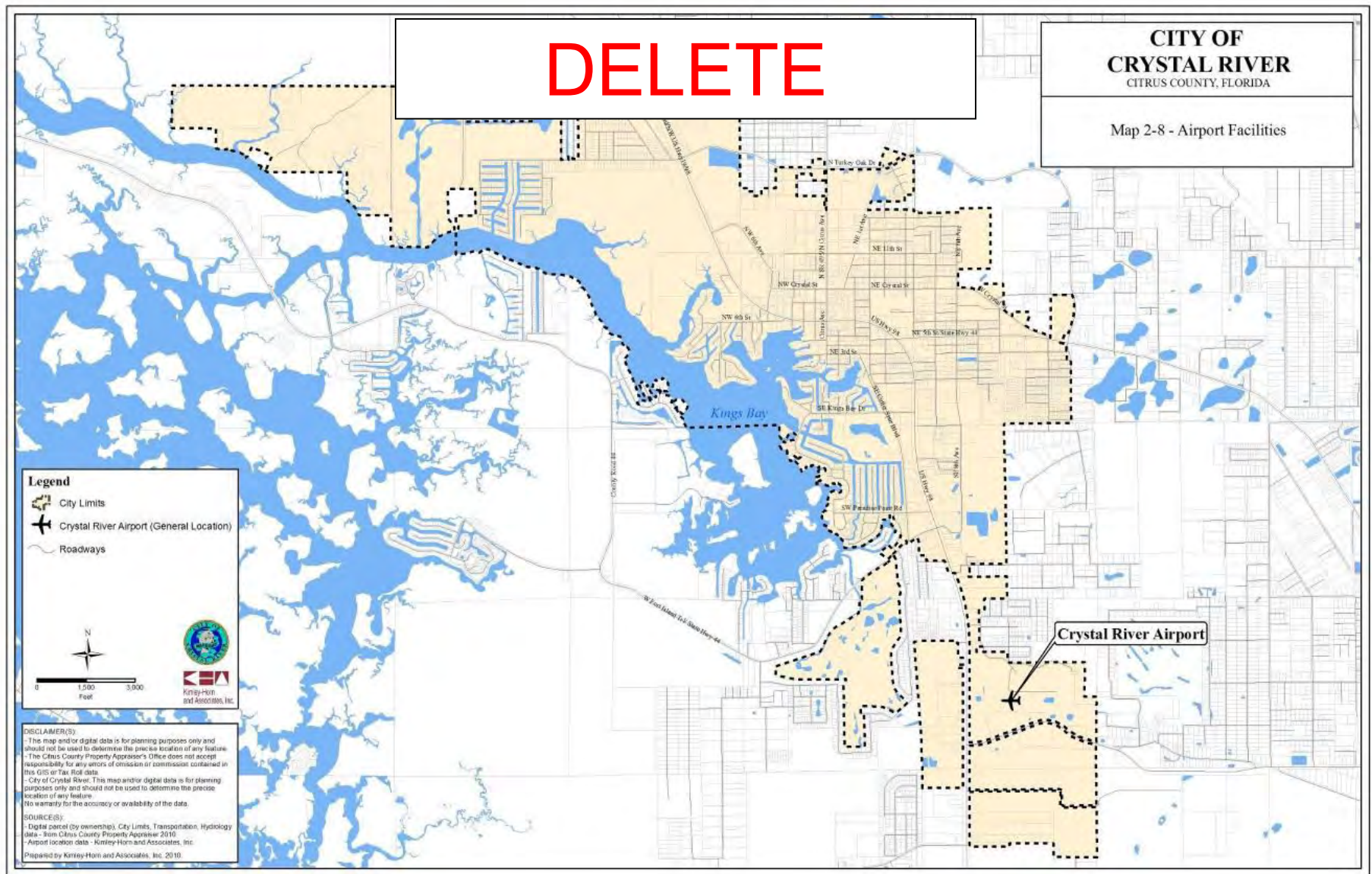
Map 2-3 -
Existing Jurisdiction of Roadways

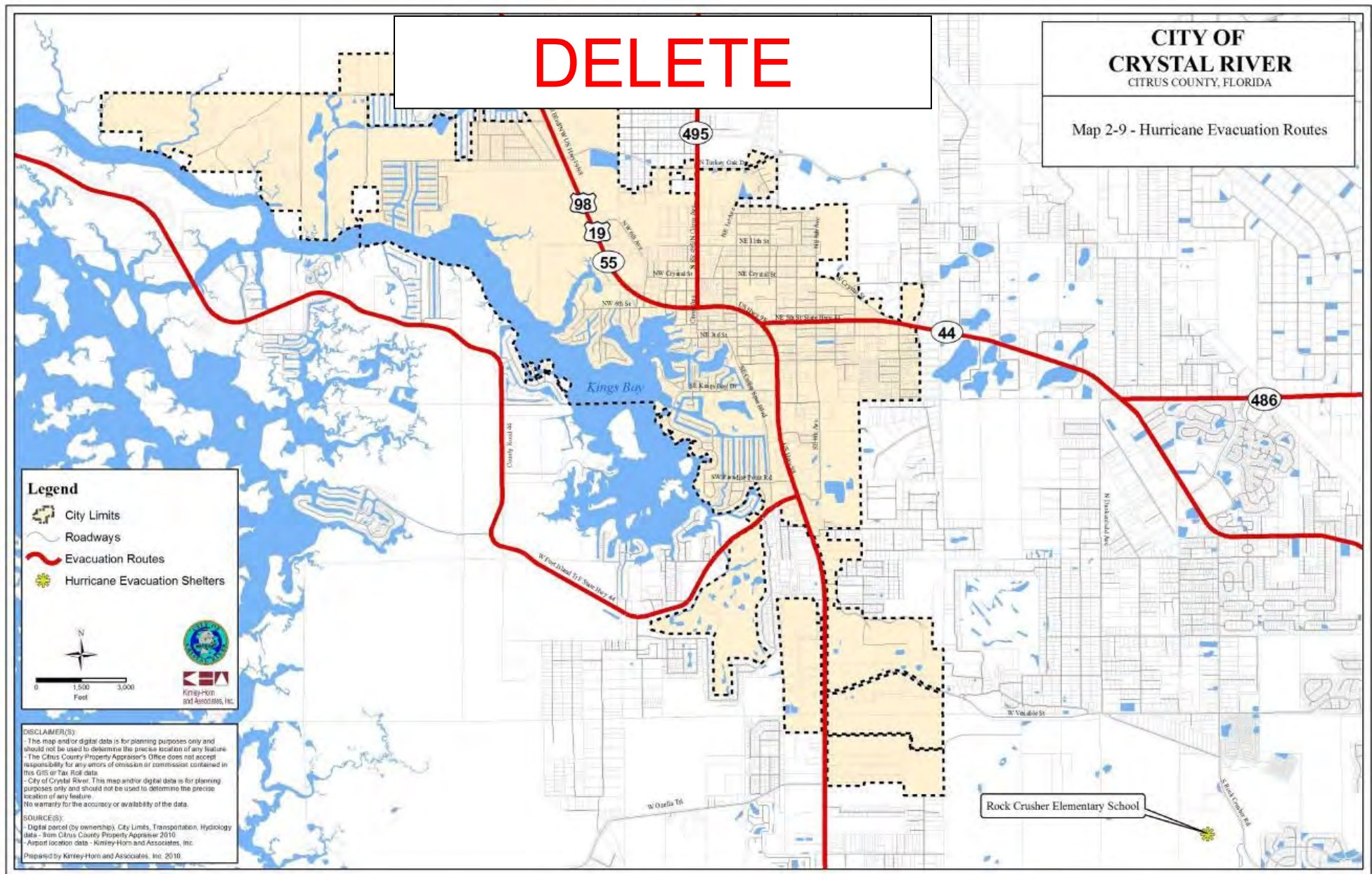


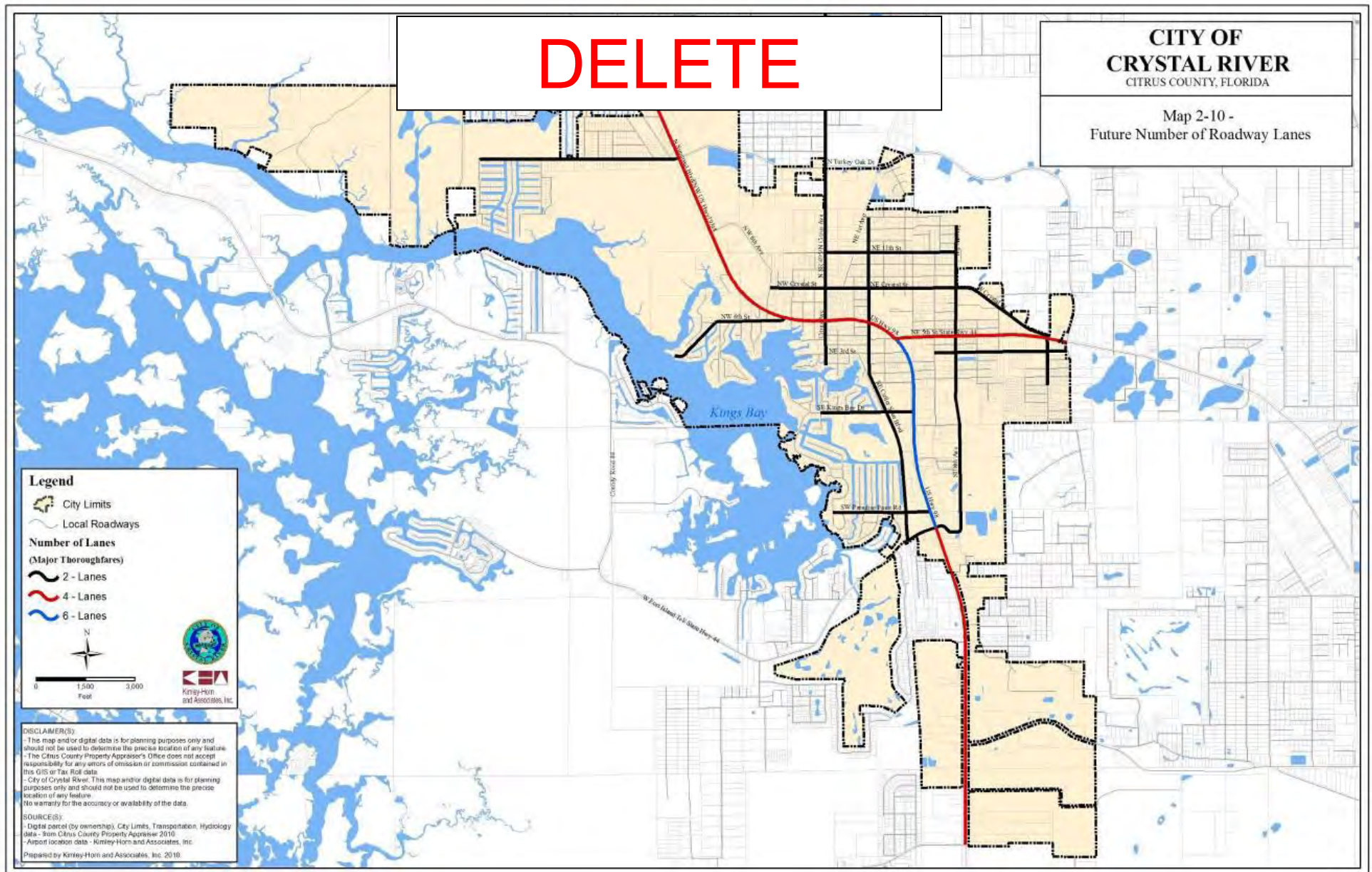


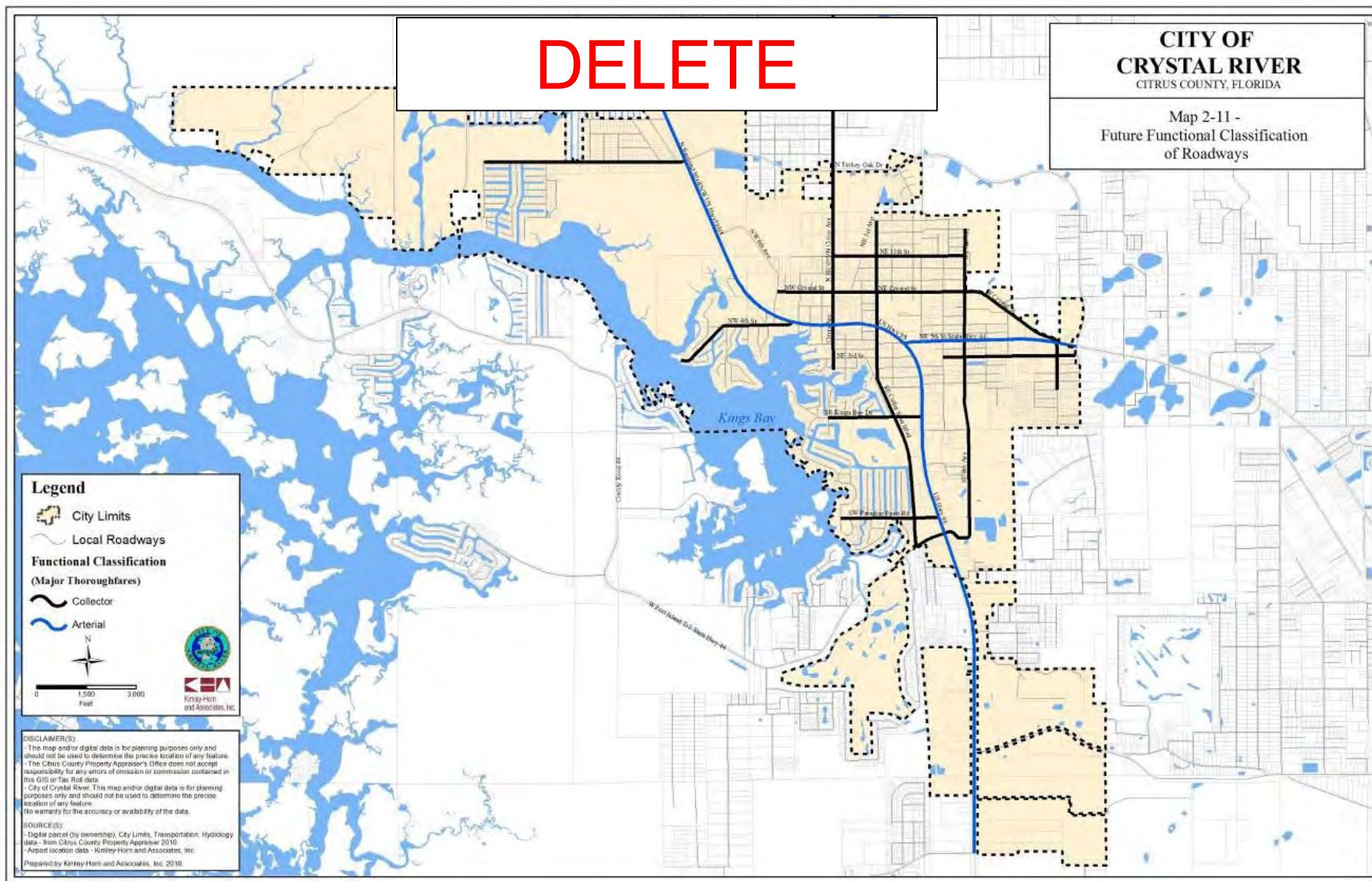


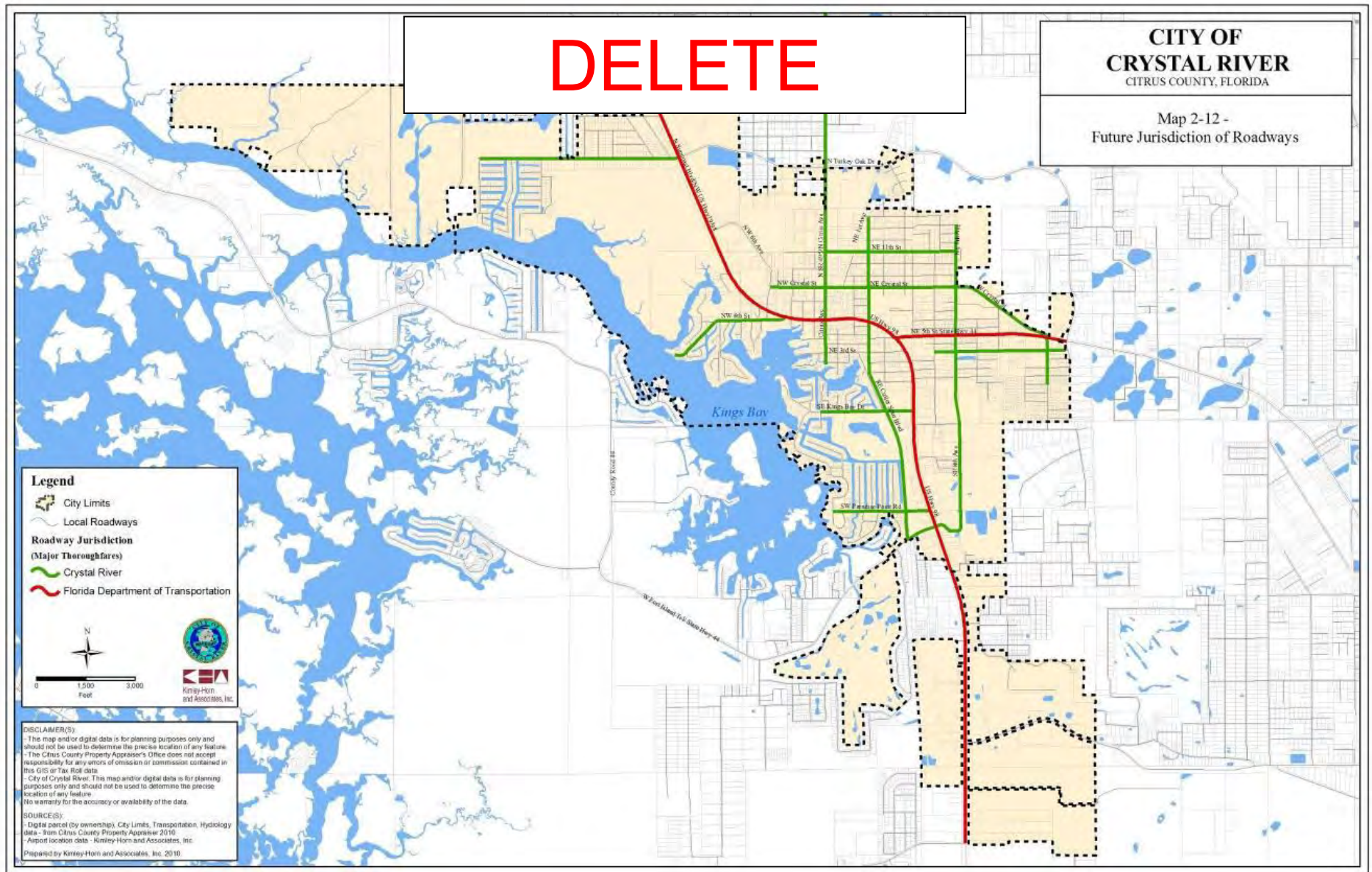


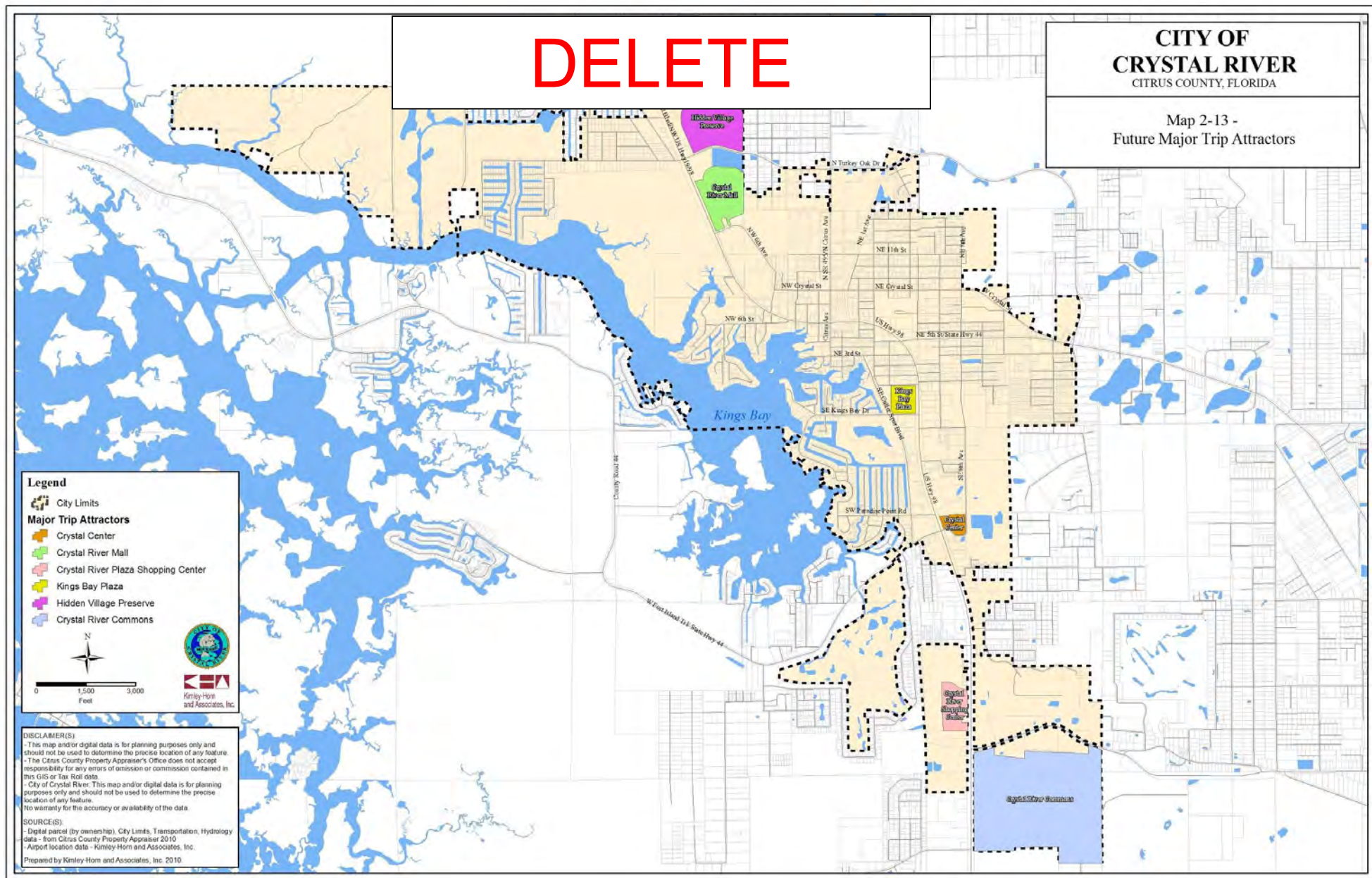


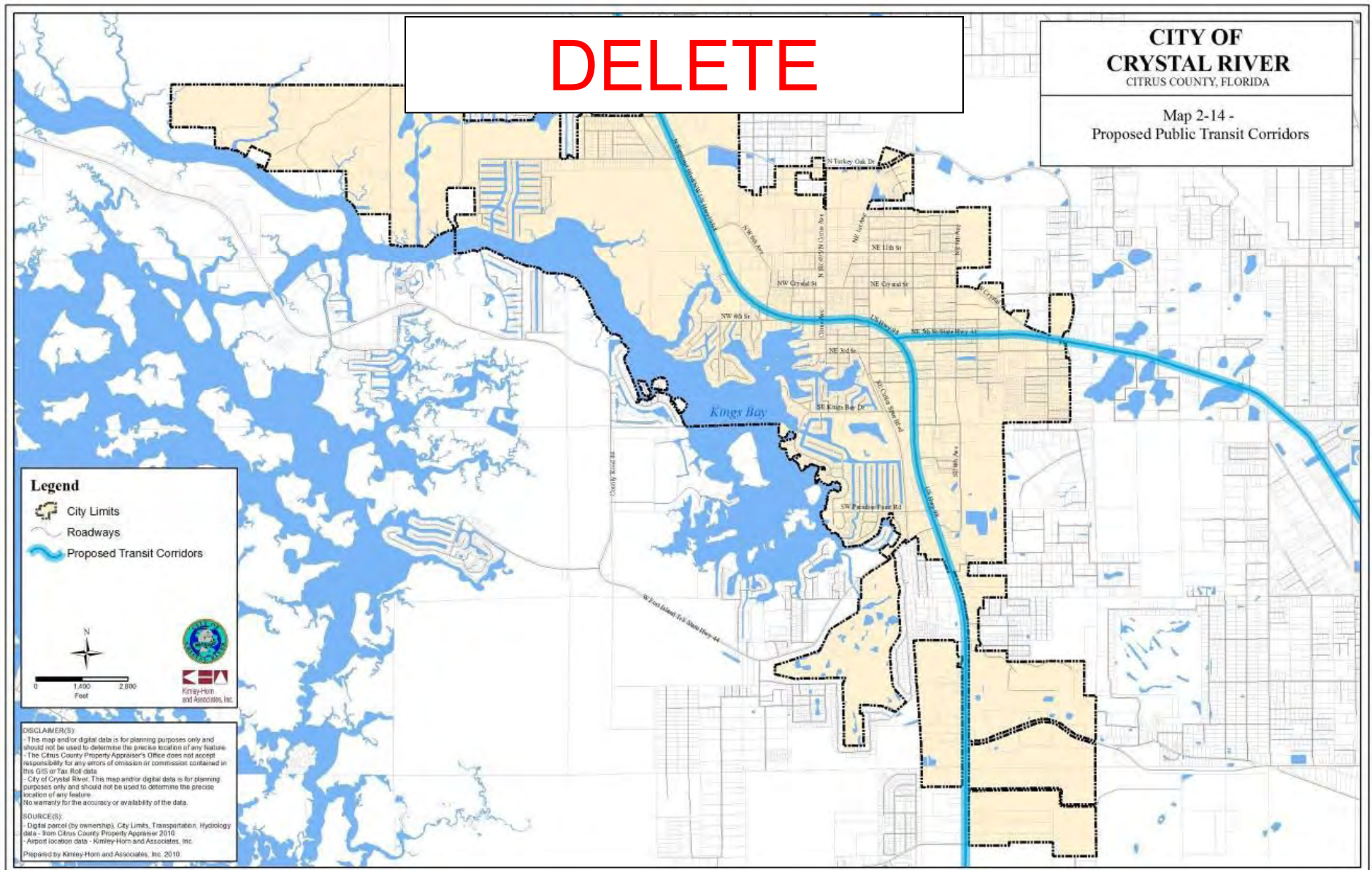


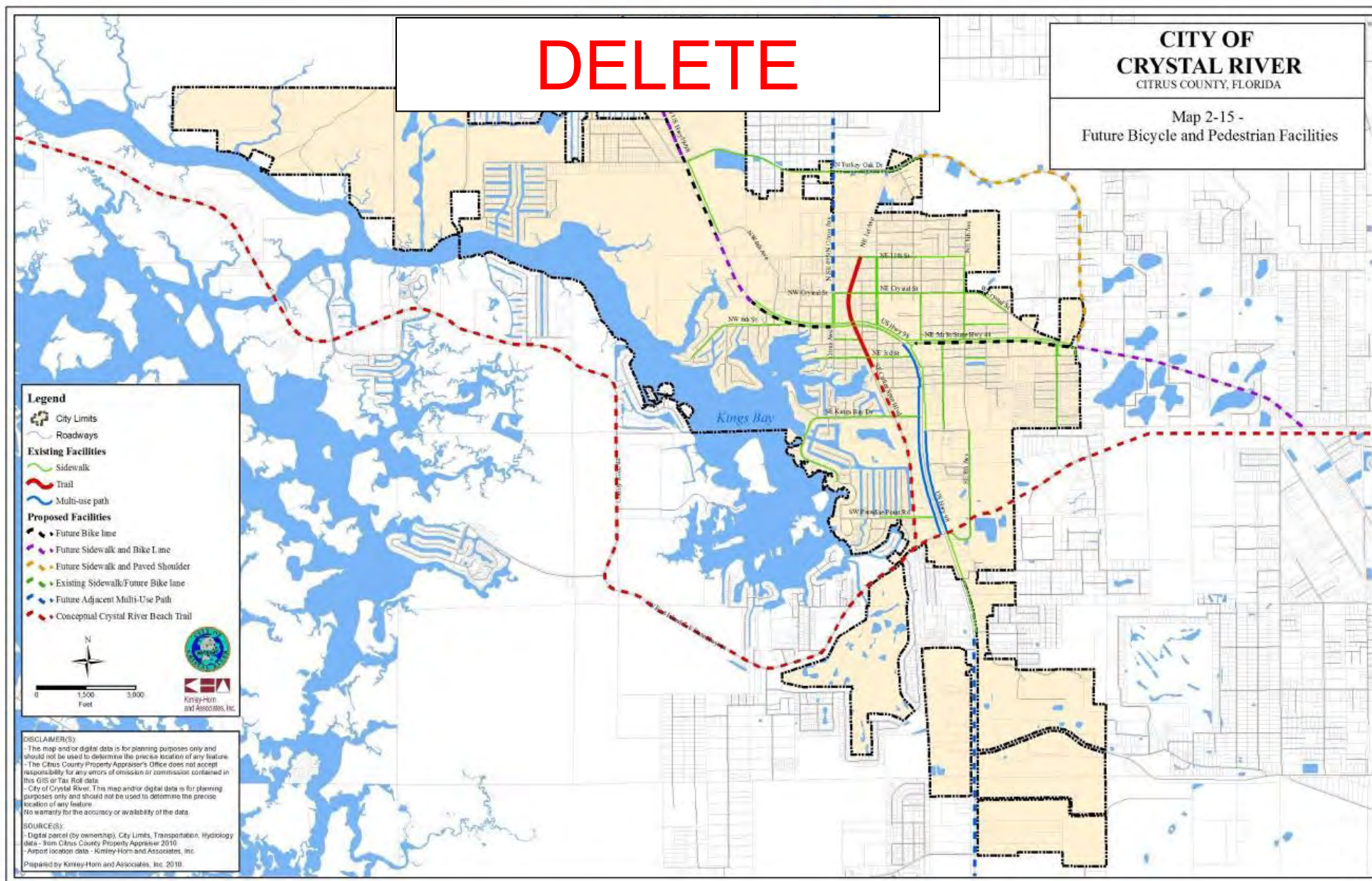


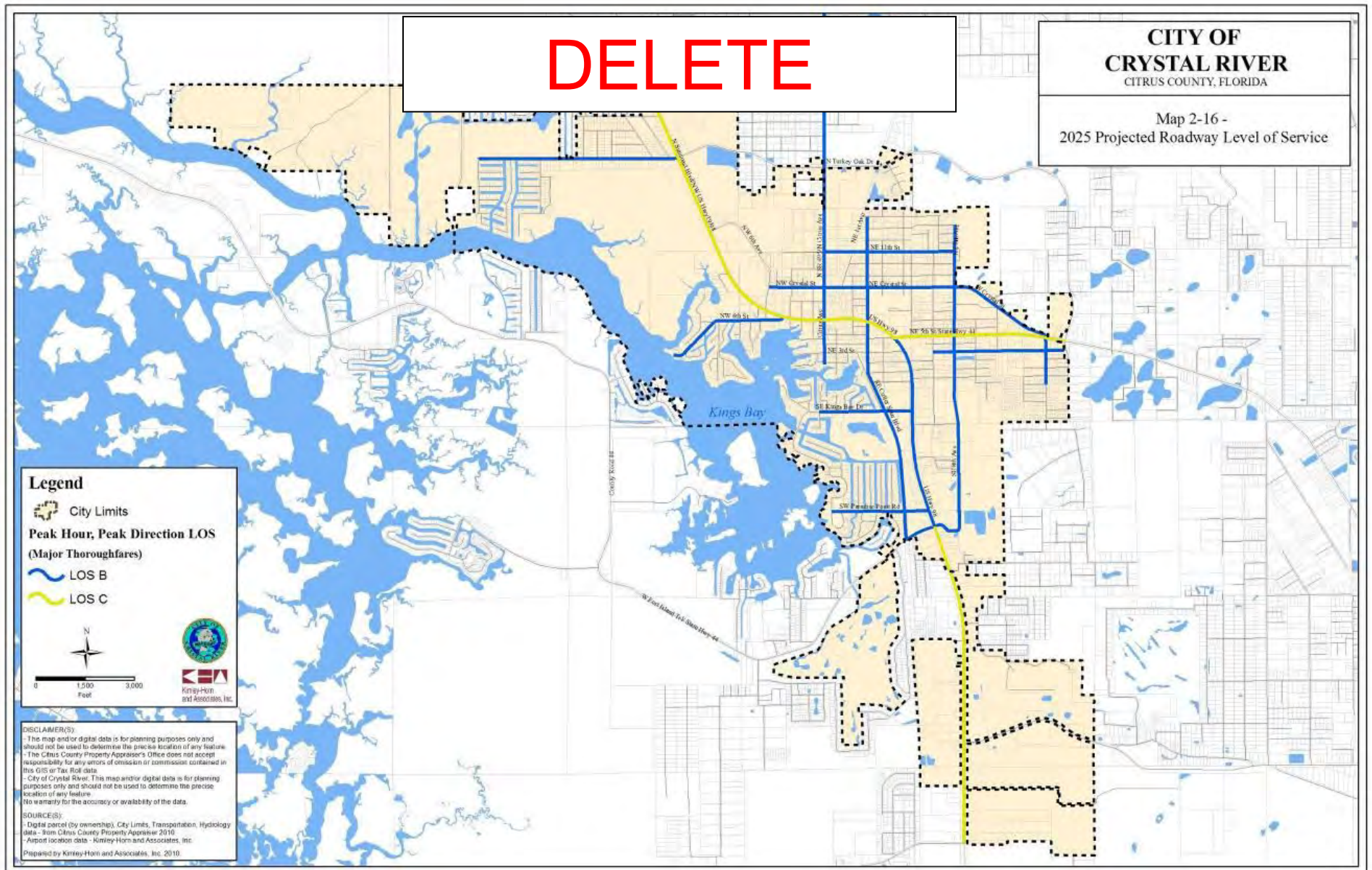


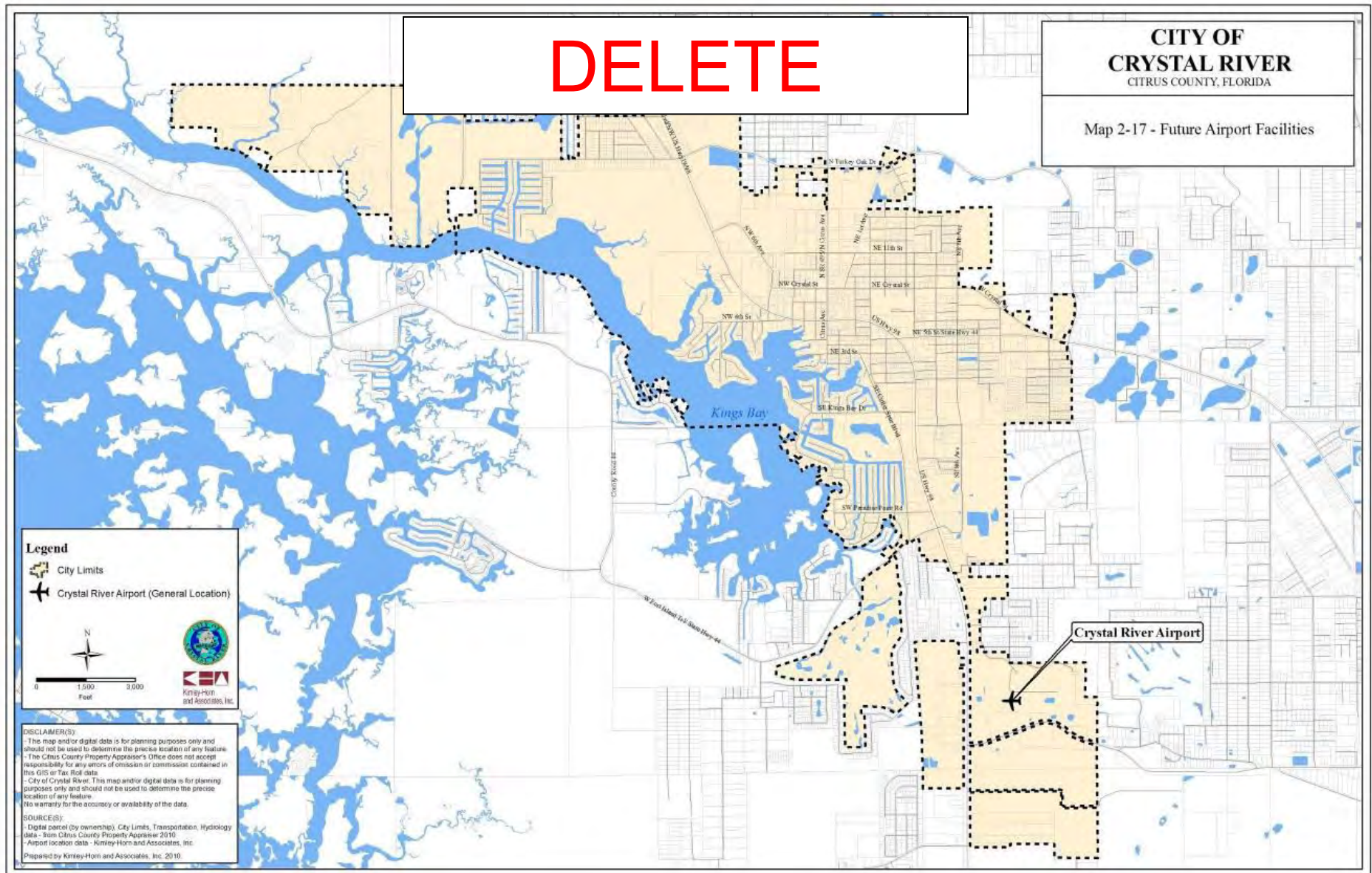


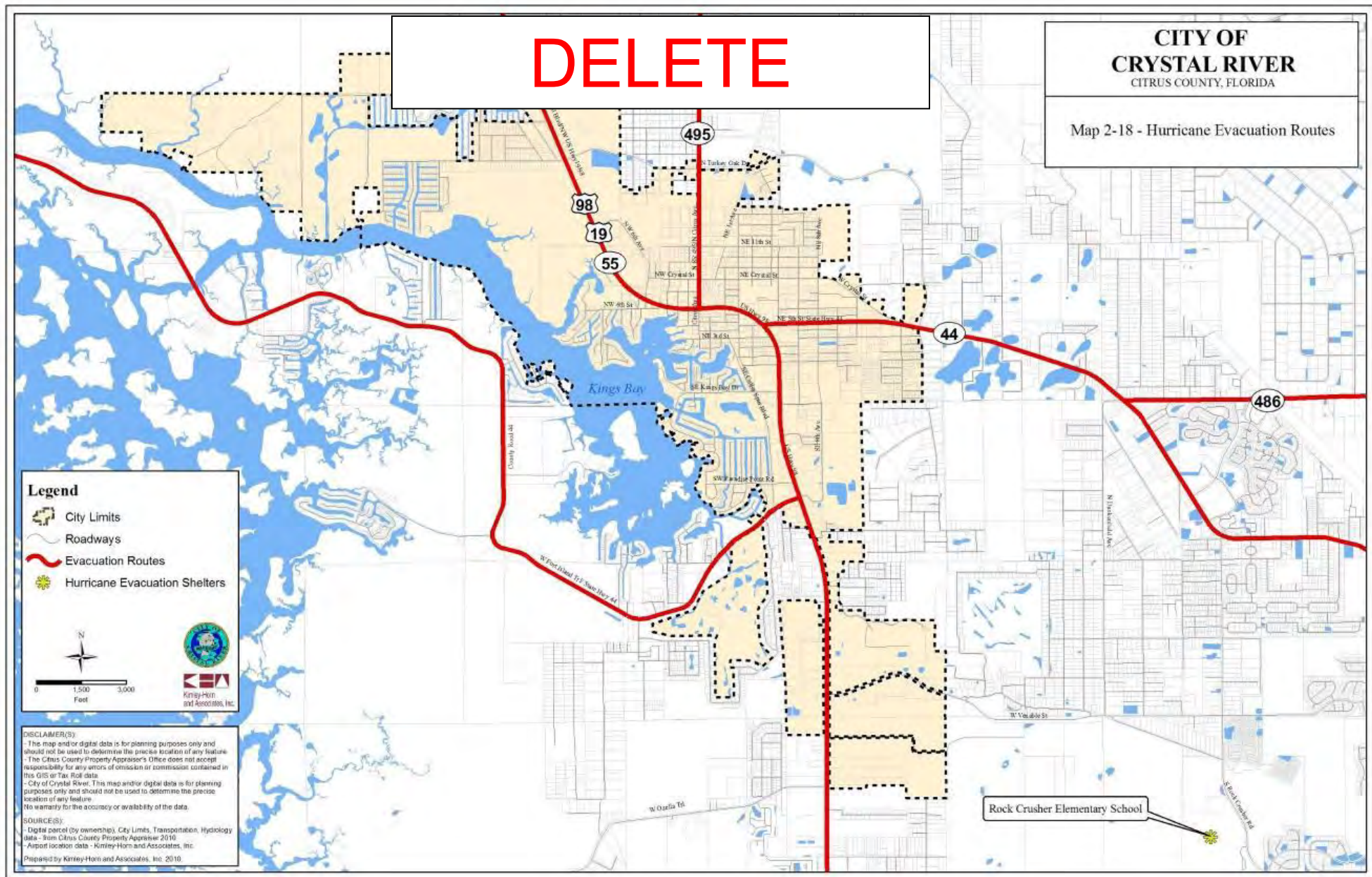












TRANSPORTATION

GOALS, OBJECTIVES AND POLICIES

GOAL: ~~PROVIDE A MULTIMODAL TRANSPORTATION SYSTEM THAT PROVIDES MOBILITY FOR ALL AND IS SENSITIVE TO THE CONTEXTUAL, CULTURAL, AND ENVIRONMENTAL AMENITIES OF THE CITY OF CRYSTAL RIVER.~~

OBJECTIVE 1: ~~The City shall provide a safe, convenient and energy efficient transportation system to meet the transportation needs of the existing and projected populations.~~

POLICY 1.1: ~~The adopted peak hour, peak direction (PHPD) level of service (LOS) standard for all collector and arterial roadways within Crystal River is LOS C.~~

POLICY 1.2: ~~The City shall annually monitor the operating LOS for collector and arterial roadways in Crystal River based upon the Florida Department of Transportation (FDOT) generalized capacities. If the operating LOS is determined to exceed the adopted LOS standard for roadways, the City shall undertake a more detailed LOS analysis. If the detailed analysis determines that the adopted LOS is being exceeded, the City shall develop a plan to address the LOS issue that may include adjusting the LOS standard, transportation system management projects, or capacity improvements.~~

POLICY 1.3: ~~The City shall coordinate with FDOT and Citrus County regarding the State and County roadways within the City to achieve and maintain the adopted LOS standards. The City shall also coordinate with FDOT and Citrus County to maintain coastal evacuation routes to evacuate the coastal population prior to an impending natural disaster.~~

POLICY 1.4: ~~The City shall require all developments to submit a traffic impact analysis (TIA) based upon professionally accepted engineering methodology and accepted by the City. The TIA shall present the available capacity on the roadway network and the development's impacts. A development order will not be approved unless capacity is available to meet the development impacts or strategies to maintain and achieve the adopted LOS standard are approved.~~

POLICY 1.6: ~~The City shall coordinate with FDOT and Citrus County to maximize the efficiency of the existing transportation system within the City as a part of the roadway LOS evaluation. The strategies or projects to maximize the system efficiency may include Transportation System Management (TSM), Transportation Demand Management (TDM), and pedestrian/bicycle facility improvements. These strategies are designed to address the reduction of greenhouse gas emissions from transportation.~~

POLICY 1.7: ~~At such time as Citrus County implements the Crystal River to Inverness transit service (Phase One of the Public Transportation Plan), the City will adopt the County's LOS standard for transit services. The projected LOS standard for these routes is LOS D (60 minute headways).~~

- POLICY 1.8:** ~~The City will regularly coordinate with Citrus County regarding its transit plans within Crystal River including the new transit terminal proposed as a part of Phase Two of the Public Transportation Plan.~~
- POLICY 1.9:** ~~The City shall maintain a transportation system that maximizes the use of local streets and provides alternatives to the Florida Intrastate Highway System for local traffic.~~
-
- OBJECTIVE 2:** ~~The City shall coordinate its transportation system with the Future Land Use Map and the Comprehensive Plan.~~
- POLICY 2.1:** ~~The Future Transportation Map series, adopted as a part of this Element, shall be consistent with the City's Future Land Use Map. Amendments to the Future Land Use Map will be reviewed based upon the potential impacts to the transportation system and the projected roadway LOS.~~
- POLICY 2.2:** ~~Any amendments to this Element of the Crystal River Plan will be reviewed for consistency with the FDOT Five Year Transportation Plan, the TPO Long Range Transportation Plan, and the Citrus County Comprehensive Plan.~~
- POLICY 2.3:** ~~The City shall evaluate development densities and intensities proposed relative to the existing and planned transportation facilities to ensure adequate facilities will be available prior to the issuance of a certificate of occupancy.~~
- OBJECTIVE 3:** ~~The City's transportation system shall be coordinated with the City's Capital Improvement Element and Capital Improvements Plan, the FDOT Five Year Transportation Improvement Plan and the Citrus County Comprehensive Plan and Capital Improvements Plan, the Tampa Bay Area Regional Transportation Authority and the Citrus County TPO long range transportation plans.~~
- POLICY 3.1:** ~~The City shall include transportation projects identified to meet and achieve the adopted LOS standard for roadways within the five year capital improvement plan.~~
-
- OBJECTIVE 4:** ~~The City shall preserve the existing and future roadway right of way (ROW) through policies, regulations, and development standards which prohibit ROW encroachment.~~
- POLICY 4.1:** ~~Right of way for future roads will be designated on the Future Land Use Map. Right of way widths of 60 feet will be reserved for new local streets and new collectors, and 80 feet for new arterials.~~
-
- POLICY 4.2:** ~~To preserve future ROWs, the City shall not approve any development order or building permits that propose structures within future right of ways. All proposed building setbacks shall be measured from the future ROW lines.~~
-
- OBJECTIVE 5:** ~~The City shall administer land development code regulations that require safe and convenient on site traffic circulation that incorporates vehicle parking.~~

- POLICY 5.1:** All new development will provide on-site parking except in the Central Business District as shown on the Future Land Use Map. New development will be required to submit a parking plan that addresses parking and on-site traffic flow.
- POLICY 5.2:** The City will work cooperatively with the property owners in the Central Business District to develop a parking management plan to provide parking which meets the needs of the businesses and achieves the City's vision for the CBD.
- POLICY 5.3:** The City shall regulate access management, specifically driveway access, through the land development code. The City shall coordinate with FDOT and Citrus County regarding access to the State and County arterials.
- POLICY 5.4:** Bicycle parking shall be required for all non-residential development to support bicycling within the City. Multifamily development will be required to provide bicycle parking at any community facility/center.
- OBJECTIVE 6:** The City shall consider "complete streets" principles for all roadways within the City to address the needs of bicyclists, pedestrians, and transit in all planning, programming, design, and construction. The City shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system which can reduce auto-dependence, vehicle miles traveled, and greenhouse gas emissions.
- POLICY 6.1:** The City will incorporate sidewalk construction in its Five Year Transportation Plan. Funds for construction of sidewalks will be appropriated annually in the Capital Improvements Plan.
- POLICY 6.2:** The City shall provide and/or require sidewalks along all collector streets on at least one side of the street. The City shall provide and/or require sidewalks on both sides of the roadway of all arterials and major collector streets.
- POLICY 6.3:** All new arterials and major collectors shall be designed to accommodate bicycle travel. The facilities may include bicycle lanes, bicycle routes (designated or undesignated), or wide shoulders.
- POLICY 6.4:** The City will evaluate the opportunities for permitting golf carts on sidewalks, trails, and roadways within designated areas, as permitted by Florida Statutes, to enhance its multimodal transportation opportunities, reduce vehicle miles traveled, and reduce greenhouse gas emissions.
- POLICY 6.5:** The City shall work with Citrus County to reduce the percentage of single family occupancy vehicles for work trips by at least two percent within the next five years.
- OBJECTIVE 7:** The City shall coordinate with Citrus County regarding the Crystal River Airport and the implementation of the airport master plan.
- POLICY 7.1:** The City shall support the County's implementation of the Crystal River Airport master plan for maintenance, expansion, and operation of the airport facilities.
- POLICY 7.2:** The City shall adopt airport compatible land development regulations for the areas of the City surrounding the Crystal River Airport pursuant to Florida Statutes.

EXHIBIT "A"

**DRAFT
PROPOSED UPDATE**

MULTI-MODAL TRANSPORTATION ELEMENT



ORD. 21-O-06 DRAFT IN PROGRESS

**Multi-Modal
Transportation Element
Data and Analysis
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TRANSPORTATION ELEMENT DATA, INVENTORY, AND ANALYSIS

1.0 INTRODUCTION

The purpose of the Transportation Element is to plan for a safe and coordinated multimodal transportation system which supports the City's existing and projected population and is coordinated with the Future Land Use Map. The Transportation Element is comprised of two parts: (1) Goals, Objectives, and Policies (GOPs) which provide the policy guidance for the City's transportation system, and (2) the Data, Inventory, and Analysis (DIA) which supports the GOPs with the baseline information and projections for the City's transportation facilities. This DIA integrates the County and regional transportation plans which affect Crystal River including: the Multimodal Transportation Element of the Citrus County Comprehensive Plan, the Hernando/Citrus Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (LRTP), and the Florida Department of Transportation's (FDOT) Work Program.

This document provides the relevant data, inventory, and analysis of transportation conditions in support of the City's Transportation Element of their Comprehensive Plan, as described in Florida Statutes (F.S.) 163.3177(1)(f). This information was considered in developing the GOPs in the City's Transportation Element, and includes the following:

- An analysis of the existing transportation system, including the ability of transportation facilities and services to serve existing land uses;
- Growth trends and travel patterns;
- Projected transportation system levels of service;
- An analysis of local and state transportation programs; and
- Maintenance of adopted level of service standards.

2.0 EXISTING TRANSPORTATION SYSTEM

2.1 Roadway

2.1.1. Classification of Roadways

Roadway classifications are defined in the Florida Transportation Code, Section 334.03, Florida Statutes (F.S.). A jurisdiction's major thoroughfares are categorized into functional classification groups based on their characteristics. Classifications are primarily based on roadway access to abutting land uses and the extent of vehicular travel. The Florida Department of Transportation makes designation of functional classification at least once every 10 years following the decennial Census. For urban areas, the five functional classification groups include: principal arterials, minor arterials, major collectors, minor collectors, and local streets.

Principal Arterials – The principal arterial provides one of the highest levels of mobility at the highest speed, and typically over long distances. They primarily serve major movements of vehicles entering or leaving an urban area. Although access to adjacent land is not prohibited, it is controlled due to mobility being the primary function of arterials. Although arterials consist of a small percentage of the total roadway network, they serve a high proportion of the total urban area travel. Arterials are classified as Principal or Minor.

Collectors – The collector street provides vehicle access and mobility within residential, commercial and industrial areas. The collector street penetrates neighborhoods and distributes trips from arterials to the end destinations. Collector streets serve as a linkage between land access and mobility and can also support local transit service. Collector roadways are classified as Major or Minor.

Local Collectors – The local collector collects and distributes traffic between local roads, collectors, and arterial roads. The roadways have relatively moderate average traffic volume, moderately average trip length, and moderately average operating speed. These routes provide linkage between land access and mobility but are not classified as collector roadways under the federal functional classification.

Local Streets – The local street is comprised of all roadways not in one of the higher classifications. It provides direct access to abutting land uses and connections to the higher order roadways. Local streets have relatively low average traffic volumes, short average trip length or minimal through traffic movement and high land access for abutting property.

Table 2 - 1: Existing Number of Lanes, Functional Classification, and Jurisdiction

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Number of Lanes</u>	<u>Functional Classification</u>	<u>Jurisdiction</u>
<u>US 19/98</u>	<u>City Limits (N)</u>	<u>SR 44</u>	<u>4</u>	<u>Principal Arterial</u>	<u>FDOT</u>
<u>US 19/98</u>	<u>SR 44</u>	<u>City Limits (S)</u>	<u>6</u>	<u>Principal Arterial</u>	<u>FDOT</u>
<u>SR 44</u>	<u>City Limits (E)</u>	<u>US 19/98</u>	<u>4</u>	<u>Principal Arterial</u>	<u>FDOT</u>
<u>Citrus Avenue</u>	<u>NE 2nd Street</u>	<u>NE 11th Street</u>	<u>2</u>	<u>Major Collector</u>	<u>City</u>
<u>Citrus Avenue</u>	<u>NE 11th Street</u>	<u>City Limits (N)</u>	<u>2</u>	<u>Major Collector</u>	<u>County</u>
<u>N Turkey Oak Drive</u>	<u>US 19/98</u>	<u>Citrus Avenue</u>	<u>2</u>	<u>Major Collector</u>	<u>County</u>
<u>SE Ft. Island Trail</u>	<u>US 19/98</u>	<u>City Limits</u>	<u>2</u>	<u>Minor Collector</u>	<u>County</u>
<u>SE Cutler Spur Boulevard</u>	<u>W Ft. Island Trail</u>	<u>NE 3rd Avenue /NE 1st Terrace</u>	<u>2</u>	<u>Minor Collector</u>	<u>City</u>
<u>NE 3rd Avenue</u>	<u>NE 1st Terrace</u>	<u>US 19/98</u>	<u>2</u>	<u>Minor Collector</u>	<u>City</u>
<u>NE 3rd Avenue</u>	<u>US 19/98</u>	<u>NE 13th Terrace</u>	<u>2</u>	<u>Local Collector</u>	<u>City</u>
<u>Crystal Street</u>	<u>NW 6th Avenue</u>	<u>SR 44</u>	<u>2</u>	<u>Local Collector</u>	<u>City</u>
<u>SE Paradise Point Road</u>	<u>US 19/98</u>	<u>SE Kings Bay Drive</u>	<u>2</u>	<u>Local Collector</u>	<u>City</u>
<u>SE Kings Bay Drive</u>	<u>US 19/98</u>	<u>SW 1st Court</u>	<u>2</u>	<u>Local Collector</u>	<u>City</u>
<u>SE 8th Avenue</u>	<u>US 19/98 (S)</u>	<u>NE 1st Terrace</u>	<u>2</u>	<u>Local Collector</u>	<u>City</u>
<u>NE 8th Avenue</u>	<u>NE 1st Terrace</u>	<u>NE 13th Street</u>	<u>2</u>	<u>Local Collector</u>	<u>City</u>
<u>NW 14th Place</u>	<u>NW 6th Street</u>	<u>End of Road</u>	<u>2</u>	<u>Local Collector</u>	<u>City</u>
<u>NW 6th Street</u>	<u>US 19/98</u>	<u>NW 14th Place</u>	<u>2</u>	<u>Local Collector</u>	<u>City</u>
<u>NW 19th Street</u>	<u>US 19/98</u>	<u>NW 21st Court</u>	<u>2</u>	<u>Local Collector</u>	<u>City</u>
<u>NE 12th Avenue</u>	<u>Crystal Street</u>	<u>SE 1st Street</u>	<u>2</u>	<u>Local Collector</u>	<u>City</u>
<u>NE 11th Street</u>	<u>NE 8th Avenue</u>	<u>Citrus Avenue</u>	<u>2</u>	<u>Local Collector</u>	<u>City</u>
<u>NE 3rd Street</u>	<u>NE 7th Avenue</u>	<u>City Limits (E)</u>	<u>2</u>	<u>Local Collector</u>	<u>City</u>

2.1.2 Strategic Intermodal System

The Florida Legislature established the Strategic Intermodal System (SIS) in 2003. It consists of a statewide system of high priority facilities including major interregional and intercity highways, airports, deep water sea ports, freight rail terminals, passenger rail and bus terminals, rail corridors, and waterways. These facilities help to expedite the international, interstate, and interregional travel to maintain the region's economic growth. SR 44 and U.S. Highway 19 are both classified as SIS facilities. U.S. Highway 19 north of the SR 44 intersection has been classified as an emerging SIS facility. The existing and emerging SIS facilities within the City are shown in Table 2-2.

Table 2 - 2: SIS Facilities

<u>Mode</u>	<u>Facility Name</u>	<u>SIS Designation</u>
<u>Roadways</u>	<u>SR 44</u>	<u>Designated</u>
	<u>U.S. Highway 19/98 (south of SR 44)</u>	<u>Designated</u>
	<u>U.S. Highway 19/98/Suncoast Boulevard (north of SR 44)</u>	<u>Emerging</u>

Source: Florida Department of Transportation, 2018

2.1.3. Roadway Levels of Service

Roadway Level of Service (LOS) standards are qualitative measures describing the quality of service on a particular roadway or segment. The roadway LOS system is divided into six letter grades, 'A' through 'F', with 'A' being the best quality and 'F' being the least. These letter grades simply reflect the quality of service as measured by a scale of user satisfaction based on influencing factors such as speed and travel time, freedom to maneuver, traffic interruptions, and driver comfort and convenience.

The six LOS standards for roadways include:

LOS A - Free-flow traffic conditions where individual users are virtually unaffected by the presence of others in the traffic stream. The general level of comfort and convenience provided to drivers is excellent.

LOS B - Allows for speeds that are at or near free-flow speeds; the presence of other users in the traffic stream begins to be noticeable. There is a slight decline in the freedom to maneuver within the traffic stream.

LOS C - Allows for speeds that are at or near free-flow speeds; freedom to maneuver within the traffic stream becomes noticeably restricted. The general level of comfort and convenience provided to drivers declines significantly at this level.

LOS D - Speeds begin to decline slightly with increasing volumes; freedom to maneuver becomes more restricted and drivers experience reductions in physical and psychological comfort.

LOS E - Operating conditions are at or near the roadway's capacity; maneuverability is extremely limited and drivers experience physical and psychological discomfort.

LOS F - Operating conditions strain the roadway's capacity; queues form quickly behind points in the roadway where the arrival flow rate exceeds the departure rate. Vehicles typically operate at low speeds and are often required to completely stop.

Currently, the City has adopted an LOS "C" standard for all roadways within the City. As part of the City's update to the Transportation Element, the City intends to adopt a target of LOS 'D' for all local collector, collector and arterial roadways within its jurisdiction consistent with the Florida Department of Transportation Policy 000-525-006-c.

2.1.4. 2017/2018 Existing Level of Service

To evaluate the existing transportation conditions, an evaluation of the current level of service (LOS) was undertaken. Traffic data was collected for both state roads and non-state roads within the City of Crystal River.

For state roadways and non-state roadways where FDOT data was available, year 2017 Average Annual Daily Traffic (AADT) volumes were obtained from the FDOT's *Florida Traffic Online* database. PM peak hour directional volumes were calculated from these volumes using standard K and D factors published by FDOT.

For non-state roadways for which FDOT does not collect traffic data, 24-hour count data collected by Crystal River was used to develop 2018 AADT volumes and peak hour directional volumes. Observed daily traffic volumes were adjusted to AADT volumes by applying seasonal factors obtained from the FDOT *Florida Traffic Online* database. Observed peak hour traffic volumes were adjusted to peak season by applying peak seasonal factors published by FDOT.

The existing LOS conditions were determined by comparing 2017/2018 AADT volume and peak season peak hour volumes to capacities found in the 2018 FDOT *Quality/Level of Service Handbook*. The peak hour directional volumes during the PM peak hour (4PM – 6PM) were evaluated in this analysis.

The results from the analysis are shown in Table 2-3 and Table 2-4. As indicated in the tables, the City's existing roadways are operating within the target "D" LOS standard. Figure 2-4 illustrates the existing LOS for classified roadways within the City.

Table 2 - 3: Existing AADT and Level of Service

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Number of Lanes¹</u>	<u>LOS Standard</u>	<u>Service Volume²</u>	<u>AADT³</u>	<u>LOS</u>	<u>Meets Standard</u>
<u>US 19/98</u>	<u>City Limits (N)</u>	<u>SR 44</u>	<u>4L</u>	<u>D</u>	<u>36,200</u>	<u>27,000</u>	<u>C</u>	<u>YES</u>
	<u>SR 44</u>	<u>City Limits (S)</u>	<u>6L</u>	<u>D</u>	<u>54,300</u>	<u>30,500</u>	<u>C</u>	<u>YES</u>
<u>SR 44</u>	<u>City Limits (E)</u>	<u>US 19/98</u>	<u>4L</u>	<u>D</u>	<u>36,200</u>	<u>31,500</u>	<u>D</u>	<u>YES</u>
<u>Citrus Avenue</u>	<u>NE 2nd Street</u>	<u>N Turkey Oak Drive</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>6,600</u>	<u>D</u>	<u>YES</u>
<u>N Turkey Oak Drive</u>	<u>US 19/98</u>	<u>Citrus Avenue</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>3,500</u>	<u>C</u>	<u>YES</u>
<u>W. Ft. Island Trail</u>	<u>US 19/98</u>	<u>City Limits</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>6,000</u>	<u>D</u>	<u>YES</u>
<u>SE Cutler Spur Boulevard</u>	<u>W Ft. Island Trail</u>	<u>NE 3rd Avenue /NE 1st Terrace</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>2,900</u>	<u>C</u>	<u>YES</u>
<u>NE 3rd Avenue</u>	<u>NE 1st Terrace</u>	<u>US 19/98</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>2,900</u>	<u>C</u>	<u>YES</u>
	<u>US 19/98</u>	<u>NE 13th Terrace</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>2,300</u>	<u>C</u>	<u>YES</u>
<u>Crystal Street</u>	<u>NW 6th Avenue</u>	<u>SR 44</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>2,100</u>	<u>C</u>	<u>YES</u>
<u>SE Paradise Point Road</u>	<u>US 19/98</u>	<u>SE Kings Bay Drive</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,400</u>	<u>C</u>	<u>YES</u>
<u>SE Kings Bay Drive</u>	<u>US 19/98</u>	<u>SW 1st Court</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,600</u>	<u>C</u>	<u>YES</u>
<u>SE/NE 8th Avenue</u>	<u>US 19/98 (S)</u>	<u>NE 1st Terrace</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>2,300</u>	<u>C</u>	<u>YES</u>
	<u>NE 1st Terrace</u>	<u>NE 13th Street</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,700</u>	<u>C</u>	<u>YES</u>
<u>NW 14th Place</u>	<u>NW 6th Street</u>	<u>End of Road</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,200</u>	<u>C</u>	<u>YES</u>
<u>NW 6th Street</u>	<u>US 19/98</u>	<u>NW 14th Place</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,200</u>	<u>C</u>	<u>YES</u>
<u>NW 19th Street</u>	<u>US 19/98</u>	<u>NW 21st Court</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,200</u>	<u>C</u>	<u>YES</u>
<u>NE 12th Avenue</u>	<u>Crystal Street</u>	<u>SE 1st Street</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,100</u>	<u>C</u>	<u>YES</u>
<u>NE 11th Street</u>	<u>NE 8th Avenue</u>	<u>Citrus Avenue</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>630</u>	<u>C</u>	<u>YES</u>
<u>NE 3rd Street</u>	<u>NE 7th Avenue</u>	<u>City Limits (E)</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>580</u>	<u>C</u>	<u>YES</u>

Source: Traffic counts from Crystal River/Citrus County and FDOT (2017 Florida Traffic Online)

- (1) L equals number of lanes
- (2) Service volumes are based on adopted LOS standards
- (3) Average Annual Daily Trips

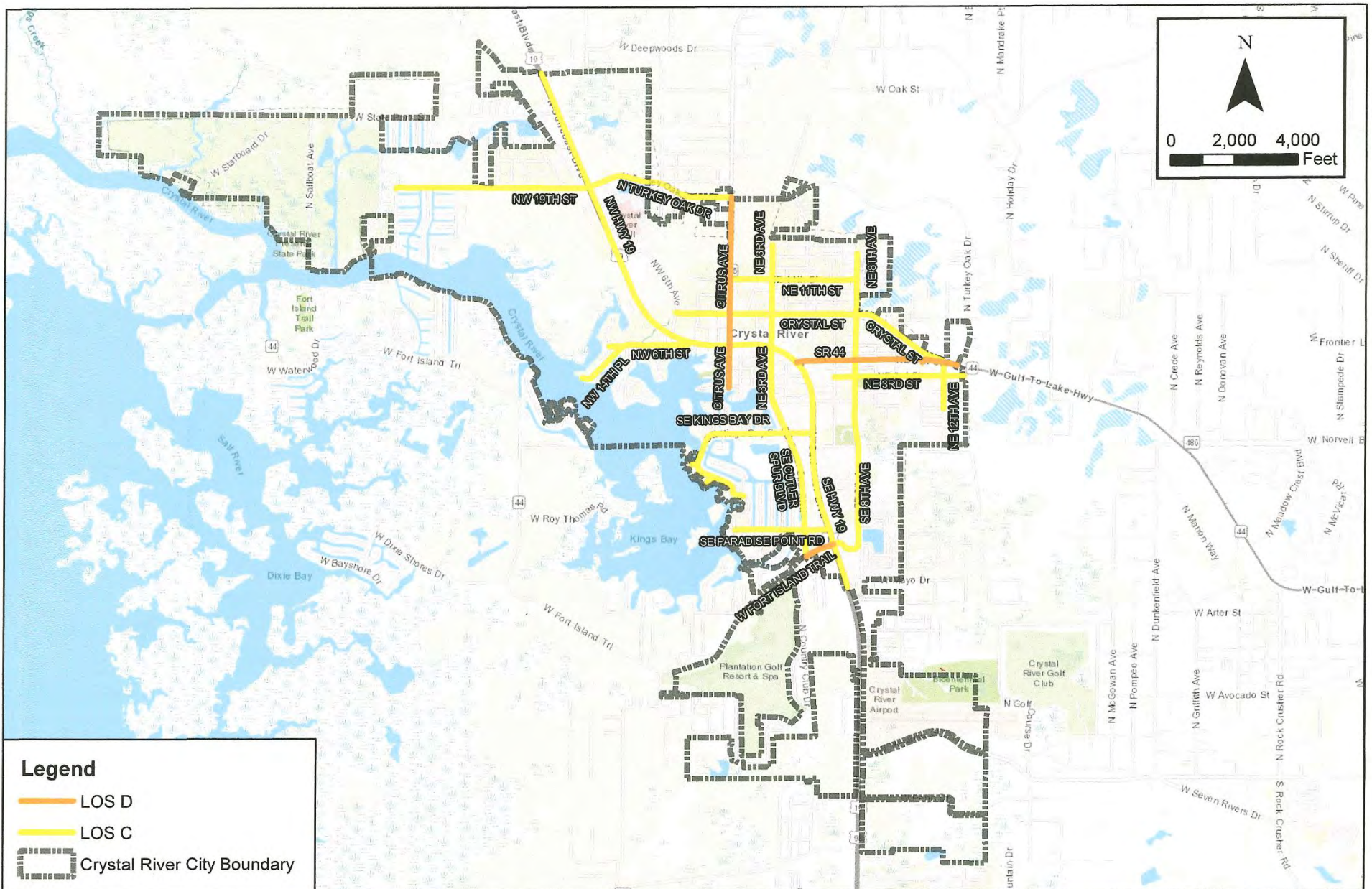
Table 2 - 4: Existing Peak Hour, Peak Direction, and Level of Service

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Number of Lanes¹</u>	<u>LOS Standard</u>	<u>Service Volume²</u>	<u>PM Peak Hour Peak Direction</u>			
						<u>Volume</u>	<u>Peak Direction</u>	<u>LOS</u>	<u>Meets Standard</u>
<u>US 19/98</u>	<u>City Limits (N)</u>	<u>SR 44</u>	<u>4L</u>	<u>D</u>	<u>1,790</u>	<u>1,160</u>	<u>SB</u>	<u>C</u>	<u>YES</u>
	<u>SR 44</u>	<u>City Limits (S)</u>	<u>6L</u>	<u>D</u>	<u>2,690</u>	<u>1,300</u>	<u>SB</u>	<u>C</u>	<u>YES</u>
<u>SR 44</u>	<u>City Limits (E)</u>	<u>US 19/98</u>	<u>4L</u>	<u>D</u>	<u>1,790</u>	<u>1,380</u>	<u>EB</u>	<u>D</u>	<u>YES</u>
<u>Citrus Avenue</u>	<u>NE 2nd Street</u>	<u>N Turkey Oak Drive</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>360</u>	<u>NB</u>	<u>D</u>	<u>YES</u>
<u>N Turkey Oak Drive</u>	<u>US 19/98</u>	<u>Citrus Avenue</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>230</u>	<u>EB</u>	<u>D</u>	<u>YES</u>
<u>W. Ft. Island Trail</u>	<u>US 19/98</u>	<u>City Limits</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>260</u>	<u>EB</u>	<u>D</u>	<u>YES</u>
<u>SE Cutler Spur Boulevard</u>	<u>W Ft. Island Trail</u>	<u>NE 3rd Avenue /NE 1st Terrace</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>170</u>	<u>NB</u>	<u>C</u>	<u>YES</u>
<u>NE 3rd Avenue</u>	<u>NE 1st Terrace</u>	<u>US 19/98</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>170</u>	<u>NB</u>	<u>C</u>	<u>YES</u>
	<u>US 19/98</u>	<u>NE 13th Terrace</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>130</u>	<u>NB</u>	<u>C</u>	<u>YES</u>
<u>Crystal Street</u>	<u>NW 6th Avenue</u>	<u>SR 44</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>100</u>	<u>WB</u>	<u>C</u>	<u>YES</u>
<u>SE Paradise Point Road</u>	<u>US 19/98</u>	<u>SE Kings Bay Drive</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>80</u>	<u>EB</u>	<u>C</u>	<u>YES</u>
<u>SE Kings Bay Drive</u>	<u>US 19/98</u>	<u>SW 1st Court</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>80</u>	<u>WB</u>	<u>C</u>	<u>YES</u>
<u>SE/NE 8th Avenue</u>	<u>US 19/98 (S)</u>	<u>NE 1st Terrace</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>110</u>	<u>NB</u>	<u>C</u>	<u>YES</u>
	<u>NE 1st Terrace</u>	<u>NE 13th Street</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>90</u>	<u>SB</u>	<u>C</u>	<u>YES</u>
<u>NW 14th Place</u>	<u>NW 6th Street</u>	<u>End of Road</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>50</u>	<u>EB</u>	<u>C</u>	<u>YES</u>
<u>NW 6th Street</u>	<u>US 19/98</u>	<u>NW 14th Place</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>50</u>	<u>EB</u>	<u>C</u>	<u>YES</u>
<u>NW 19th Street</u>	<u>US 19/98</u>	<u>NW 21st Court</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>50</u>	<u>WB</u>	<u>C</u>	<u>YES</u>
<u>NE 12th Avenue</u>	<u>Crystal Street</u>	<u>SE 1st Street</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>50</u>	<u>SB</u>	<u>C</u>	<u>YES</u>
<u>NE 11th Street</u>	<u>NE 8th Avenue</u>	<u>Citrus Avenue</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>40</u>	<u>WB</u>	<u>C</u>	<u>YES</u>
<u>NE 3rd Street</u>	<u>NE 7th Avenue</u>	<u>City Limits (E)</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>30</u>	<u>EB</u>	<u>C</u>	<u>YES</u>

Source: Traffic counts from Crystal River/Citrus County and FDOT (2017 Florida Traffic Online)

(1) L equals number of lanes

(2) Service volumes are based on adopted LOS standard



2.2 Existing Public Transit Facilities

Public transit is provided by the Citrus County Transit Bus (CCT). The CCT provides door to door transit service throughout Citrus County as a demand-response paratransit bus system. CCT operates on preset schedules and reservations. The transportation disadvantaged consist of primarily elderly and handicapped persons. The CCT paratransit system operates from 7:00 AM to 4:30 PM, Monday through Friday (except holidays) in most areas and will pick up passengers anywhere within the County's 773-square mile area.

The CCT's fixed bus route system (Orange Line) provides service to the City of Crystal River on 135-minute headways. The Orange Line provides service between 6:00 AM and 7:00 PM, Monday through Friday (except holidays). There is currently no weekend service.

Figure 2-5 illustrates the existing transit service routes.

2.2.1. Transit Support

The City Future Land Use Element is consistent with, and supportive of, the transit service with higher land use densities and intensities located along Transit Routes. Figure 2-6 illustrates the Future Land Use Map land use categories in relation to the transit routes.

2.2.2. Transit Level of Service

As a part of the City's update to the Transportation Element, the City will adopt transit goals consistent with those of Citrus County, which includes improving service for existing routes to provide 60-minute headways (LOS E) and evaluate the need for weekend service.

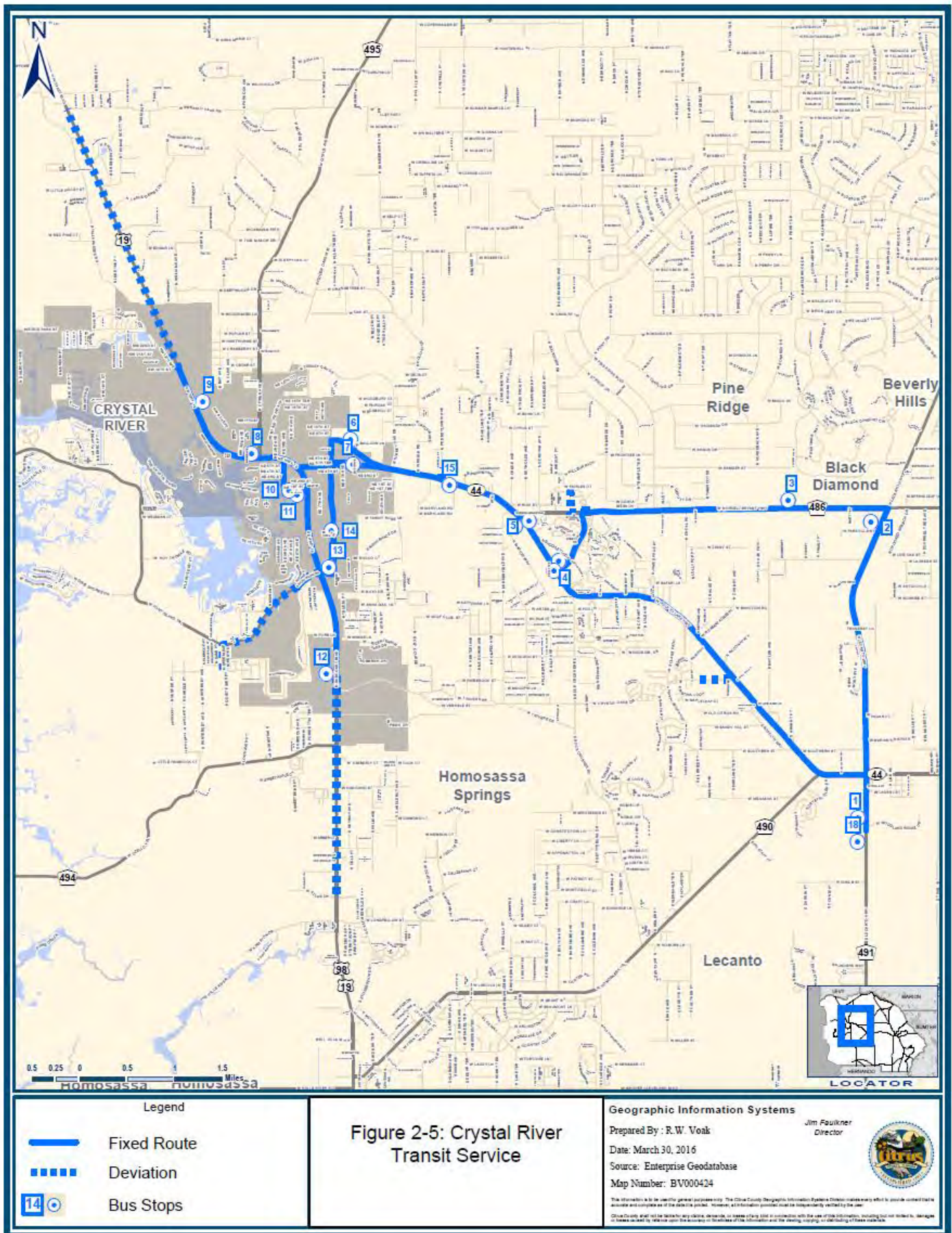
The criteria summarized in Table 2-5 is used to establish the level of service for transit. It is based on the frequency of buses during the peak hour and the availability of sidewalks along the route to facilitate bus riders to travel between the bus stops and their final destination.

Table 2 - 5: Transit Level of Service Threshold

<u>Sidewalk Coverage</u>	<u>Transit Vehicles in Peak Hour in Peak Direction</u>			
	<u>LOS B</u>	<u>LOS C</u>	<u>LOS D</u>	<u>LOS E</u>
<u>0% to 84%</u>	<u>>5</u>	<u>≥ 4</u>	<u>≥ 3</u>	<u>≥ 2</u>
<u>85% to 100%</u>	<u>>4</u>	<u>≥ 3</u>	<u>≥ 2</u>	<u>≥ 1</u>

Source: 2018 FDOT Quality/Level of Service Handbook

The current level of service for the fixed-route transit service within Crystal River does not meet the LOS E standard. The County has a policy to increase service to establish LOS E by year 2030.



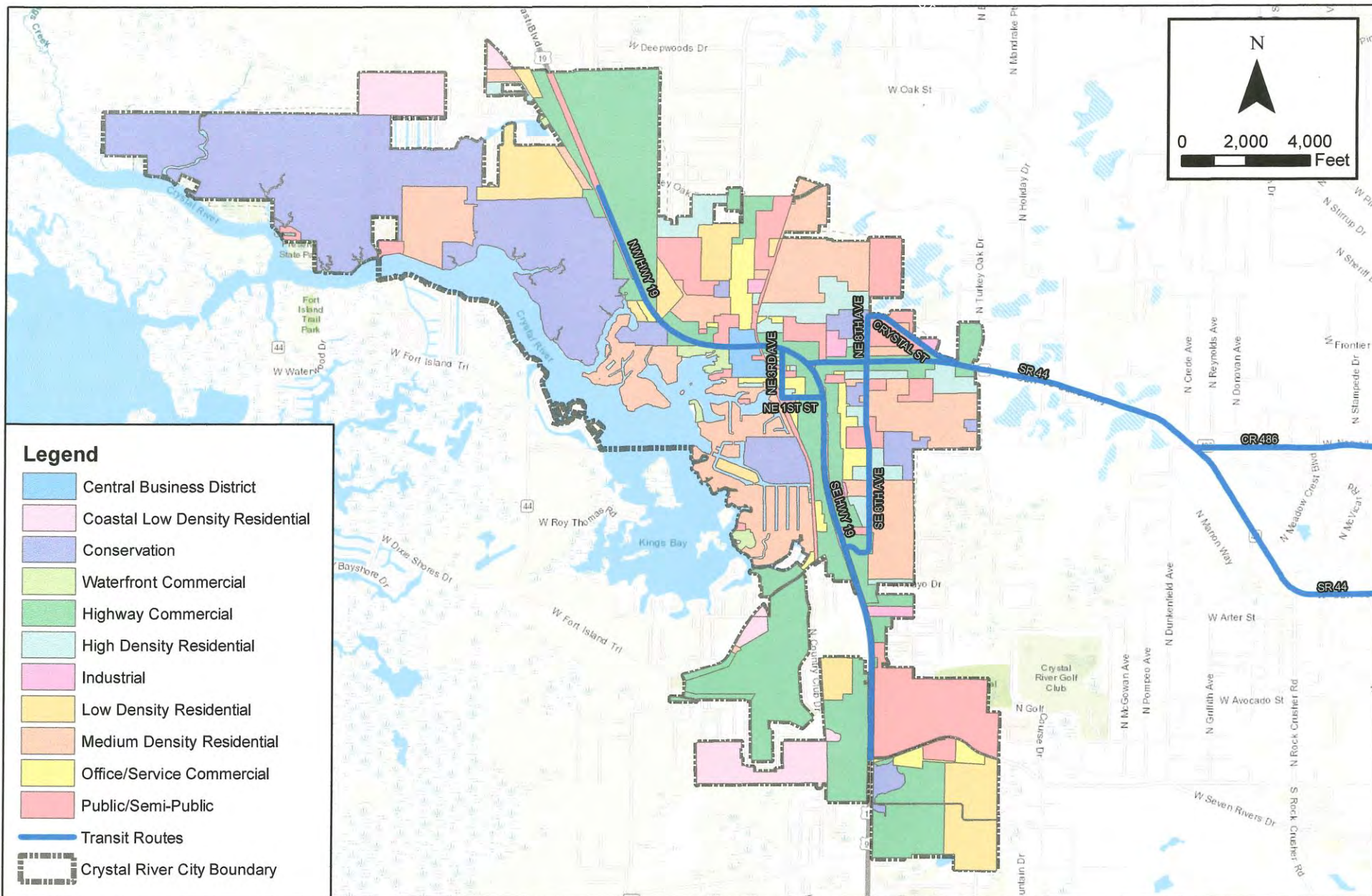


FIGURE 2-6: CRYSTAL RIVER FUTURE LAND USE ALONG TRANSIT ROUTES



2.3 Existing Bicycle and Pedestrian Facilities

The City's bicycle and pedestrian facilities are illustrated on Figure 2-7. Bicycle facilities can include both on-road facilities such as bike lanes and off-road facilities such as trails and recreation paths. Pedestrian facilities can include on-road facilities such as sidewalks and off-road facilities such as trails and recreation paths. The City's bicycle facilities consist of bike lanes and multi-use paths. Similar to the bicycle facilities, the pedestrian facilities include both sidewalks and multi-use paths.

2.3.1 Pedestrian Level of Service

Currently, the City does not have a LOS Standard for pedestrian facilities. As a part of the City's update to the Transportation Element, the City intends to adopt a LOS Standard of C for all pedestrian facilities within the City.

The criteria summarized in Table 2-6 is used to establish the pedestrian level of service for roadways.

Table 2 - 6: Pedestrian Level of Service Thresholds

<u>Functional Classification</u>	<u>Sidewalk Coverage</u>			
	<u>LOS B</u>	<u>LOS C</u>	<u>LOS D</u>	<u>LOS E</u>
<u>Arterials and Collectors</u>	<u>100%</u>	<u>85% to 99%</u>	<u>50% to 84%</u>	<u>0% to 49%</u>
<u>Local Collectors and Streets</u>	<u>0% to 100%</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>

Source: Adapted from the 2018 FDOT Quality/Level of Service Handbook

The existing level of service for pedestrian facilities within the City are identified in Table 2-8 and illustrated in Figure 2-8.

2.3.2 Bicycle Level of Service

Currently, the City does not have a LOS Standard for bicycle facilities. As a part of the City's update to the Transportation Element, the City intends to adopt a LOS Standard of C for all bicycle facilities within the City.

The criteria summarized in Table 2-7 is used to establish the bicycle level of service for roadways.

Table 2 - 7: Bicycle Level of Service Thresholds

<u>Functional Classification</u>	<u>Paved Shoulder/Bicycle Lane/Route/Trail Coverage*</u>			
	<u>LOS B</u>	<u>LOS C</u>	<u>LOS D</u>	<u>LOS E</u>
<u>Arterials and Collectors</u>	<u>100%</u>	<u>85% to 99%</u>	<u>50% to 84%</u>	<u>0% to 49%</u>
<u>Local Collectors and Streets</u>	<u>0% to 100%</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>

Source: Adapted from the 2018 FDOT Quality/Level of Service Handbook

(1) LOS can be achieved by providing equivalent bicycle facility parallel to subject roadway

The existing level of service for bicycle facilities within the City are identified in Table 2-8 and illustrated in Figure 2-9.

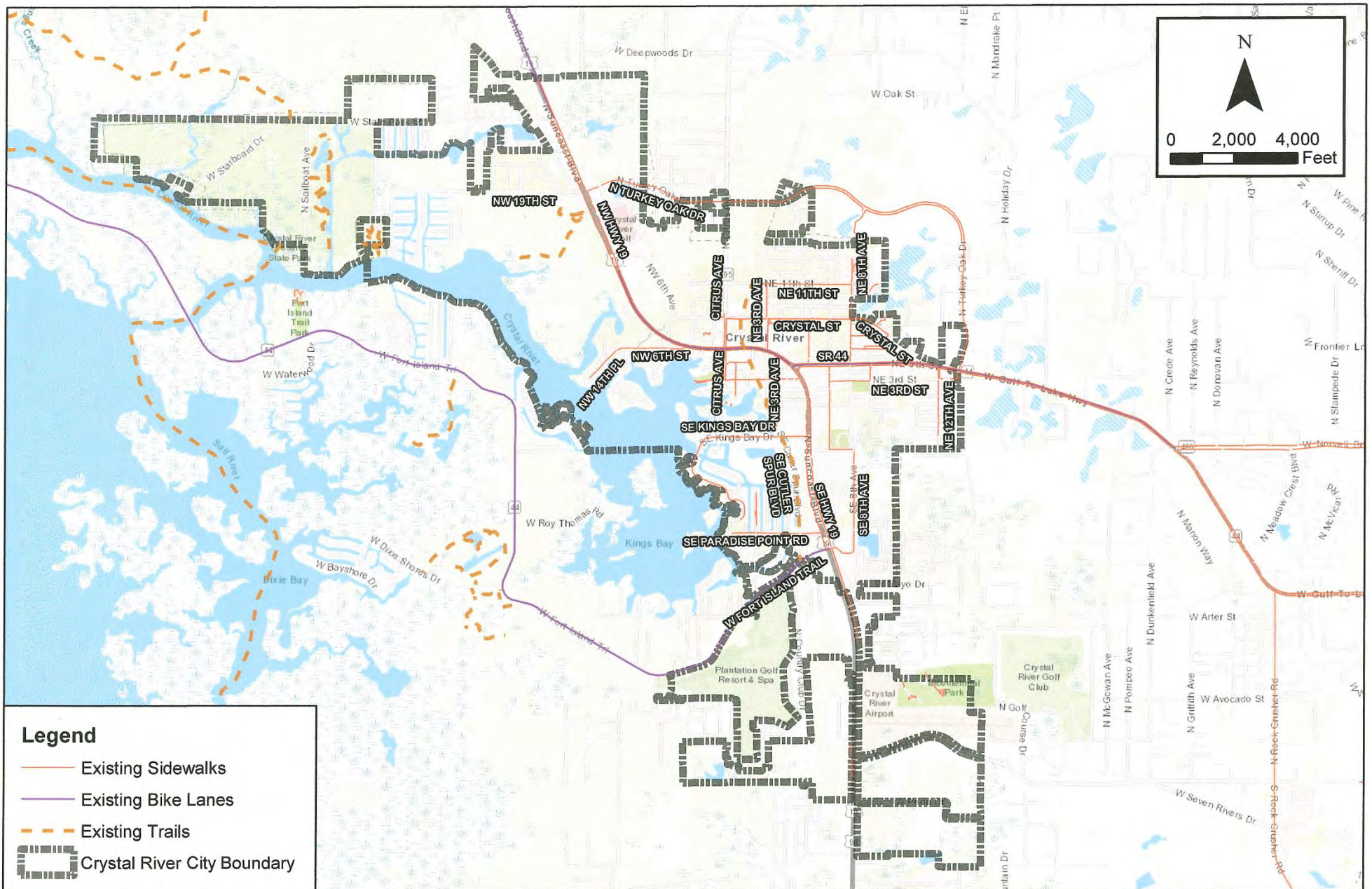


FIGURE 2-7: CRYSTAL RIVER BICYCLE AND PEDESTRIAN FACILITIES



Table 2 - 8: Existing Bicycle and Pedestrian Level of Service

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Pedestrian LOS</u>	<u>Bicycle LOS</u>	<u>Planned Improvements</u>
<u>US 19/98</u>	<u>City Limits (N)</u>	<u>SR 44</u>	<u>B</u>	<u>D</u>	<u>--</u>
<u>US 19/98</u>	<u>SR 44</u>	<u>City Limits (S)</u>	<u>B</u>	<u>D</u>	<u>US 19 Widening with Multi-Use Trail</u>
<u>SR 44</u>	<u>City Limits (E)</u>	<u>US 19/98</u>	<u>B</u>	<u>B</u>	<u>Three Sisters Springs Connector Multi-Use Trail</u>
<u>Citrus Avenue</u>	<u>NE 2nd Street</u>	<u>NE 11th Street</u>	<u>B</u>	<u>B</u>	<u>--</u>
	<u>NE 11th Street</u>	<u>N Turkey Oak Drive</u>	<u>E</u>	<u>E</u>	<u>--</u>
<u>N Turkey Oak Drive</u>	<u>US 19/98</u>	<u>Citrus Avenue</u>	<u>B</u>	<u>B</u>	<u>Sidewalk Improvements</u>
<u>W. Ft. Island Trail</u>	<u>US 19/98</u>	<u>City Limits</u>	<u>E</u>	<u>B</u>	<u>W. Fort Island Trail Multi-Use Trail</u>
<u>SE Cutler Spur Boulevard</u>	<u>W Ft. Island Trail</u>	<u>NE 3rd Avenue /NE 1st Terrace</u>	<u>B</u>	<u>B</u>	<u>--</u>
<u>NE 3rd Avenue</u>	<u>NE 1st Terrace</u>	<u>US 19/98</u>	<u>B</u>	<u>B</u>	<u>--</u>
	<u>US 19/98</u>	<u>NE 13th Terrace</u>	<u>B</u>	<u>B</u>	<u>--</u>
<u>Crystal Street</u>	<u>NW 6th Avenue</u>	<u>SR 44</u>	<u>B</u>	<u>B</u>	<u>--</u>
<u>SE Paradise Point Road</u>	<u>US 19/98</u>	<u>SE Kings Bay Drive</u>	<u>B</u>	<u>B</u>	<u>--</u>
<u>SE Kings Bay Drive</u>	<u>US 19/98</u>	<u>SW 1st Court</u>	<u>B</u>	<u>B</u>	<u>Three Sisters Springs Connector Multi-Use Trail</u>
<u>SE 8th Avenue</u>	<u>US 19/98 (S)</u>	<u>NE 1st Terrace</u>	<u>B</u>	<u>B</u>	<u>--</u>
<u>NE 8th Avenue</u>	<u>NE 1st Terrace</u>	<u>NE 13th Street</u>	<u>B</u>	<u>B</u>	<u>--</u>
<u>NW 14th Place</u>	<u>NW 6th Street</u>	<u>End of Road</u>	<u>B</u>	<u>B</u>	<u>--</u>
<u>NW 6th Street</u>	<u>US 19/98</u>	<u>NW 14th Place</u>	<u>B</u>	<u>B</u>	<u>--</u>
<u>NW 19th Street</u>	<u>US 19/98</u>	<u>NW 21st Court</u>	<u>B</u>	<u>B</u>	<u>--</u>
<u>NE 12th Avenue</u>	<u>Crystal Street</u>	<u>SE 1st Street</u>	<u>B</u>	<u>B</u>	<u>--</u>
<u>NE 11th Street</u>	<u>NE 8th Avenue</u>	<u>Citrus Avenue</u>	<u>B</u>	<u>B</u>	<u>--</u>
<u>NE 3rd Street</u>	<u>NE 7th Avenue</u>	<u>City Limits (E)</u>	<u>B</u>	<u>B</u>	<u>--</u>

2.4 Golf Cart Facilities

The City adopted roadways acceptable for golf cart use through Resolution 17-R-23. This update does not include an evaluation of the use of transportation facilities by golf carts, due to the recent approval of Resolution 17-R-23. Future updates should include golf cart traffic counts to evaluate the volume of golf carts utilizing approved roadways within Citrus County. Roadways approved for golf cart use are illustrated within Exhibit “A” of Resolution 17-R-23.

2.5 Airport Facilities

The Crystal River Airport (Airport) is located on a 196-acre site, three miles south of the Crystal River Business District at the northeast corner of U.S. Hwy. 19 and Venable Road. Primary access to the Airport is from U.S. Highway 19 via Godfrey and Lindbergh Streets. The Airport is owned and operated by Citrus County and the property consists of approximately 193 acres. It is classified as a General Aviation facility by the National Plan of Integrated Airport Systems and serves primarily rural areas.

The airport has two non-intersecting runways. These runways are Runway 09/27, which is 4,555 feet long by 75 feet wide and Runway 18/36, which is 2,665 feet long by 100 feet wide. Runway 09/27 is asphalt and in good condition. Runway 18/36 is turf and in good condition. Runway 09/27 has a full parallel taxiway, while Runway 18/36 does not have a taxiway. The airport has a large FBO general aviation terminal building with approximately 20 parking spaces for automobiles. The aircraft ramp can accommodate 53 aircraft. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is B-II.

Roughly 40 percent of the airport's annual operations are related to flight training. Approximately 25 percent of the airport's business originates from transient users. The transient users frequent the airport for business, tourism, golf and dining in the community. The airport is conveniently located to support public service functions of search and rescue, MedEvac, forestry, and fish and wildlife surveys that account for approximately 5% of the operations.

The Airport is surrounded by a variety of land uses and existing development. There are significant residential and commercial land uses on the west, north, and east sides of the site. The existing development surrounding the Airport consists of the Crystal River Shopping Center directly to the west, the National Guard Armory to the southeast, and the Bicentennial Park to the north.

2.6 Hurricane Evacuation

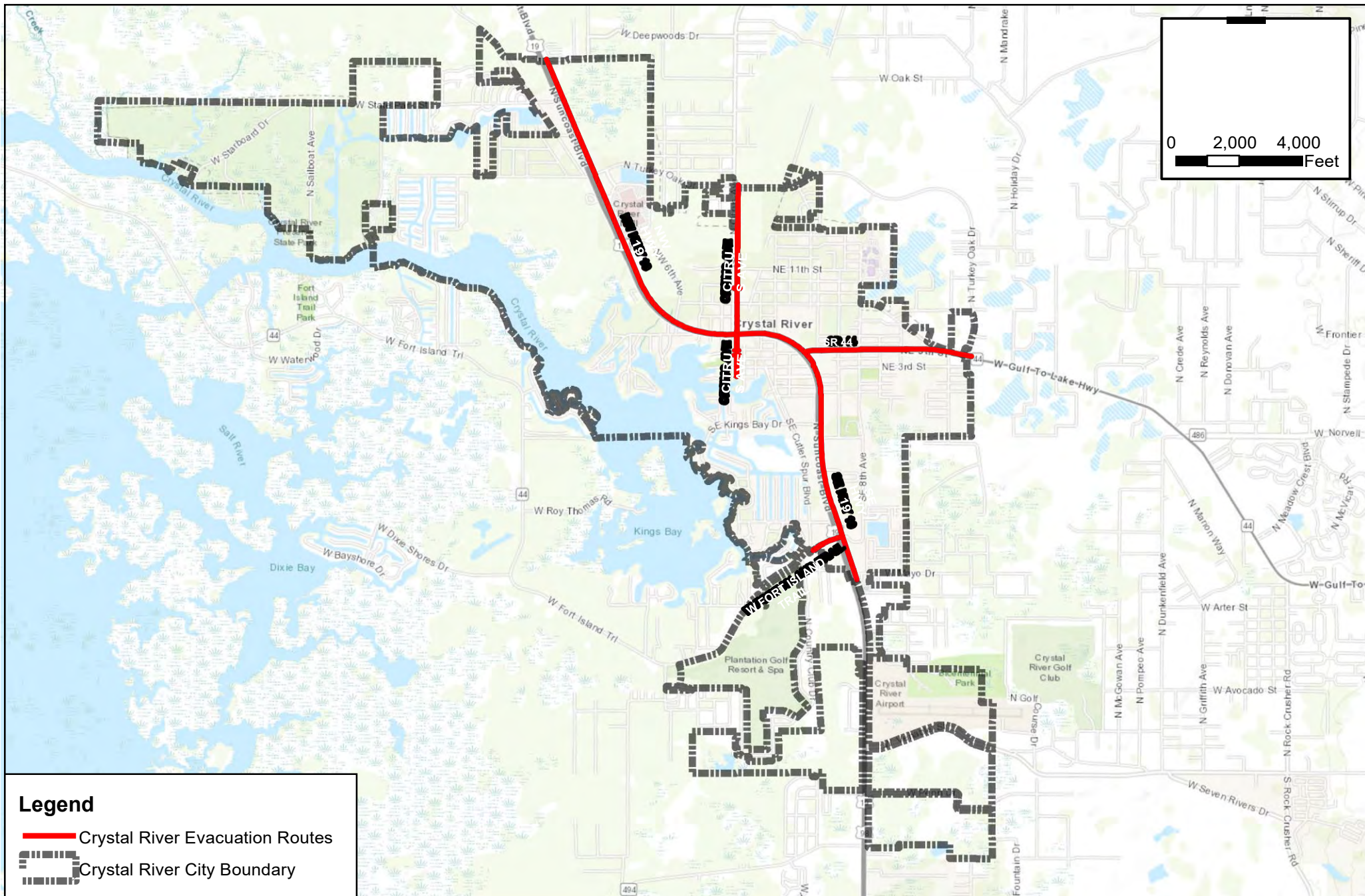
The Atlantic Hurricane season begins on June 1 and continues until November 30. The primary danger associated with a hurricane is the storm surge. Citrus County has established a system of evacuation zones and the City is located within Zone A. This places the City within a general zone of vulnerability for storm surge for all hurricanes. The most important component of evacuation is the clearance time. The clearance time is a fixed period of time based on a specific scenario with a given level of threat and behavioral response.

In 2010, the Tampa Bay Regional Planning Council completed a Statewide Regional Evacuation Study in conjunction with the Florida Division of Emergency Management. An update was prepared in 2017. The study identified principal hurricane evacuation routes in Citrus County and those roadways that would be subjected to inundation. The evacuation routes consist of major west-east and north-south arterials. During a hurricane evacuation, a significant number of vehicles will have to be moved across the local and regional network. This quantity of evacuating vehicles will vary depending on the magnitude of the hurricane, publicity and warnings provided about the storm and particular behavioral response characteristics of the vulnerable population. Figure 2-10 illustrates the hurricane evacuation routes for the City.

Clearance time is the time required to clear the roadway of all vehicles evacuating in response to a hurricane situation. Clearance times include several components, including the mobilization time for the evacuating population to prepare for an evacuation, the actual time spent traveling on the roadway network, and the delay time caused by traffic congestion.

The out-of-county evacuation time is defined as the time it takes for county residents to evacuate the county. Five evacuation levels were evaluated in the Statewide Regional Evacuation Study Program; Level A, Level B, Level C, Level D, and Level E. For Citrus County, the out-of-county clearance time for 2017 projections ranged from 17.0 to 53.5 hours based on the Evacuation Level. For Citrus County, the out-of-county clearance time for 2020 projections ranged from 18.5 to 54.0 hours based on the Evacuation Level.

DRAFT



3.0 TRENDS

3.1 Population Characteristics

The City's year 2010 population was 3,108 according to the U.S. Census Bureau. According to the Bureau of Economics and Business Research (BEBR), the 2015 population estimate for the City was 3,112. This represents an increase of less than one percent. Over this same period, Citrus County has experienced similar annual growth characteristics. The City is projected to experience an annual average growth rate of 0.56% between 2015 and 2030, whereas Citrus County's projected annual growth rates range from 0.6% to 0.9% between 2015 and 2030. The projected population for the City in 2025 is estimated to be 3,456. Table 3-1 presents the population estimates for the City and Citrus County.

Table 3 - 1: Population Estimates of Crystal River and Citrus County

<u>Year</u>	<u>Crystal River</u>		<u>Citrus County</u>		<u>Source</u>
	<u>Population</u>	<u>Growth Rate</u>	<u>Population</u>	<u>Growth Rate</u>	
<u>2030</u>	<u>3,536</u>	<u>0.5%</u>	<u>163,600</u>	<u>0.8%</u>	<u>BEBR Med</u>
<u>2025</u>	<u>3,456</u>	<u>1.7%</u>	<u>157,100</u>	<u>1.0%</u>	<u>BEBR Med</u>
<u>2020</u>	<u>3,190</u>	<u>0.5%</u>	<u>149,383</u>	<u>1.1%</u>	<u>US Census</u>
<u>2015</u>	<u>3,112</u>	<u>0%</u>	<u>141,501</u>	<u>0%</u>	<u>US Census</u>
<u>2010</u>	<u>3,108</u>	<u>-10.8%</u>	<u>141,236</u>	<u>2.0%</u>	<u>US Census</u>
<u>2000</u>	<u>3,485</u>	<u>n/a</u>	<u>118,085</u>	<u>n/a</u>	<u>US Census</u>

3.2 Historic Traffic Growth

Historic daily traffic volumes published by FDOT within Crystal River were reviewed to identify historic traffic growth trends. Most of the traffic counts covered a 10-year period, from 2007 to 2017. The historic traffic annual growth rates are summarized in Table 3-2.

3.3 Transportation Demand Forecasting

The Tampa Bay Regional Planning Model (TBRPM) was reviewed to identify future traffic demands within Crystal River. In an effort to capture the value of the model in projecting the impacts of future growth, without being affected by any inaccuracies in replicating existing conditions, growth rates were calculated by a model to model traffic volume comparison for each roadway within the model. Model years 2010 and 2030 were utilized for the growth rate analysis. The TBRPM does not include all of the roadways within this DIA.

Table 3-2 summarizes the model growth rates for roadways within Crystal River included in the model.

3.4 Projected Growth Rates

After considering the historic growth rates, projected model growth rates, and growth rates from population forecasts, growth rates to be used in projecting future conditions were identified as presented in Table 3-2. The growth rates for the analysis range from 1.0% to 3.0%. A minimum 1% growth rate was used, which provides a conservatively high estimate given the historic negative growth rates.

Table 3 - 2: Historic Traffic Annual Growth Rates

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>FDOT Rate</u>	<u>City/County Rate</u>	<u>TBRPM Rate</u>	<u>Rate Used</u>
<u>US 19/98</u>	<u>City Limits (N)</u>	<u>SR 44</u>	<u>-0.57%</u>	<u>-0.58%</u>	<u>0.75%</u>	<u>1.00%</u>
<u>US 19/98</u>	<u>SR 44</u>	<u>City Limits (S)</u>	<u>-0.16%</u>	<u>0.57%</u>	<u>-0.23%</u>	<u>1.00%</u>
<u>SR 44</u>	<u>City Limits (E)</u>	<u>US 19/98</u>	<u>-0.16%</u>	<u>1.17%</u>	<u>2.10%</u>	<u>1.00%</u>
<u>Citrus Avenue</u>	<u>NE 2nd Street</u>	<u>N Turkey Oak Drive</u>	<u>6.27%</u>	<u>0.60%</u>	<u>-0.07%</u>	<u>2.00%</u>
<u>N Turkey Oak Drive</u>	<u>US 19/98</u>	<u>Citrus Avenue</u>	<u>0.29%</u>	<u>-4.80%</u>	<u>1.69%</u>	<u>1.00%</u>
<u>W Ft. Island Trail</u>	<u>US 19/98</u>	<u>City Limits</u>	<u>0.88%</u>	<u>0.07%</u>	<u>1.20%</u>	<u>1.00%</u>
<u>SE Cutler Spur Boulevard</u>	<u>W Ft. Island Trail</u>	<u>NE 3rd Avenue /NE 1st Terrace</u>	<u>2.22%</u>	<u>1.58%</u>	<u>--</u>	<u>2.00%</u>
<u>NE 3rd Avenue</u>	<u>NE 1st Terrace</u>	<u>US 19/98</u>	<u>--</u>	<u>4.49%</u>	<u>--</u>	<u>2.00%</u>
<u>NE 3rd Avenue</u>	<u>US 19/98</u>	<u>NE 13th Terrace</u>	<u>--</u>	<u>1.26%</u>	<u>--</u>	<u>2.00%</u>
<u>Crystal Street</u>	<u>NW 6th Avenue</u>	<u>SR 44</u>	<u>--</u>	<u>-0.50%</u>	<u>--</u>	<u>1.00%</u>
<u>SE Paradise Point Road</u>	<u>US 19/98</u>	<u>SE Kings Bay Drive</u>	<u>--</u>	<u>-0.69%</u>	<u>--</u>	<u>1.00%</u>
<u>SE Kings Bay Drive</u>	<u>US 19/98</u>	<u>SW 1st Court</u>	<u>--</u>	<u>-5.14%</u>	<u>--</u>	<u>1.00%</u>
<u>SE 8th Avenue</u>	<u>US 19/98 (S)</u>	<u>NE 1st Terrace</u>	<u>--</u>	<u>-5.42%</u>	<u>--</u>	<u>1.00%</u>
<u>NE 8th Avenue</u>	<u>NE 1st Terrace</u>	<u>NE 13th Street</u>	<u>--</u>	<u>-2.06%</u>	<u>--</u>	<u>1.00%</u>
<u>NW 14th Place</u>	<u>NW 6th Street</u>	<u>End of Road</u>	<u>--</u>	<u>-2.89%</u>	<u>--</u>	<u>1.00%</u>
<u>NW 6th Street</u>	<u>US 19/98</u>	<u>NW 14th Place</u>	<u>--</u>	<u>-0.05%</u>	<u>--</u>	<u>1.00%</u>
<u>NW 19th Street</u>	<u>US 19/98</u>	<u>NW 21st Court</u>	<u>--</u>	<u>-0.05%</u>	<u>--</u>	<u>1.00%</u>
<u>NE 12th Avenue</u>	<u>Crystal Street</u>	<u>SE 1st Street</u>	<u>--</u>	<u>4.19%</u>	<u>--</u>	<u>3.00%</u>
<u>NE 11th Street</u>	<u>NE 8th Avenue</u>	<u>Citrus Avenue</u>	<u>--</u>	<u>-2.44%</u>	<u>--</u>	<u>1.00%</u>
<u>NE 3rd Street</u>	<u>NE 7th Avenue</u>	<u>City Limits (E)</u>	<u>--</u>	<u>-4.07%</u>	<u>--</u>	<u>1.00%</u>

4.0 FUTURE CONDITIONS

4.1 Planned Improvements

The Hernando/Citrus MPO 2040 LRTP, FDOT 5-year work program, Citrus County 5-year CIP, and Crystal River 5-year CIP were reviewed to identify any planned improvements within Crystal River.

4.1.1 Roadway Improvements

FDOT has the following roadway improvements within Crystal River listed within the current 5-year work program:

- US 19, from Jump Court to Fort Island Trail – Add Lanes and Reconstruct (FM 405822-3). The project has construction funding allocated in FY 2018/2019.
- SR 44, from US 19 to East of NE 10th Avenue (City Limits) – Resurfacing and sidewalk improvements as well as modifying from a 5-lane section with open median to a 4-lane divided section (FM 441665-1). The project has construction funding allocated in FY 2021/2022.

In 2020, the City conducted a series of virtual charettes to seek recommendations to improve the design of SR 44 from US 19 to East of NE 10th Avenue as part of the visioning work for the Highway 44 Neighborhoods Plan completed by the Dover Kohl & Partners Planning Team. The proposal supports compact, mixed-use development patterns with managed motor vehicle speeds. The project was precipitated by FDOT's 5-year work program to resurface the roadway and make safety improvements as listed above. The subject roadway has a C3 Context Classification (Suburban Commercial) and is a Low Volume Roadway per criteria established in the FDOT Design Manual (FDM). State Road 44 is classified as an Urban Principal Arterial Roadway that is part of the Strategic Intermodal System (SIS), State Highway System (SHS), and the National Highway System (NHS). As part of its aspiration to make this segment take on more of a neighborhood Main Street function, the City has proposed to FDOT that the speed be reduced from 45 mph to 35 mph on the SIS roadway in keeping with a C4 Context Classification. If it is not possible to get the lower posted speed, then the City has requested that the SIS facility be changed from its current location on SR 44 to an upgraded Turkey Oak Drive to bypass the center of Crystal River. The City received support from the County and the Board of County Commissioners voted to request the Hernando-Citrus MPO proceed with the necessary studies to designate Turkey Oak Drive as a FDOT SIS facility.

No other significant roadway improvements (i.e. road widenings) are planned within Crystal River.

4.1.2 Pedestrian Improvements

Understanding the importance and need for sidewalks and bike paths, Crystal River will continue working towards improving the existing bicycle and pedestrian networks. The City has adopted policy mechanisms to achieve this goal. These include: 1) Requiring bicycle parking for all new non-residential development and multifamily development must provide bicycle parking at any community center/facility; 2) All new roadways shall be designed using smart growth complete street principles; and 3) All new arterial roadways and major collectors shall be designed to accommodate bicycle travel through the construction of bicycle lanes, routes, or wide shoulders. Additionally, the City will continue to incorporate sidewalk construction projects in the Capital Improvements Plan. The City's efforts towards requiring new roadways to be designed for all users will improve non-automobile oriented access as well as provide additional travel choices which will help increase the overall capacity of the City's transportation network.

The City's efforts towards maintaining and improving the pedestrian and bicycle networks are consistent with the Hernando/Citrus MPO 2040 LRTP's proposed multi-use trail, pedestrian, and bicycle improvement program.

FDOT has the following pedestrian improvements within Crystal River listed within the current 5-year work program:

- N Turkey Oak Drive from SR 44 to US 19 – Sidewalk Improvements (FM 441104-1). The project has design funding allocated in FY 2019/2020 and construction funding allocated in FY 2021/2022.
- SR 44 from US 19 to East of NE 10th Avenue – Sidewalk improvement as part of SIS Resurfacing (FM 441665-1). The project has design funding allocation in FY 2020/2021 and construction funding in FY 2021/2022.

The planned multi-use trail network improvements listed in the next section will also improve pedestrian access.

4.1.3 Bicycle Improvements

Citrus County and Crystal River have several improvements planned to extend the bicycle and multi-use trail network throughout the City and County. The following multi-use trail and bicycle projects are listed in the Hernando/Citrus MPO FY 2020/2021 List of Priority Projects:

- Three Sisters Springs Connector Multi-Use Trail, from US 19/Kings Bay Drive to CR 486 Trail (Priority Number 7)
- Ft. Island Trail Multi-Use Trail, from Gulf of Mexico to Three Sisters Trail (Priority Number 9)
- US 19 Trailhead & Crossing, Crosstown Trail at US 19 (Priority Number 19)

The roadway widening of US 19, from Jump Court to Fort Island Trail will include a multi-use trail separated from the roadway to provide for improved bicycle LOS along US 19.

4.1.4 Transit Improvements

Based on the Hernando/Citrus MPO Citrus County Transit Development Plan (2016 Annual Progress Report), the existing transit service provided by CCT is planned to improve to a service frequency of 60 minutes by year 2030. Additionally, service will be extended 3 hours by year 2028.

The Hernando/Citrus MPO 2040 LRTP Cost Affordable Transit Plan has a future express service transit route identified along US 19 and SR 44 within Crystal River. A Future Park and Ride Location is identified at the intersection of US 19 and SR 44.

The Citrus County Transit Development Plan (Final Report, May 2020) identified the following key implications for the City of Crystal River:

- Need for a fixed transit route system to connect Crystal River to Inverness, Homosassa, and Lecanto,
- Need for internal fixed transit routes within the City Limits; and
- Need to establish infrastructure to support a fixed transit route system such as bus stops, a transit center, and other necessities.

4.2 Year 2023 Conditions

4.2.1 2023 Roadway Conditions

Year 2023 traffic conditions were projected for daily traffic conditions and PM peak hour traffic conditions using the growth rates identified in Table 3-2. The resulting roadway levels of service are summarized in Table 4-1 and Table 4-2 and illustrated in Figure 4-1.

All roadways are projected to operate at LOS D or better in year 2023.

4.2.2 2023 Pedestrian Conditions

The projected 2023 pedestrian levels of service for roadways are identified in Table 4-3 and illustrated in Figure 4-2. No pedestrian facility improvements are programmed for funding prior to year 2023; therefore, the pedestrian level of service projected for year 2023 is unchanged from existing conditions. Future bicycle and pedestrian improvements are planned but not programmed for funding.

4.2.3 2023 Bicycle Conditions

The projected 2023 bicycle levels of service for roadways are identified in Table 4-3 and illustrated in Figure 4-3. The only bicycle improvement programmed for construction prior to year 2023 is a multi-use trail along US 19, south of Fort Island Trail. This will improve bicycle LOS along US 19 from LOS D in existing conditions to LOS C in 2023.

4.2.4 2023 Transit Conditions

No transit improvements are planned prior to year 2023. Therefore, the transit level of service in 2023 is the same as existing conditions, which exceeds the LOS E standard. No changes to the existing transit levels of service are expected for 2023.

Table 4 - 1: 2023 AADT and Level of Service

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Number of Lanes¹</u>	<u>LOS Standard</u>	<u>Service Volume²</u>	<u>AADT³</u>	<u>LOS</u>	<u>Meets Standard</u>
<u>US 19/98</u>	<u>City Limits (N)</u>	<u>SR 44</u>	<u>4L</u>	<u>D</u>	<u>36,200</u>	<u>28,400</u>	<u>D</u>	<u>YES</u>
	<u>SR 44</u>	<u>City Limits (S)</u>	<u>6L</u>	<u>D</u>	<u>54,300</u>	<u>32,100</u>	<u>C</u>	<u>YES</u>
<u>SR 44</u>	<u>City Limits (E)</u>	<u>US 19/98</u>	<u>4L</u>	<u>D</u>	<u>36,200</u>	<u>33,100</u>	<u>D</u>	<u>YES</u>
<u>Citrus Avenue</u>	<u>NE 2nd Street</u>	<u>N Turkey Oak Drive</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>7,300</u>	<u>D</u>	<u>YES</u>
<u>N Turkey Oak Drive</u>	<u>US 19/98</u>	<u>Citrus Avenue</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>3,700</u>	<u>D</u>	<u>YES</u>
<u>W Ft. Island Trail</u>	<u>US 19/98</u>	<u>City Limits</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>6,300</u>	<u>D</u>	<u>YES</u>
<u>SE Cutler Spur Boulevard</u>	<u>W Ft. Island Trail</u>	<u>NE 3rd Avenue /NE 1st Terrace</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>3,200</u>	<u>C</u>	<u>YES</u>
<u>NE 3rd Avenue</u>	<u>NE 1st Terrace</u>	<u>US 19/98</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>3,200</u>	<u>C</u>	<u>YES</u>
	<u>US 19/98</u>	<u>NE 13th Terrace</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>2,600</u>	<u>C</u>	<u>YES</u>
<u>Crystal Street</u>	<u>NW 6th Avenue</u>	<u>SR 44</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>2,300</u>	<u>C</u>	<u>YES</u>
<u>SE Paradise Point Road</u>	<u>US 19/98</u>	<u>SE Kings Bay Drive</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,500</u>	<u>C</u>	<u>YES</u>
<u>SE Kings Bay Drive</u>	<u>US 19/98</u>	<u>SW 1st Court</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,700</u>	<u>C</u>	<u>YES</u>
<u>SE/NE 8th Avenue</u>	<u>US 19/98 (S)</u>	<u>NE 1st Terrace</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>2,500</u>	<u>C</u>	<u>YES</u>
	<u>NE 1st Terrace</u>	<u>NE 13th Street</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,800</u>	<u>C</u>	<u>YES</u>
<u>NW 14th Place</u>	<u>NW 6th Street</u>	<u>End of Road</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,300</u>	<u>C</u>	<u>YES</u>
<u>NW 6th Street</u>	<u>US 19/98</u>	<u>NW 14th Place</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,300</u>	<u>C</u>	<u>YES</u>
<u>NW 19th Street</u>	<u>US 19/98</u>	<u>NW 21st Court</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,300</u>	<u>C</u>	<u>YES</u>
<u>NE 12th Avenue</u>	<u>Crystal Street</u>	<u>SE 1st Street</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,300</u>	<u>C</u>	<u>YES</u>
<u>NE 11th Street</u>	<u>NE 8th Avenue</u>	<u>Citrus Avenue</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>670</u>	<u>C</u>	<u>YES</u>
<u>NE 3rd Street</u>	<u>NE 7th Avenue</u>	<u>City Limits (E)</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>610</u>	<u>C</u>	<u>YES</u>

Source: Traffic counts from Crystal River/Citrus County and FDOT (2017 Florida Traffic Online)

- (1) L equals number of lanes
- (2) Service volumes are based on adopted LOS standards
- (3) Average Annual Daily Trips

Table 4 - 2: 2023 Peak Hour, Peak Direction, and Level of Service

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Number of Lanes¹</u>	<u>LOS Standard</u>	<u>Service Volume²</u>	<u>PM Peak Hour Peak Direction</u>			
						<u>Volume</u>	<u>Peak Direction</u>	<u>LOS</u>	<u>Meets Standard</u>
<u>US 19/98</u>	<u>City Limits (N)</u>	<u>SR 44</u>	<u>4L</u>	<u>D</u>	<u>1,790</u>	<u>1,220</u>	<u>SB</u>	<u>C</u>	<u>YES</u>
	<u>SR 44</u>	<u>City Limits (S)</u>	<u>6L</u>	<u>D</u>	<u>2,690</u>	<u>1,370</u>	<u>SB</u>	<u>C</u>	<u>YES</u>
<u>SR 44</u>	<u>City Limits (E)</u>	<u>US 19/98</u>	<u>4L</u>	<u>D</u>	<u>1,790</u>	<u>1,450</u>	<u>EB</u>	<u>D</u>	<u>YES</u>
<u>Citrus Avenue</u>	<u>NE 2nd Street</u>	<u>N Turkey Oak Drive</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>400</u>	<u>NB</u>	<u>D</u>	<u>YES</u>
<u>N Turkey Oak Drive</u>	<u>US 19/98</u>	<u>Citrus Avenue</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>240</u>	<u>EB</u>	<u>D</u>	<u>YES</u>
<u>W Ft. Island Trail</u>	<u>US 19/98</u>	<u>City Limits</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>270</u>	<u>EB</u>	<u>D</u>	<u>YES</u>
<u>SE Cutler Spur Boulevard</u>	<u>W Ft. Island Trail</u>	<u>NE 3rd Avenue /NE 1st Terrace</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>190</u>	<u>NB</u>	<u>D</u>	<u>YES</u>
<u>NE 3rd Avenue</u>	<u>NE 1st Terrace</u>	<u>US 19/98</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>190</u>	<u>NB</u>	<u>D</u>	<u>YES</u>
	<u>US 19/98</u>	<u>NE 13th Terrace</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>140</u>	<u>WB</u>	<u>C</u>	<u>YES</u>
<u>Crystal Street</u>	<u>NW 6th Avenue</u>	<u>SR 44</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>110</u>	<u>EB</u>	<u>C</u>	<u>YES</u>
<u>SE Paradise Point Road</u>	<u>US 19/98</u>	<u>SE Kings Bay Drive</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>80</u>	<u>WB</u>	<u>C</u>	<u>YES</u>
<u>SE Kings Bay Drive</u>	<u>US 19/98</u>	<u>SW 1st Court</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>80</u>	<u>NB</u>	<u>C</u>	<u>YES</u>
<u>SE/NE 8th Avenue</u>	<u>US 19/98 (S)</u>	<u>NE 1st Terrace</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>120</u>	<u>SB</u>	<u>C</u>	<u>YES</u>
	<u>NE 1st Terrace</u>	<u>NE 13th Street</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>90</u>	<u>EB</u>	<u>C</u>	<u>YES</u>
<u>NW 14th Place</u>	<u>NW 6th Street</u>	<u>End of Road</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>50</u>	<u>EB</u>	<u>C</u>	<u>YES</u>
<u>NW 6th Street</u>	<u>US 19/98</u>	<u>NW 14th Place</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>50</u>	<u>WB</u>	<u>C</u>	<u>YES</u>
<u>NW 19th Street</u>	<u>US 19/98</u>	<u>NW 21st Court</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>50</u>	<u>SB</u>	<u>C</u>	<u>YES</u>
<u>NE 12th Avenue</u>	<u>Crystal Street</u>	<u>SE 1st Street</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>60</u>	<u>WB</u>	<u>C</u>	<u>YES</u>
<u>NE 11th Street</u>	<u>NE 8th Avenue</u>	<u>Citrus Avenue</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>40</u>	<u>EB</u>	<u>C</u>	<u>YES</u>
<u>NE 3rd Street</u>	<u>NE 7th Avenue</u>	<u>City Limits (E)</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>30</u>	<u>SB</u>	<u>C</u>	<u>YES</u>

Source: Traffic counts from Crystal River/Citrus County and FDOT (2017 Florida Traffic Online)

(1) L equals number of lanes

(2) Service volumes are based on adopted LOS standard

Table 4 - 3: 2023 Bicycle and Pedestrian Level of Service

Roadway	From	To	Pedestrian LOS	Bicycle LOS	Planned Improvements
<u>US 19/98</u>	<u>City Limits (N)</u>	<u>SR 44</u>	<u>B</u>	<u>D</u>	--
<u>US 19/98</u>	<u>SR 44</u>	<u>City Limits (S)</u>	<u>B</u>	<u>C</u>	--
<u>SR 44</u>	<u>City Limits (E)</u>	<u>US 19/98</u>	<u>B</u>	<u>B</u>	<u>Three Sisters Springs Connector Multi-Use Trail</u>
<u>Citrus Avenue</u>	<u>NE 2nd Street</u>	<u>NE 11th Street</u>	<u>B</u>	<u>B</u>	--
	<u>NE 11th Street</u>	<u>N Turkey Oak Drive</u>	<u>E</u>	<u>E</u>	--
<u>N Turkey Oak Drive</u>	<u>US 19/98</u>	<u>Citrus Avenue</u>	<u>B</u>	<u>B</u>	<u>Sidewalk Improvements</u>
<u>W Ft. Island Trail</u>	<u>US 19/98</u>	<u>City Limits</u>	<u>E</u>	<u>B</u>	<u>W. Fort Island Trail Multi-Use Trail</u>
<u>SE Cutler Spur Boulevard</u>	<u>W Ft. Island Trail</u>	<u>NE 3rd Avenue /NE 1st Terrace</u>	<u>B</u>	<u>B</u>	--
<u>NE 3rd Avenue</u>	<u>NE 1st Terrace</u>	<u>US 19/98</u>	<u>B</u>	<u>B</u>	--
	<u>US 19/98</u>	<u>NE 13th Terrace</u>	<u>B</u>	<u>B</u>	--
<u>Crystal Street</u>	<u>NW 6th Avenue</u>	<u>SR 44</u>	<u>B</u>	<u>B</u>	--
<u>SE Paradise Point Road</u>	<u>US 19/98</u>	<u>SE Kings Bay Drive</u>	<u>B</u>	<u>B</u>	--
<u>SE Kings Bay Drive</u>	<u>US 19/98</u>	<u>SW 1st Court</u>	<u>B</u>	<u>B</u>	<u>Three Sisters Springs Connector Multi-Use Trail</u>
<u>SE 8th Avenue</u>	<u>US 19/98 (S)</u>	<u>NE 1st Terrace</u>	<u>B</u>	<u>B</u>	--
<u>NE 8th Avenue</u>	<u>NE 1st Terrace</u>	<u>NE 13th Street</u>	<u>B</u>	<u>B</u>	--
<u>NW 14th Place</u>	<u>NW 6th Street</u>	<u>End of Road</u>	<u>B</u>	<u>B</u>	--
<u>NW 6th Street</u>	<u>US 19/98</u>	<u>NW 14th Place</u>	<u>B</u>	<u>B</u>	--
<u>NW 19th Street</u>	<u>US 19/98</u>	<u>NW 21st Court</u>	<u>B</u>	<u>B</u>	--
<u>NE 12th Avenue</u>	<u>Crystal Street</u>	<u>SE 1st Street</u>	<u>B</u>	<u>B</u>	--
<u>NE 11th Street</u>	<u>NE 8th Avenue</u>	<u>Citrus Avenue</u>	<u>B</u>	<u>B</u>	--
<u>NE 3rd Street</u>	<u>NE 7th Avenue</u>	<u>City Limits (E)</u>	<u>B</u>	<u>B</u>	--

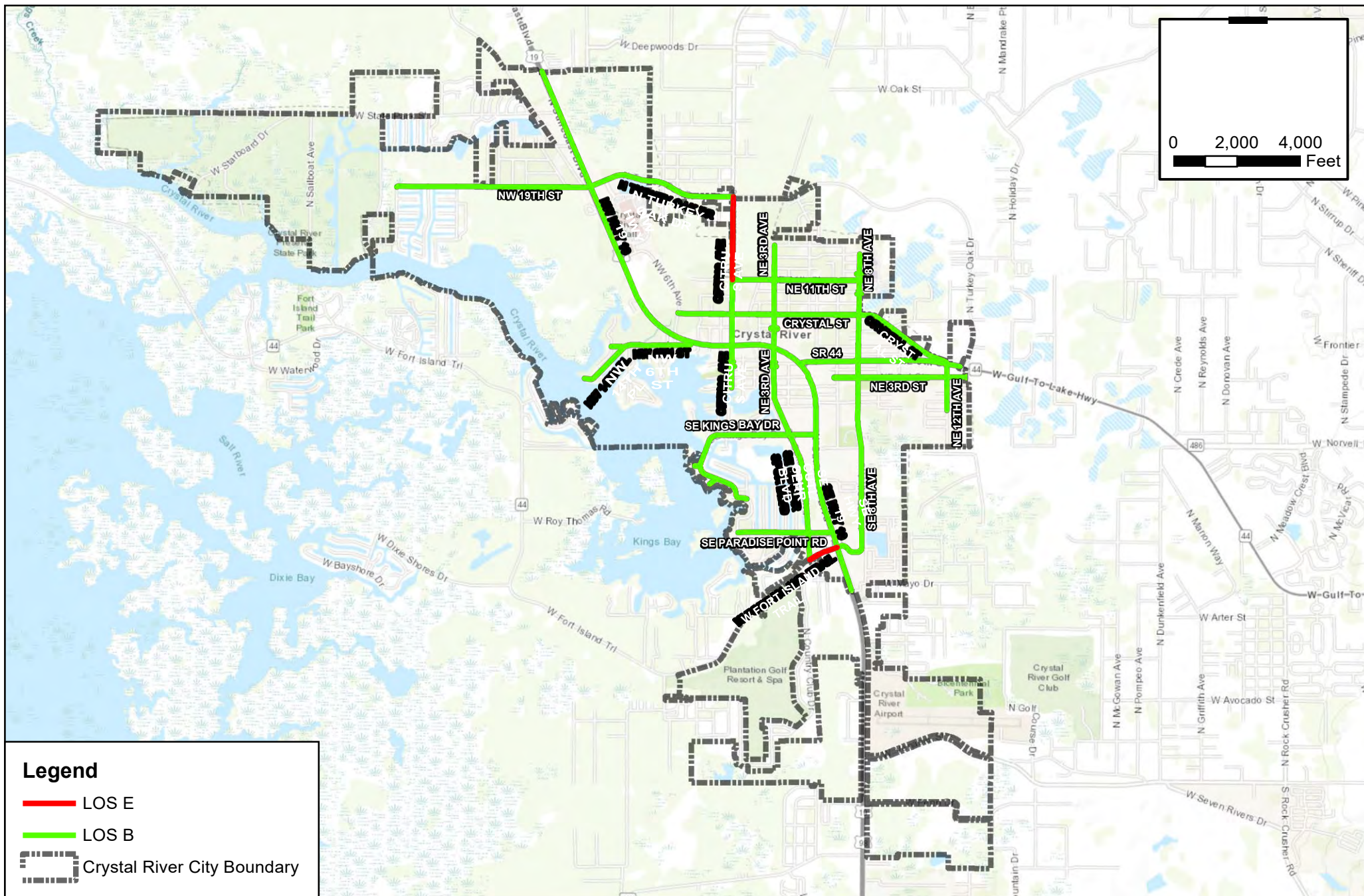


FIGURE 4-2: CRYSTAL RIVER 2023 PEDESTRIAN LEVEL OF SERVICE



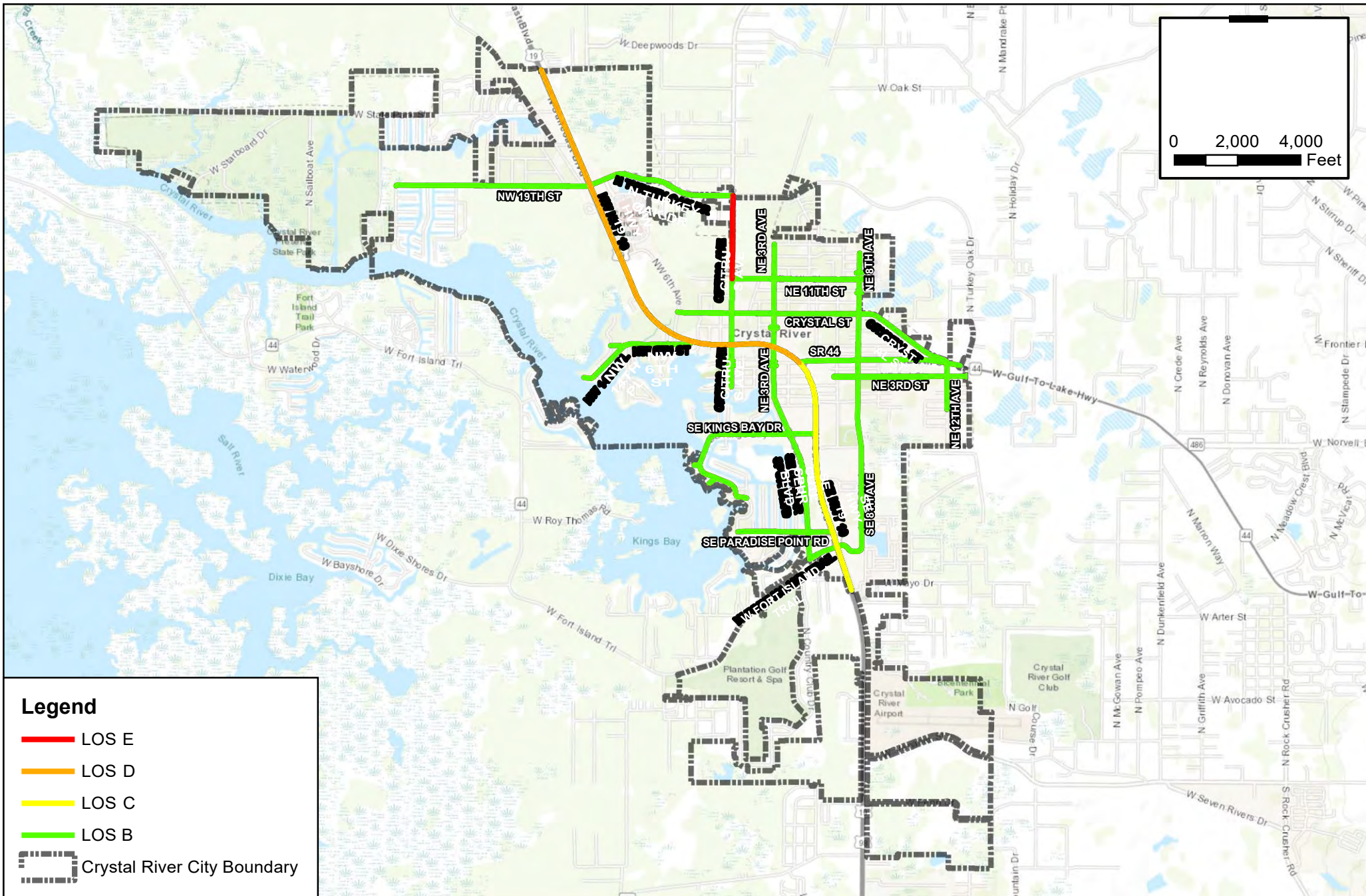


FIGURE 4-3: CRYSTAL RIVER 2023 BICYCLE LEVEL OF SERVICE



4.3 Year 2030 Conditions

4.3.1 2030 Roadway Conditions

Year 2030 traffic conditions were projected for daily traffic conditions and PM peak hour traffic conditions using the growth rates identified in Table 3-2. The resulting roadway levels of service are summarized in Table 4-4 and Table 4-5 and illustrated in Figure 4-4.

All roadways are projected to operate at LOS D or better in 2030.

4.3.2 2030 Pedestrian Conditions

No major pedestrian improvements are planned prior to year 2030. Therefore, the pedestrian level of service in 2030 is the same as existing conditions. The projected 2030 pedestrian levels of service for roadways are identified in Table 4-6 and illustrated in Figure 4-5. No changes to the existing pedestrian levels of service are expected for 2030. Future bicycle and pedestrian improvements are planned but not programmed for funding.

4.3.3 2030 Bicycle Conditions

The projected 2030 bicycle levels of service for roadways are identified in Table 4-6 and illustrated in Figure 4-6. No changes to the year 2023 bicycle levels of service are expected for 2030.

4.3.4 2030 Transit Conditions

No transit improvements are planned prior to year 2030. Therefore, the transit level of service in 2030 is the same as existing conditions, which exceeds the LOS E standard. No changes to the existing transit levels of service are expected for 2030.

4.4 Internal Consistency within the Comprehensive Plan

The Transportation Element is consistent with the other elements of the City of Crystal River's Comprehensive Plan and is coordinated with the Future Land Use Element. The analysis of the future transportation system for the City was based upon the vision of Crystal River as expressed within the goals, objectives, and policies of the Comprehensive Plan and reflected on the Future Land Use Map (FLUM).

Table 4 - 4: 2030 AADT and Level of Service

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Number of Lanes¹</u>	<u>LOS Standard</u>	<u>Service Volume²</u>	<u>AADT³</u>	<u>LOS</u>	<u>Meets Standard</u>
<u>US 19/98</u>	<u>City Limits (N)</u>	<u>SR 44</u>	<u>4L</u>	<u>D</u>	<u>36,200</u>	<u>30,200</u>	<u>D</u>	<u>YES</u>
	<u>SR 44</u>	<u>City Limits (S)</u>	<u>6L</u>	<u>D</u>	<u>54,300</u>	<u>34,200</u>	<u>C</u>	<u>YES</u>
<u>SR 44</u>	<u>City Limits (E)</u>	<u>US 19/98</u>	<u>4L</u>	<u>D</u>	<u>36,200</u>	<u>35,300</u>	<u>D</u>	<u>YES</u>
<u>Citrus Avenue</u>	<u>NE 2nd Street</u>	<u>N Turkey Oak Drive</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>8,200</u>	<u>D</u>	<u>YES</u>
<u>N Turkey Oak Drive</u>	<u>US 19/98</u>	<u>Citrus Avenue</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>3,900</u>	<u>D</u>	<u>YES</u>
<u>W Ft. Island Trail</u>	<u>US 19/98</u>	<u>City Limits</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>6,700</u>	<u>D</u>	<u>YES</u>
<u>SE Cutler Spur Boulevard</u>	<u>W Ft. Island Trail</u>	<u>NE 3rd Avenue /NE 1st Terrace</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>3,600</u>	<u>D</u>	<u>YES</u>
<u>NE 3rd Avenue</u>	<u>NE 1st Terrace</u>	<u>US 19/98</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>3,600</u>	<u>D</u>	<u>YES</u>
	<u>US 19/98</u>	<u>NE 13th Terrace</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>2,900</u>	<u>C</u>	<u>YES</u>
<u>Crystal Street</u>	<u>NW 6th Avenue</u>	<u>SR 44</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>2,400</u>	<u>C</u>	<u>YES</u>
<u>SE Paradise Point Road</u>	<u>US 19/98</u>	<u>SE Kings Bay Drive</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,600</u>	<u>C</u>	<u>YES</u>
<u>SE Kings Bay Drive</u>	<u>US 19/98</u>	<u>SW 1st Court</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,800</u>	<u>C</u>	<u>YES</u>
<u>SE/NE 8th Avenue</u>	<u>US 19/98 (S)</u>	<u>NE 1st Terrace</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>2,600</u>	<u>C</u>	<u>YES</u>
	<u>NE 1st Terrace</u>	<u>NE 13th Street</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,900</u>	<u>C</u>	<u>YES</u>
<u>NW 14th Place</u>	<u>NW 6th Street</u>	<u>End of Road</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,300</u>	<u>C</u>	<u>YES</u>
<u>NW 6th Street</u>	<u>US 19/98</u>	<u>NW 14th Place</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,300</u>	<u>C</u>	<u>YES</u>
<u>NW 19th Street</u>	<u>US 19/98</u>	<u>NW 21st Court</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,300</u>	<u>C</u>	<u>YES</u>
<u>NE 12th Avenue</u>	<u>Crystal Street</u>	<u>SE 1st Street</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>1,500</u>	<u>C</u>	<u>YES</u>
<u>NE 11th Street</u>	<u>NE 8th Avenue</u>	<u>Citrus Avenue</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>710</u>	<u>C</u>	<u>YES</u>
<u>NE 3rd Street</u>	<u>NE 7th Avenue</u>	<u>City Limits (E)</u>	<u>2L</u>	<u>D</u>	<u>12,510</u>	<u>650</u>	<u>C</u>	<u>YES</u>

Source: Traffic counts from Crystal River/Citrus County and FDOT (2017 Florida Traffic Online)

- (1) L equals number of lanes
- (2) Service volumes are based on adopted LOS standards
- (3) Average Annual Daily Trips

Table 4 - 5: 2030 Peak Hour, Peak Direction, and Level of Service

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Number of Lanes¹</u>	<u>LOS Standard</u>	<u>Service Volume²</u>	<u>PM Peak Hour Peak Direction</u>			
						<u>Volume</u>	<u>Peak Direction</u>	<u>LOS</u>	<u>Meets Standard</u>
<u>US 19/98</u>	<u>City Limits (N)</u>	<u>SR 44</u>	<u>4L</u>	<u>D</u>	<u>1,790</u>	<u>1,300</u>	<u>SB</u>	<u>C</u>	<u>YES</u>
	<u>SR 44</u>	<u>City Limits (S)</u>	<u>6L</u>	<u>D</u>	<u>2,690</u>	<u>1,460</u>	<u>SB</u>	<u>C</u>	<u>YES</u>
<u>SR 44</u>	<u>City Limits (E)</u>	<u>US 19/98</u>	<u>4L</u>	<u>D</u>	<u>1,790</u>	<u>1,550</u>	<u>EB</u>	<u>D</u>	<u>YES</u>
<u>Citrus Avenue</u>	<u>NE 2nd Street</u>	<u>N Turkey Oak Drive</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>450</u>	<u>NB</u>	<u>D</u>	<u>YES</u>
<u>N Turkey Oak Drive</u>	<u>US 19/98</u>	<u>Citrus Avenue</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>260</u>	<u>EB</u>	<u>D</u>	<u>YES</u>
<u>SE Ft. Island Trail</u>	<u>US 19/98</u>	<u>City Limits</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>290</u>	<u>EB</u>	<u>D</u>	<u>YES</u>
<u>SE Cutler Spur Boulevard</u>	<u>W Ft. Island Trail</u>	<u>NE 3rd Avenue /NE 1st Terrace</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>210</u>	<u>NB</u>	<u>D</u>	<u>YES</u>
<u>NE 3rd Avenue</u>	<u>NE 1st Terrace</u>	<u>US 19/98</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>210</u>	<u>NB</u>	<u>D</u>	<u>YES</u>
	<u>US 19/98</u>	<u>NE 13th Terrace</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>160</u>	<u>WB</u>	<u>C</u>	<u>YES</u>
<u>Crystal Street</u>	<u>NW 6th Avenue</u>	<u>SR 44</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>110</u>	<u>EB</u>	<u>C</u>	<u>YES</u>
<u>SE Paradise Point Road</u>	<u>US 19/98</u>	<u>SE Kings Bay Drive</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>90</u>	<u>WB</u>	<u>C</u>	<u>YES</u>
<u>SE Kings Bay Drive</u>	<u>US 19/98</u>	<u>SW 1st Court</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>90</u>	<u>NB</u>	<u>C</u>	<u>YES</u>
<u>SE/NE 8th Avenue</u>	<u>US 19/98 (S)</u>	<u>NE 1st Terrace</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>120</u>	<u>SB</u>	<u>C</u>	<u>YES</u>
	<u>NE 1st Terrace</u>	<u>NE 13th Street</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>100</u>	<u>EB</u>	<u>C</u>	<u>YES</u>
<u>NW 14th Place</u>	<u>NW 6th Street</u>	<u>End of Road</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>60</u>	<u>EB</u>	<u>C</u>	<u>YES</u>
<u>NW 6th Street</u>	<u>US 19/98</u>	<u>NW 14th Place</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>60</u>	<u>WB</u>	<u>C</u>	<u>YES</u>
<u>NW 19th Street</u>	<u>US 19/98</u>	<u>NW 21st Court</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>60</u>	<u>SB</u>	<u>C</u>	<u>YES</u>
<u>NE 12th Avenue</u>	<u>Crystal Street</u>	<u>SE 1st Street</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>70</u>	<u>WB</u>	<u>C</u>	<u>YES</u>
<u>NE 11th Street</u>	<u>NE 8th Avenue</u>	<u>Citrus Avenue</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>40</u>	<u>EB</u>	<u>C</u>	<u>YES</u>
<u>NE 3rd Street</u>	<u>NE 7th Avenue</u>	<u>City Limits (E)</u>	<u>2L</u>	<u>D</u>	<u>621</u>	<u>30</u>	<u>SB</u>	<u>C</u>	<u>YES</u>

Source: Traffic counts from Crystal River/Citrus County and FDOT (2017 Florida Traffic Online)

(1) L equals number of lanes

(2) Service volumes are based on adopted LOS standard

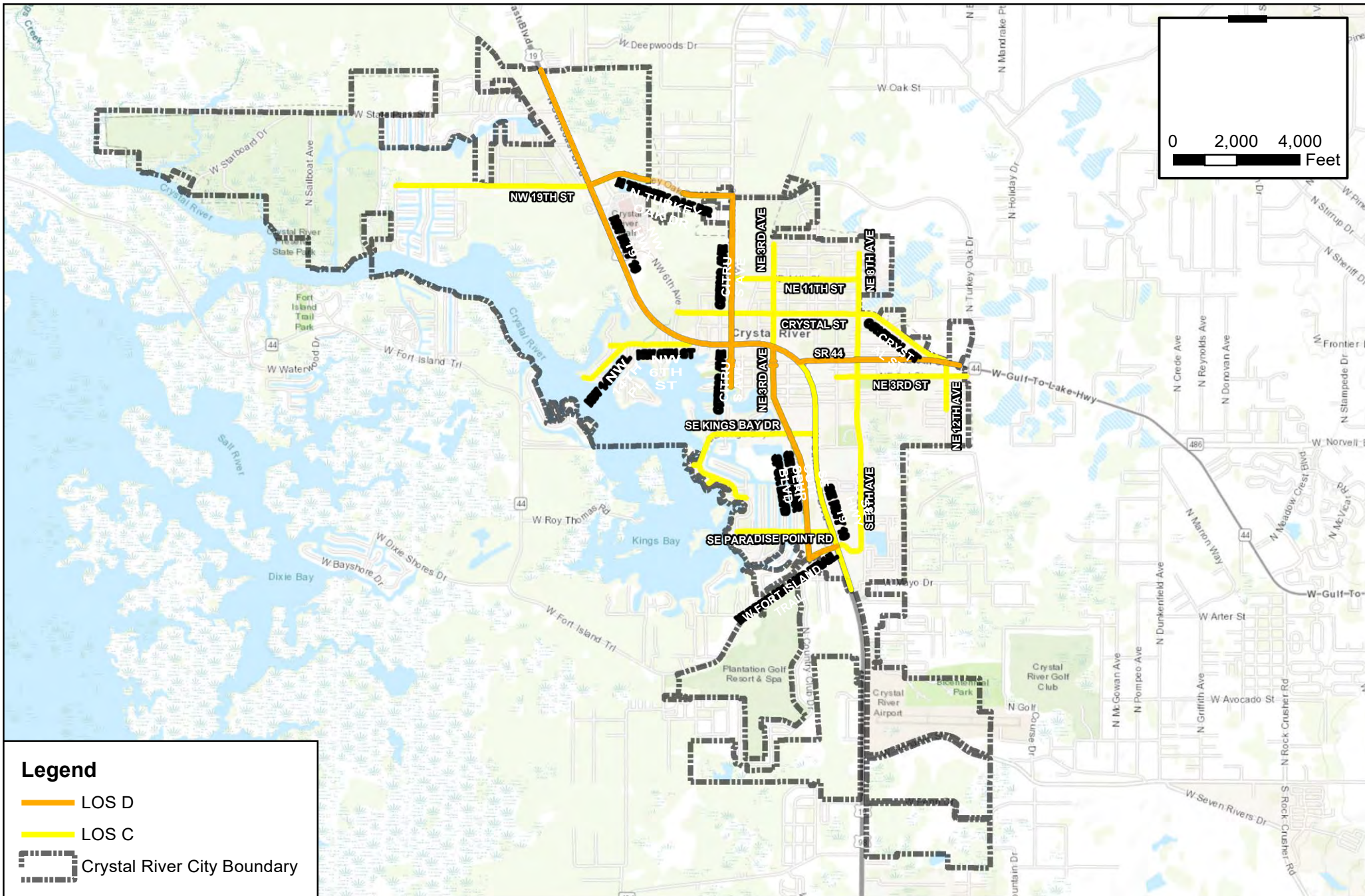


FIGURE 4-4: CRYSTAL RIVER 2030 ROADWAY DAILY LEVEL OF SERVICE



Table 4 - 6: 2030 Bicycle and Pedestrian Level of Service

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Pedestrian LOS</u>	<u>Bicycle LOS</u>	<u>Planned Improvements</u>
<u>US 19/98</u>	<u>City Limits (N)</u>	<u>SR 44</u>	<u>B</u>	<u>D</u>	--
<u>US 19/98</u>	<u>SR 44</u>	<u>City Limits (S)</u>	<u>B</u>	<u>C</u>	--
<u>SR 44</u>	<u>City Limits (E)</u>	<u>US 19/98</u>	<u>B</u>	<u>B</u>	<u>Three Sisters Springs Connector Multi-Use Trail</u>
<u>Citrus Avenue</u>	<u>NE 2nd Street</u>	<u>NE 11th Street</u>	<u>B</u>	<u>B</u>	--
	<u>NE 11th Street</u>	<u>N Turkey Oak Drive</u>	<u>E</u>	<u>E</u>	--
<u>N Turkey Oak Drive</u>	<u>US 19/98</u>	<u>Citrus Avenue</u>	<u>B</u>	<u>B</u>	<u>Sidewalk Improvements</u>
<u>SE Ft. Island Trail</u>	<u>US 19/98</u>	<u>City Limits</u>	<u>E</u>	<u>B</u>	<u>W. Fort Island Trail Multi-Use Trail</u>
<u>SE Cutler Spur Boulevard</u>	<u>W Ft. Island Trail</u>	<u>NE 3rd Avenue /NE 1st Terrace</u>	<u>B</u>	<u>B</u>	--
<u>NE 3rd Avenue</u>	<u>NE 1st Terrace</u>	<u>US 19/98</u>	<u>B</u>	<u>B</u>	--
	<u>US 19/98</u>	<u>NE 13th Terrace</u>	<u>B</u>	<u>B</u>	--
<u>Crystal Street</u>	<u>NW 6th Avenue</u>	<u>SR 44</u>	<u>B</u>	<u>B</u>	--
<u>SE Paradise Point Road</u>	<u>US 19/98</u>	<u>SE Kings Bay Drive</u>	<u>B</u>	<u>B</u>	--
<u>SE Kings Bay Drive</u>	<u>US 19/98</u>	<u>SW 1st Court</u>	<u>B</u>	<u>B</u>	<u>Three Sisters Springs Connector Multi-Use Trail</u>
<u>SE 8th Avenue</u>	<u>US 19/98 (S)</u>	<u>NE 1st Terrace</u>	<u>B</u>	<u>B</u>	--
<u>NE 8th Avenue</u>	<u>NE 1st Terrace</u>	<u>NE 13th Street</u>	<u>B</u>	<u>B</u>	--
<u>NW 14th Place</u>	<u>NW 6th Street</u>	<u>End of Road</u>	<u>B</u>	<u>B</u>	--
<u>NW 6th Street</u>	<u>US 19/98</u>	<u>NW 14th Place</u>	<u>B</u>	<u>B</u>	--
<u>NW 19th Street</u>	<u>US 19/98</u>	<u>NW 21st Court</u>	<u>B</u>	<u>B</u>	--
<u>NE 12th Avenue</u>	<u>Crystal Street</u>	<u>SE 1st Street</u>	<u>B</u>	<u>B</u>	--
<u>NE 11th Street</u>	<u>NE 8th Avenue</u>	<u>Citrus Avenue</u>	<u>B</u>	<u>B</u>	--
<u>NE 3rd Street</u>	<u>NE 7th Avenue</u>	<u>City Limits (E)</u>	<u>B</u>	<u>B</u>	--

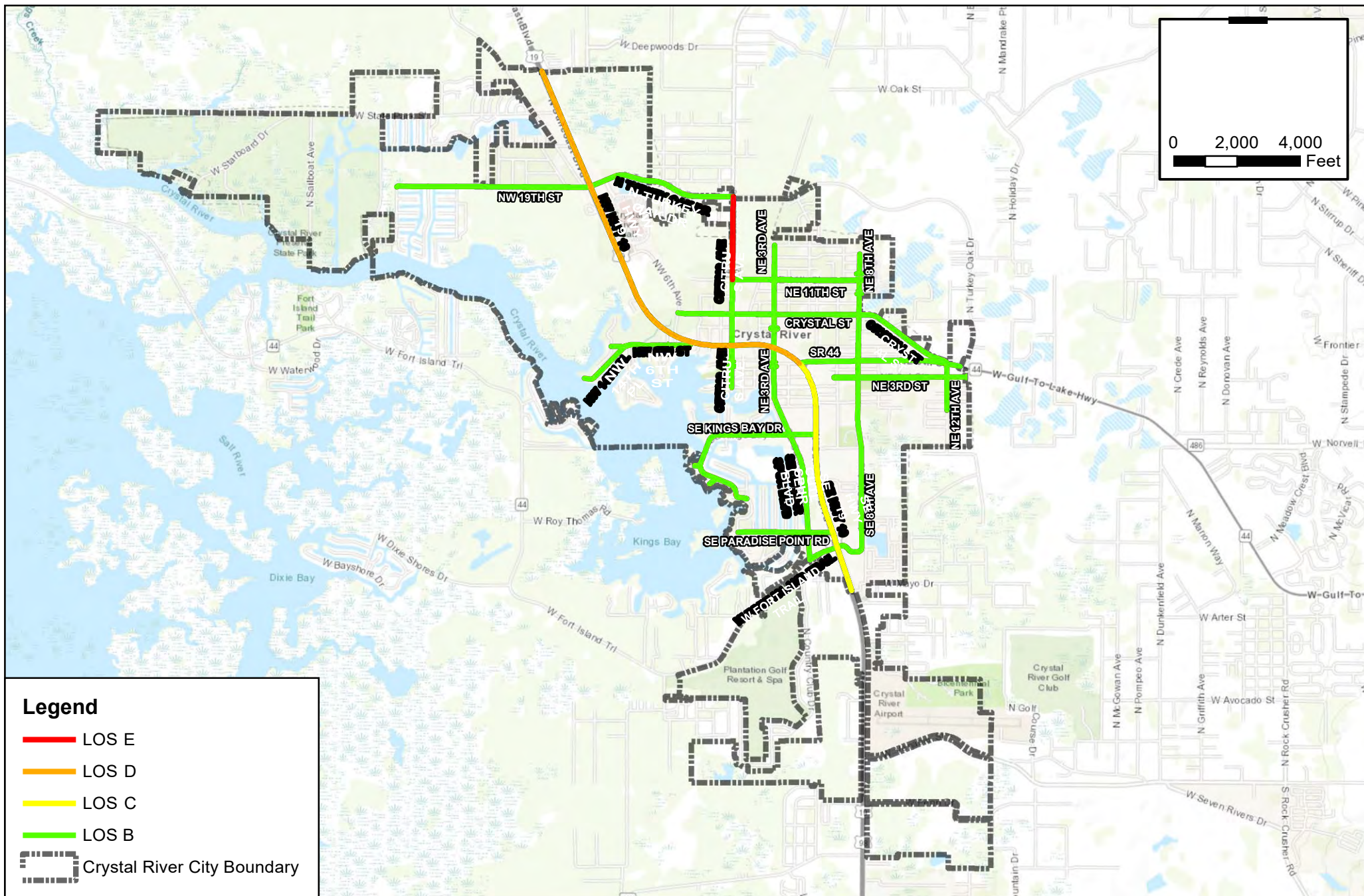


FIGURE 4-6: CRYSTAL RIVER 2030 BICYCLE LEVEL OF SERVICE



MULTI-MODAL TRANSPORTATION ELEMENT GOALS, OBJECTIVES AND POLICIES

<u>Goal 1</u>	<u>PROVIDE A MULTIMODAL TRANSPORTATION SYSTEM THAT PROVIDES A SYSTEM FOR BOTH MOTORIZED AND NON-MOTORIZED MODES OF TRANSPORTATION WHICH SERVES TO MAXIMIZE PUBLIC SAFETY, SUPPLY CONVENIENT ACCESS TO DESTINATION, AND MAINTAIN ADOPTED LEVELS OF SERVICE FOR THE CITY OF CRYSTAL RIVER.</u>
<u>INTERGOVERNMENTAL COORDINATION</u>	
<u>Objective 1</u>	<u>Continue to coordinate with Citrus County, the Hernando-Citrus MPO, and the Florida Department of Transportation (FDOT) to mitigate the projected capacity deficiencies along segments of state and county roadways and evacuation routes.</u>
<u>Policy 1.1</u>	<u>The City will coordinate appropriate actions with the FDOT and Citrus County when developments being reviewed by the City result in an increase in traffic volume on state and/or county roadways that will reduce the roadway's operating level of service.</u>
<u>Policy 1.2</u>	<u>The City will continue to coordinate with the FDOT on LOS standards and appropriate technical data relative to state roadways, particularly the SIS, to maintain the adopted LOS standards and maintain coastal evacuation routes to evacuate the coastal population prior to an impending natural disaster.</u>
<u>Policy 1.3</u>	<u>The City will continue to enforce access management provisions in the Crystal River Land Development Regulations and coordinate with FDOT on commercial development proposals with impacts on state roads.</u>
<u>Policy 1.4</u>	<u>The City of Crystal River hereby incorporates by reference the Hernando-Citrus Long Range Transportation Plan (LRTP) in effect into this comprehensive plan. The City will continue to coordinate through the MPO to implement the LRTP and to participate in developing updates to the LRTP as an ongoing effort.</u>
<u>Policy 1.5</u>	<u>The City shall coordinate with the FDOT, MPO, and County to continue discussions on the feasibility of locating the SIS facility designation from SR-44 (within the City limits) to N. Turkey Oak Drive as a direct route to US-19.</u>
<u>LEVEL OF SERVICE</u>	
<u>Objective 2</u>	<u>Maintain and update, as necessary, roadway levels of service for review of proposed development orders with respect to concurrency requirements established by this plan and for use in capital improvements programming.</u>

<u>Policy 2.1</u>	<u>The adopted peak hour, peak direction (PHPD) level of service (LOS) standard for all collector and arterial roadways within Crystal River is LOS D.</u>
<u>Policy 2.2</u>	<u>The City shall monitor the operating LOS for collector and arterial roadways in Crystal River based upon the FDOT generalized practices. If the operating LOS is determined to exceed the adopted LOS standard for roadways, the City shall undertake a more detailed LOS analysis. If the detailed analysis determines that the adopted LOS is being exceeded, the City shall develop a plan to address the LOS issue that may include adjusting the LOS standards, transportation system management projects, or capacity improvements.</u>
<u>Policy 2.3</u>	<u>The City shall coordinate with FDOT and Citrus County regarding the State and County roadways within the City to achieve and maintain the adopted LOS standards. The City shall also coordinate with FDOT and the County to maintain coastal evacuation routes to evacuate the coastal population prior to an impending natural disaster.</u>
<u>Policy 2.4</u>	<u>The City will issue development orders provided that required transportation facilities are available to serve the proposed development at the adopted level of service standard, or are scheduled to be in place or under actual construction not more than three years after issuance of the building permit or development order or its equivalent as recognized in the adopted Crystal River Five Year Capital Improvements Plan, Citrus County Capital Improvements Plan, or the first three years of the adopted FDOT Five Year Work Program.</u>
<u>Objective 3</u>	<u>The City shall coordinate its transportation system with the Future Land Use Map and the Comprehensive Plan.</u>
<u>Policy 3.1</u>	<u>The Future Transportation Map adopted as part of this element shall be consistent with the City's Future Land Use Map. Amendments to the Future Land Use Map will be reviewed based upon the potential impacts to the transportation system and the projected roadway LOS.</u>
<u>Policy 3.2</u>	<u>Any amendments to this Multimodal Transportation Element of the Crystal River Comprehensive Plan will be reviewed for consistency with the FDOT Five-Year Transportation Plan, the MPO Long Range Transportation Plan, and the Citrus County Comprehensive Plan.</u>
<u>Objective 4</u>	<u>The City's transportation system shall be coordinated with the City's Capital Improvement Element and Capital Improvements Plan, the FDOT Five-Year Transportation Improvement Plan and the Citrus County Comprehensive Plan and Capital Improvements Plan, the Tampa Bay Area Regional Transit authority and the Hernando-Citrus MPO.</u>

<u>Policy 4.1</u>	<u>Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year Capital Improvement Plan will be identified as either funded or unfunded and given a level of priority for funding.</u>
<u>FUNCTIONAL CLASSIFICATION OF ROADS</u>	
<u>Objective 5</u>	<u>Maintain roadway functional classification system according to FDOT standards and policies.</u>
<u>Policy 5.1</u>	<u>Street improvements will be designed to provide sufficient carrying capacity to accommodate projected development as indicated in the Future Land Use Map.</u>
<u>Policy 5.2</u>	<u>Residential streets will be designed to provide access to local properties and not to carry through traffic into residential areas.</u>
<u>Policy 5.3</u>	<u>The Crystal River Land Development Regulations will continue to provide setback requirements to protect future rights-of-way from building encroachment.</u>
<u>RIGHT-OF-WAY PRESERVATION</u>	
<u>Objective 6</u>	<u>Continue to implement measures to preserve rights-of-way for capacity expansion.</u>
<u>Policy 6.1</u>	<u>The City will prohibit non-governmental signage and off-site signage from existing and future rights-of-way.</u>
<u>Policy 6.2</u>	<u>The Crystal River Land Development Regulations will continue to provide setback requirements based on a roads Functional Classification for minimum right-of-way width requirement to protect future rights-of-way from building encroachment.</u>
<u>Objective 7</u>	<u>The City shall administer land development code regulations that require safe and convenient on-site traffic circulation that incorporates vehicle parking.</u>
<u>Policy 7.1</u>	<u>All new development will provide on-site parking except in the Crystal River Redevelopment Area (CRA) Overlay District as shown on the Zoning Map. New development will be required to submit a parking plan that addresses parking and on-site traffic flow.</u>
<u>Policy 7.2</u>	<u>The City will work cooperatively with the property owners of the CRA to develop a parking management plan to provide parking which meets the needs of the businesses and achieves the City's vision and guiding principles for the CRA as adopted in the Land Development Code.</u>

<u>Policy 7.3</u>	<u>The City shall regulate access management, specifically driveway access, through the Land Development Code. The City shall coordinate with FDOT and Citrus County regarding State and County arterials.</u>
<u>Policy 7.4</u>	<u>Bicycle parking standards shall be required for specified uses identified in the Land Development Code to support bicycling within the City.</u>
<u>MULTI-MODAL TRANSPORTATION</u>	
<u>Objective 8</u>	<u>The City shall implement “complete streets” principles for all roadways within the City to address the needs of bicyclist, pedestrians, and transit in all planning, programming, design, and construction.</u>
<u>Policy 8.1</u>	<u>The City will coordinate with the Florida Department of Transportation (FDOT), the Hernando/Citrus County MPO and Citrus County on implementing changes for state trail improvements and provide for bicycle/pedestrian facilities on county and/or state roadways throughout the City.</u>
<u>Policy 8.2</u>	<u>The City will coordinate with the FDOT officials to adopt safe standard bikeway regulations and to ensure continuity of adjoining pathways throughout the City.</u>
<u>Policy 8.3</u>	<u>The City will incorporate sidewalk construction in its Five-Year Transportation Plan. Funds for construction of sidewalks will be appropriated annually in the Capital Improvement Plan.</u>
<u>Policy 8.4</u>	<u>The City shall provide and/or require sidewalks and/or trails along all collector streets on at least one side of the street. The City shall provide and/or require sidewalks and/or trails on both sides of the roadway of all arterials and major collector streets.</u>
<u>Policy 8.5</u>	<u>The Crystal River Land Development Regulations will continue to provide standards for new residential and commercial developments to provide and dedicate pedestrian ways.</u>
<u>Policy 8.6</u>	<u>The City will continue to evaluate the opportunity for permitting golf carts on sidewalks, trails, and roadways within designated areas, as permitted by Florida Statutes, to enhance its multimodal transportation opportunities.</u>
<u>Policy 8.7</u>	<u>The City of Crystal River adopts Citrus County’s LOS target for transit services. The target standard for the existing fixed transit routes is LOS E (60 minute headways) by year 2030.</u>
<u>Policy 8.8</u>	<u>The City will regularly coordinate with the County regarding its transit plans within Crystal River.</u>

<u>Policy 8.9</u>	<u>The City currently has no direct rail access but will coordinate with the FDOT, the MPO, and Citrus County on implementing changes to improve connectivity to railroad infrastructure and coordinate rail improvements.</u>
<u>Objective 9</u>	<u>Coordinate with the FDOT and Citrus County to ensure a mechanism exists to address any issues related to the Crystal River airport.</u>
<u>Policy 9.1</u>	<u>The City shall support the County's implementation of the Crystal River Airport master plan for maintenance, expansion, and operation of the airport facilities.</u>
<u>Policy 9.2</u>	<u>The City will coordinate with Citrus County staff to identify short term and long term needs within the City limits for Crystal River airport coordination.</u>
<u>Policy 9.3</u>	<u>The City shall adopt airport compatible land development regulations for the areas of the City surrounding the Crystal River Airport pursuant to Florida Statutes.</u>

EXHIBIT “B”

DRAFT
2021 UPDATE

with strikethrough and underline

**FUTURE LAND USE
ELEMENT**



ORD. 11-O-06 September 12, 2011
ORD. 15-O-01 June 08, 2015
ORD. 21-O-06 IN PROGRESS

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Future Land Use Element Data and Analysis

Introduction

The Future Land Use Element of the Crystal River Comprehensive Plan (Plan) is updated with changes to the Goals, Objectives, and Policies based on the following data and analysis. These updates ~~are intended to comply with recommendations in the 2005 Evaluation and Appraisal Report (2005 EAR) are made in accordance with Chapter 163, Florida Statutes~~ as well as changes in the city, and in State legislation through ~~2010~~ 2020. The future land use data and analysis focuses on population, growth patterns, and the future use of land. Although the data and analysis document is not adopted, it is the basis for policy changes used to direct future growth and development within the city.

The City of Crystal River contains approximately ~~4,796~~ 4,927 acres¹ in area and is located on the shores of Kings Bay and the Crystal River in the northwest quarter of Citrus County. Kings Bay is a complex group of first-magnitude springs that is the source of the Crystal River which flows west approximately 6 miles to the Gulf of Mexico. Crystal River and its tributaries are a habitat for the Florida Manatee, particularly in the colder winter months. Two major arterials, US Highway 19, which runs north to south, and State Road 44, which runs east to west, dominate the city and provide the main transportation corridors.

Planning Time Frames

The planning time periods for the ~~EAR-based~~ comprehensive plan amendment are ~~2016~~ 2025 and ~~2025~~ 2030.

Population Projections

Historical Growth

In 1960, the population of Crystal River represented approximately 15 percent of the county's total population. By 1980, the city contained 2,778 people, mostly attributable to annexation rather than growth in the core of the city. Citrus County was Florida's fastest growing county between 1970 and 1980. Between 1980 and 2008, the county's population increased by 87,340 residents, or approximately 160 percent. During that same time period, Crystal River's population continued to grow, reaching a peak population in 1990 of 4,055 residents. In 2000, the permanent population was recorded as 3,485 people by the U.S. Bureau of the Census. The decline in population between 1990 and 2000 is attributed primarily to the destruction of a 200-unit mobile home park in the

¹ Acreage estimated using the land area (excluding water bodies) in the ~~Crystal River Comprehensive Plan, Land Use Element, March 2003 page LU-6 plus FLUE-5 – Future Land Use Map 2016-2030, that includes~~ the land area annexed between ~~2004 and 2010~~ 2011 and 2020. The Citrus County GIS office provided a total land and water area of 4,984.21 acres in July 2010. The difference between the two numbers is less than 4 percent and may be due to differences in water area or area in rights-of-way.

northwest quadrant of the city along the Crystal River. This park was destroyed in a major storm event in March 1993; the property was later purchased with state funds from the Conservation and Recreational Lands (CARL) program. In 2020, the population of Crystal River represented approximately two percent of the county's total population.

Current and Projected Population

The U.S. Bureau of the Census conducted its ten-year census of population on April 1, ~~2010~~ 2020. This data is not available for this update. The most current population estimate, ~~3,659~~ 3,190, is from the University of Florida, Bureau of Economics and Business Research (BEER).² Between ~~2000~~ 2010 and ~~2010~~ 2020, the city's population grew by ~~174~~ 82 people, or approximately ~~five~~ two percent. This data shows that the population continues to increase slowly. Therefore, the city's population is projected based on its historic growth. A linear progression of the population takes the decline in 2000 into account by slowing the growth of the city over time. The population projections for the planning periods of ~~2016~~ 2025 and ~~2025~~ 2040 are shown in the table below, **City of Crystal River Population Projections**. This table also shows the relative percent of the city's population to that of Citrus County. Since ~~the 2005 EAB was adopted~~, the City has annexed approximately ~~917~~ 1,016 acres, ~~including 126 acres of vacant residential lands.~~³ The land use changes for the annexed land, and changes in potential residential units, are discussed in the section titled "FLUM Changes ~~in the EBA~~" later in this data and analysis report.

City of Crystal River Population Projections

HISTORIC DATA	YEAR	CRYSTAL RIVER POPULATION (1)	CITRUS COUNTY POPULATION (1)	CRYSTAL RIVER PERCENT OF CITRUS COUNTY
	1960	1,423	9,268	15.4
	1970	1,696	19,196	8.7
	1980	2,778	54,703	5.0
	1990	4,055	93,515	4.3
	2000	3,485	118,085	3.0
	<u>2010</u>	<u>3,108</u>	<u>141,236</u>	<u>2.2</u>
	Estimate 2010 2020	3,659 (2) 3,190 (2)	142,202 (2) 149,383 (2)	2.6 2.1
LINEAR PROJECTION	YEAR	CRYSTAL RIVER POPULATION (3)	CITRUS COUNTY POPULATION (4) (2)	CRYSTAL RIVER PERCENT OF CITRUS COUNTY
	2016	4,252*	157,080	2.7
	2020	4,632	165,400	2.8
	2025	4,887 3,456	177,300 157,100	2.8 2.2
	2030	5,141 3,536	188,100 163,600	2.7 2.2
	<u>2035</u>	<u>3,715</u>	<u>168,900</u>	<u>2.2</u>
	<u>2040</u>	<u>3,852</u>	<u>173,400</u>	<u>2.2</u>

Sources:

² University of Florida, ~~letter to Crystal River~~ BEBR, ~~September 2010~~ December 2020.

³ ~~Citrus County, Generalized future land use map (GFLUM) designations.~~

- (1) Crystal River Comprehensive Plan, ~~1998~~ historical data; U.S. Census Bureau, 2000, 2010.
- (2) Bureau of Economic and Business Research, 2010 2020.
- (3) Population 1960 through 2010 2020 projected in a linear progression through the year 2030 2040 using Excel.
- (4) ~~Citrus County Comprehensive Plan, Chapter 10, Future Land Use Element, Table 10-9, August 25, 2009.~~
~~* The population for years 2016 and 2025 was interpolated from the linear projections.~~

Existing Land Use

Annexations

For a number of years, the City maintained a policy limiting annexations to those voluntarily initiated. This policy was affirmed in an interlocal agreement with Citrus County that stated unincorporated properties receiving city water and sewer services would not be required to annex into the city if or when these properties became contiguous. No annexations occurred between 1997 and 2004. By 2004, the City began to look at annexation as part of the process of providing sanitary sewer to properties along the Bay and the Crystal River, including unincorporated areas. In 2004, the City initiated an involuntary annexation that included multiple properties. Citrus County sued and the annexation was overturned in a court decision. This led to a revised annexation policy and more discussion with Citrus County.

The City entered into an interlocal agreement (07-O-49) with the County in 2007. This interlocal agreement was initiated over negotiations to annex the Plantation Inn and Country Club, a large resort contiguous to the city on its southwest boundary. The interlocal agreement spelled out where services would be provided, a process and schedule for annexation, fiscal responsibilities, and delineation of residential areas that would not be annexed. This interlocal agreement also required that the City and County enter into a Joint Planning Agreement, governed by Section 163.3171, *F.S.*, to be adopted into the city's Plan.

From 2005 through July 2010 2020, the City annexed 917.24 1,030.63 acres. These annexations increased the city's total land area by almost 25 26 percent. The largest annexation included multiple parcels on the south side of Crystal River and along US 19 and was completed by Ordinance 10-O-04 in February 2010. Between 2011 and 2020, the City annexed approximately 113 acres. In total, more than approximately half of the land (50%) is urbanized with 28 25 percent of the land used for commercial purposes. Institutional and public lands make up ~~almost another quarter~~ 21 percent of the annexations, including the Bicentennial Park, the Crystal River Airport, and the Crystal River National Guard.

Annexations by Existing Land Use

EXISTING USE	ACRES	PERCENT
Residential	<u>21.6 25.64</u>	<u>2.4 2.5</u>
Commercial	261.02	<u>28.5 25.3</u>
Institutional/Public	214.97	<u>23.4 20.9</u>
Industrial	10.06	1.0
Vacant	<u>409.59 518.94</u>	<u>44.7 50.3</u>
Total Acres	<u>917.24 1,030.63</u>	100.0

Source: City of Crystal River Annexations, 1998-2010 ~~2020~~. Existing use data: Citrus County Property Appraiser's Office, Property Record Cards, 2010.

~~Approximately 45 percent~~ Approximately 50 percent of the annexed acreage is vacant; 195.19 acres of the vacant land is designated for commercial uses (~~38.7%~~ 19.21%). ~~A major portion of the vacant land annexed in February 2010 is a proposed town center development on 160 acres known as Crystal River Commons. The project is located in the southeast corner of W. Venable Street and US 19 and extends south to Ozello Trail. The County amended its Comprehensive Plan to include a sub-area plan for Crystal River Commons. The project includes commercial and office uses; no residential development is permitted on the 160 acres. Upon annexation of this land, the City agreed to adopt the sub-area plan into the EAR-based amendment.~~

Existing Land Use Analysis

The Citrus County Property Appraiser's Office produced ~~both a map and~~ acreage summaries for the ~~2010 Existing Land Use Map~~ existing land use in the City. A summary description of the major land uses is shown in the table Existing Land Use, ~~2010~~ 2020.

Existing Land Use, ~~2010~~ 2020

LAND USE CATEGORY	EXISTING LAND USE ACREAGE	PERCENT
Residential Single-family and multifamily	565.9 <u>564.12</u>	14.0 <u>13.4</u>
Commercial General and office	612.8 <u>613.21</u>	15.2 <u>14.6</u>
Industrial	25.1 <u>18.36</u>	0.6 <u>0.4</u>
Total Public/Semi-Public	1,594.1 <u>532.61</u>	39.3 <u>12.7</u>
Public/Semi-Public	1,470.1 <u>402.89</u>	36.3 <u>9.6</u>
Educational	86.7	2.1
Transportation/Communication/Utilities	37.3 <u>43.02</u>	0.9 <u>1.0</u>
Vacant, agriculture and non-ag	1,166.3 <u>2,481.55</u>	28.8 <u>58.9</u>
Non-agriculture	1,008.7 <u>2,194.61</u>	24.9 <u>52.1</u>
Agriculture	157.6 <u>100.87</u>	3.9 <u>2.4</u>
Other, Wastelands	80.7 <u>186.07</u>	2.0 <u>4.4</u>
TOTAL	4,044.9 <u>4,209.85</u>	100.0

Source: Citrus County Property Appraiser, ~~November 2010~~ January 2021.

Acreage by land use for ~~2010~~ 2020 is based on codes for taxable land values as assigned by the Citrus County Property Appraiser. The total acreage estimated for the city is ~~4,044.9~~ 4,209.85 acres, ~~or 18.8% less than the total acres calculated by the County GIS Division~~. Rights-of-way are not generally calculated within the existing land use acreage totals. There are also fewer acres identified in the Public/Semi-public category because portions of the land area within the Preserve State Park are separated from the acreage within the city limits and included with a total for property shown within Citrus County.

Residential

The maximum residential density in Crystal River is 12 dwelling units per acre. For the existing land use analysis, all residential lands were combined into one category, regardless of density. Existing residential uses account for ~~566~~ 564 acres, or approximately 14 percent of the incorporated area. While the majority of the residential land appears to be in medium to high density land uses in ~~1998~~ 2020, city records show that most multi-family developments contain 10 or fewer units. The largest multi-family complex has ~~43~~ 50 units.⁴ The average residential density in Crystal River is 3.55 units per acre⁵. Privately-owned lands classified as Conservation on the Future Land Use Map include the potential for residential development of up to 1 dwelling unit per 2 acres.

Commercial

Commercial properties account for approximately ~~612~~ 613 acres of land, or about 15 percent of the total land area in the city. Commercial land has increased by almost 250 percent since 1996. Nationally, commercial lands often account for 15 to 17 percent of a city's land area. Higher numbers are often seen in areas with significant tourism, as more commercial land is required to support both resident and visitor needs. Because Crystal River is a popular tourist destination for viewing the Florida Manatee, and for fishing and boating, it is not surprising that the commercial-oriented development has increased over the past 14 years. It is anticipated that commercial acreage will continue to increase relative to the population during the planning periods.

Industrial

~~The city has two industrial categories on the 2010 future land use map: Light Industry and Heavy Industry. The total acreage used for industrial land has increased from 9.4 acres in 1996 to decreased from 25.1 acres in 2010 to 18.36 acres in 2020. The current acreage is less than 1 percent of city lands. The 2016–2025 Future Land Use Map will use only one industrial category.~~

Public/Semi-Public

Public/semi-public designations include government offices, the library, churches or other places of worship, and civic facilities. Other public, semi-public, and institutional lands include education, transportation/communication/utility, and recreation land uses. All public, semi-public, educational, recreational and transportation/communication/utility land uses total ~~1,594~~ 533 acres, or approximately ~~39~~ 13 percent of the city's land area.

4. Educational lands include the three school sites owned by the Citrus County School Board, one primary school, one middle school, and one high school. There are approximately 87 acres of land in this category. In February 2003, the School Board added 148 acres of land to the Crystal River High School site for the development of ball fields and to reroute school traffic on to N. Turkey Oak Drive. While this additional land is adjacent to the original school site, it is not incorporated into the city. Additional acreage has been acquired for the primary school from adjacent properties, including right-of-way from the closure of a portion of NE 10th

⁴ City of Crystal River, 2010 Citrus County Property Appraiser, 2020.

⁵ Estimated 2010 housing units (2,010) divided by residential acreage (566). Citrus County Property Appraiser, 2020 Tax Roll for City of Crystal River by PC Codes 01, 02, 03, 04/housing units (1,585) divided by residential acreage (564).

Avenue, for a total of about 24 acres. ~~Both the primary and high school educational facilities are undergoing renovations.~~

2. Recreational lands account for about ~~259~~ 260 acres, or about 6 percent, of the incorporated area. Recreational acreages include nine parks, both activity and resource-based. The Bicentennial Park, which was annexed in early 2010, is classified by the County as public/semi-public rather than recreational land use; this regional park is operated by the County and contains approximately 148 acres. In 2017, approximately 0.56 acre was added to Hunter Springs Park to facilitate a major renovation of the park.
3. Transportation/Communication/Utility lands are identified on 37.3 acres, and include easements for access, water, sewer, power, telephone, and other utilities. This category includes piers, marinas, airports, and rights-of-way, where calculated. The Crystal River Airport owned by the County but privately operated is classified as public/semi-public ~~rather than TCU~~. In addition, the marina in Crystal River is privately owned. This acreage was not included in the overall public lands total.
4. State-owned lands are included in the overall public/semi-public acreage total. These lands include about ~~1,100~~ 896 acres of land owned by the State of Florida, under the Board of Trustees of the Internal Improvement Trust Fund (TIITF). State-owned land represent almost one-quarter of the city's total land area and are not available for development, other than passive recreation or managed resource-based activities. These acreages may not be fully reported on the existing land use acreage based on the state's break down of land and water areas within the Preserve State Park.

Vacant

Agriculture and non-agriculture categories include approximately ~~1,166~~ 2,481.55 acres, or about ~~29~~ 60 percent of the city's land area. About ~~158~~ 101 acres are currently classified by the Property Appraiser's Office as agricultural land; the use is primarily for silviculture, rather than animal husbandry or other, more active farm-type operations. Traditionally, the City's regulations have prohibited domestic farm animals within the city limits. Much of the total vacant acreage may be available for future development.

Water or wetlands

It should be noted that wetlands and water bodies are not separately represented and may be included in some of the other land use categories. In addition, the category "Other, Wastelands" is considered non-developable land and includes such things as wetlands, sinkholes, drainage areas.

Development Pattern

There have been some changes to the future land use map since adoption of the plan in 1989. Annexations since ~~2004~~ 2010 have increased the total size of the city by approximately ~~25~~ four percent. Both development activities and annexations have resulted in a change in the ratios of the various land uses as shown in the **Existing Land Use**, 2010 2020 table. However, the overall pattern of development within the city is not significantly different as a result of either

development or annexations. The pattern of development continues to fall within the guidelines of the Future Land Use Map as envisioned in 1989.

Commercial uses continue in a linear pattern along US 19, SR 44, and Citrus Avenue, in the same pattern as in 1989. The commercial development along north and south Citrus Avenue contains mostly specialty retail, personal services, and restaurants. Development since ~~the last EAR-based amendment 2010~~ has occurred as infill development on vacant lots or as redevelopment of properties with existing development. This redevelopment includes a number of older waterfront homes being demolished and replaced with larger homes that use the entire available building envelope. Properties within the Community Redevelopment Area have converted to professional office uses and small retail shops. In addition to the 1988 designation of the Community Redevelopment Area, a Waterfronts Florida Designated Area was established in coordination with the Florida Department of Community Affairs (DCA) in 2004. Another major change in the city occurred in July 2010 when the ~~City, the State of Florida, SWFWMD, the Felburn Foundation, together with other private funding sources, secured the Florida Community Trust (FCT) provided assistance to the City in the planned~~ purchase of a 57 acre property adjacent to and including a first-magnitude springs group, the Three Sisters Springs. ~~The land use has since been amended from Medium Density Residential to Conservation on both the Future Land Use Map and the Zoning Map. The City and SWFWMD jointly own the land, and it is managed by USFWS under the Crystal River National Wildlife Refuge Complex. The 57-acre property has a medium density residential designation, allowing a maximum of 456 residential units. The property is included in the proposed list of land use amendments in this EAR-based amendment, to change from Medium Density Residential to Conservation on the 2016-2025 FLUM.~~

Inconsistent Uses

Where the actual use differs from the designated use on the future land use map, the City of Crystal River has in place nonconforming use requirements intended to reduce or eliminate such nonconforming uses. No further data or analysis is required.

Suitability of Vacant Land

As indicated in the **Existing Land Use, 2010- 2020** table, there are ~~over 1,200~~ just under 2,500 acres of vacant land within the city limits. The amount of vacant land has decreased since initial plan adoption in 1989; however, the condition of the vacant land has not changed significantly. The 917 acres of land annexed into the city lies mostly east of US 19, but contains land within the 100-year flood plain, some wetlands, and is mostly within the Coastal High Hazard Area. Due to expansion of the wastewater treatment plant and the extension of service throughout the city, public facilities and services are available to most of the vacant land. Excluding any wetland areas, the availability of water and sewer makes it possible to develop vacant properties while protecting water quality. Since 2010, approximately 95 vacant acres have been annexed and amended to Coastal Low Density Residential, allowing up to 190 dwelling units.

Natural Resources

Vacant land in Crystal River contains much of its natural resources. Protection of these natural resources should be considered in making land use decisions.

1. Springs. The property around and adjacent to the Three Sisters Springs was purchased in July 2010 by public and private funds. The property contains approximately 57 acres, a man-made lake, and is adjacent to and part of the first magnitude Kings Bay springs group known as Three Sisters Springs. This property is owned jointly by the City of Crystal River and the Southwest Florida Water Management District (SWFWMD) and will be managed by the US Fish and Wildlife Service.
2. The City and SWFWMD continue to implement the Surface Water Improvement & Management Program (SWIM) for Crystal River and Kings Bay. Coordination is ongoing with SWFWMD, FDOT, and FDEP to remove or filter the stormwater runoff from US Hwy 19. Runoff from Cutler's Spur and adjacent businesses ~~are-being~~ was addressed during improvements to that roadway (2010).⁶
3. Another natural resource associated with vacant land is the forested land. The city has many acres of hardwoods as well as pines. These forested areas serve as habitat for much of the city's wildlife.
4. Wetlands are an important resource to the city and to the life of the river. Use of these areas should be limited to conservation uses. Large portions of the wetlands and hardwood forests are publicly-owned by TIITF; portions were purchased through the Conservation and Recreation Lands program and remain largely undisturbed. These areas provide retention and purification of stormwater, habitat for a variety of plants and animals, as well as nutrients for food for plants and animals in the river. Wildlife is abundant on vacant lands in the city. Small mammals such as the opossum, gray squirrel, and armadillo are common. Wetlands, conservation land areas, and a FLUCCS vegetation map are included in the Conservation Element.

Topography

Most of the vacant land in the city lies in a flat coastal plain. The area is characterized by karst features such as sinkholes and depressions. Although sinkholes are common, most are only a few feet in diameter. The plain is broken by sand dune ridges that rise 10 to 15 feet above the surrounding elevation. The elevation of vacant land ranges from 0 to 20 feet above sea level with most land at the 5 foot elevation. None of the slopes are steep enough to impede density. Lands annexed since 2005 are within the same coastal plain and do not vary substantially in topography from the remainder of the city. Most of the city lies within the 100-year floodplain. Development activities must accommodate drainage issues to minimize stormwater flooding for other properties. The Conservation Element contains portions of the future land use map series, including the Wetlands Map.

Flooding

The city is also subject to high tides. Kings Bay and Crystal River are influenced by low and high tides on a normal basis. During heavy rainstorms, tropical storms, and other rain events, the city experiences localized street flooding. Drainage canals east of US 19 were dug as part of a mosquito control program. In most cases, these canals are located in public rights-of-way shown as streets.

⁶ SWIM, 2000.

These drainage canals experience periodic fluctuation based on tidal influence. ~~Homes within the flood zones are required to be elevated to minimize property damages.~~ Nearly all property in the City is designated by the Federal Emergency Management Agency (FEMA) as being located in a Special Flood Hazard Area. In order to reduce the risk of flooding, the development of residential and non-residential buildings must be elevated to a minimum base flood elevation as identified on FEMA's Flood Insurance Rate Map (FIRM). As part of the City's participation in the National Flood Insurance Program (NFIP), residents and businesses are eligible to obtain flood insurance policies. The City of Crystal River joined the Community Rating System (CRS) in 2016, and is currently a Class 7 community, resulting in a 15 percent reduction in flood insurance premiums.

Refer to the Conservation Element for more discussion of flood prone areas and the 100-Year Floodplain Map.

Redevelopment

The City is focusing on two primary areas for redevelopment. These are the Community Redevelopment Area and the Waterfronts Florida Designated Area. These areas are shown on the ~~2016-2025~~ Future Land Use Map. The Waterfronts Florida Area lies within the Community Redevelopment Area and focuses on the waterfront properties and traditional waterfront development, both of which include working waterfront and recreation-based activities.

Community Redevelopment Area

The Community Development Area is shown on the Future Land Use Map as an overlay. Since its creation in 1988, the Community Redevelopment Agency (Agency) has made numerous improvements to the streetscape along Citrus Avenue in the downtown area and along NW 3rd Street, which is perpendicular to Citrus Avenue. Major accomplishments within the Community Redevelopment Area include the addition of the NW 3rd Street Pier and Kings Bay Park, the Cross Town Trail, additional sidewalks, and construction of a public parking area on NE 5th Street. The Agency continues to discuss plans to complete a river-walk along King's Bay and for revitalizing the waterfront area in conjunction with the Waterfronts Board. Phase I of the Riverwalk was completed in 2018. The City is currently working towards completing Phase 2. The landward portion of the Riverwalk is walkable from the Best Western Resort to Kings Bay Park. A plan for a Splash Pad Park is proposed to be located between Citrus Avenue and the existing Cross Town Trail (west of US-19) to serve as a focal point and attraction for the Community Redevelopment Area.

In addition to public improvements, other changes have taken place in the Community Redevelopment Area. Remodeling, renovations, and reconstructions have extended the life of numerous existing residential and non-residential uses. The area includes two important points of public access to King's Bay:

1. King's Bay Park and NW 3rd Street Pier. This land was purchased and improved in 2003-2005 and a public pier was constructed at the end of NW 3rd Street.
2. Hunters' Spring Park. ~~Hunters' Spring Park~~ continues to be maintained and upgraded through a combination of city funding and grants from SWFWMD.

Citrus Avenue is the historic center of Crystal River. It remains primarily commercial in its development and has undergone redevelopment since the 1990s. Upgrades include sidewalks, crosswalks, off-street parking, and lighting. Several buildings along Citrus Avenue have been renovated and new restaurants, dive shops, antique stores, and other specialty retail and service establishments are located in this area. A private development, Heritage Village, located at the northeast corner of Citrus Avenue and US 19 maintains a number of businesses in both historic structures and new construction. The Community Redevelopment Area continues to provide money for improvements to the infrastructure to promote successful businesses within the traditional downtown area. ~~One notable lack, however, is the ability to combine residential uses with the office, service, and retail uses. To date, the land use categories in the Future Land Use Map do not provide for mixed use developments. The ability to allow some residential uses within this area would lead to a more sustainable land use pattern. The CRA provides the ability to combine residential uses with office, service, and retail uses that follows a pattern of development and design in a compact, pedestrian-oriented setting. Apartments may be permissible on upper stories above allowed business establishments. Apartment buildings may also be integrated in the downtown area that fronts and surrounds Citrus Avenue in the Office/Service Commercial District as designed within the CRA Overlay. The CRA Waterfront District Master Plan was adopted by the City in 2013 to preserve the small waterfront community that has begun to redevelop in the area.~~

Waterfronts Florida Designated Area

Waterfront Land Uses – The City qualified for and received a Waterfronts Florida Designated Area in 2003. The focus of the City’s waterfronts program is to maintain and enhance the environment for ecotourism and for fishing businesses. The City of Crystal River Waterfronts Partnership Advisory Board conducted a visioning program in 2004. As part of that process, the Advisory Board presented a draft resolution to the City Council in November 2004 to improve the water quality of the Kings’ Bay. Both ecotourism and fishing depend on the quality of the environment. The land uses adjacent to the waterfront should not degrade local natural systems, but should provide a reasonable mix of land uses to further both ecotourism and fishing.

The Coastal Management Element, Objective 2.3 and Policy A, states that applications for land use, zoning, and development orders will be reviewed based on a list of priorities for development along the waterfront: These include water-dependent uses and water-enhanced uses before other, non-water-dependent uses.

Historic Resources – There are a number of sites that date to the late 1800s within the Community Redevelopment and Waterfronts Area. These include:

1. Bayview Cemetery
2. Old Cedar Mill site
3. Heritage Village
4. Crystal City Addition to Crystal River, Plat 1894.

The historic sites may merit protection or special consideration because of their significance to the history of Crystal River. However, structures were surveyed to determine the date of construction and significance to the early growth and development of Crystal River and to identify potential

historic districts. It was determined that individually significant buildings were too scattered to form a cohesive district.

Civic Master Plan

The City is working with a consultant to develop a Civic Master Plan that will address three distinct planning areas of the City that will support mixed-use development and that is highly walkable and safe. These areas include the SR 44 corridor, a thoroughfare that once served as a main street for the neighborhoods that surround it; the downtown Community Redevelopment Area (CRA), a mixed use, waterfront district; and three aging shopping centers of varying size that can be redeveloped to serve as neighborhood or community centers. New zoning districts will be established for those areas that are either transect based or conventional based and properly addressed on the Future Land Use Map.

The Civic Master Plan will establish a new paradigm based on context and character to create a unified framework for how planning, engineering, and zoning address the public and private realm. Special attention will be placed on the following topics:

1. Urban Design and Placemaking – Urban design and placemaking concepts and strategies will be developed to establish a “strong sense of place” that reflects the local character and conveys an appropriate scale and sense of interconnectivity throughout the planning areas. Existing design for new public infrastructure projects in downtown (Possibly including the Riverwalk, Town Square, and adjacent linear park with splash pad) will be refined and improved as part of this process.
2. Parking – Opportunities and policies will be identified and promoted for implementing best practices for on-street, consolidated, and on-site parking. Strategies will vary depending on an area’s context.
3. Stormwater – Best practices for stormwater treatment and green infrastructure will be incorporated into the Civic Master Plan. This may include a “rural to urban” toolbox, on-site treatment, and consolidated (area) treatment. Stormwater strategies will be closely coordinated and integrated with street design and urban design concepts, such as a light imprint matrix.
4. Future Character Areas (or a similar framework for form-based zoning) will be established. Existing “Future Land Use” categories may be converted into Future Character Areas (or similar) in order to implement the context-based (rural to urban) transect or zoning framework.
5. Streets – Context-based design parameters for new and reconfigured streets will be developed based on the Future Character Areas (or similar framework) as well as opportunities to implement a city-wide “complete streets” policy. Specific thoroughfares will be identified for “right-sizing” and the demonstration of the proposed design parameters. This will include refinement of the conceptual design and policies for the “downtown blocks” of Highway 19 and 44. Street design and urban design will be closely integrated in strategies, policies, and illustrative plans and renderings.
6. Shoreline Resiliency – Standards for shoreline resilience will include new waterfront regulations for both working waterfronts and residential areas. This effort will also involve research into resilience planning grants.

7. Historic Preservation – The creation of local historic district(s) will be further explored, where appropriate, within the planning areas to enhance community character and create a strong sense of place.

Special Areas

Coastal High Hazard Area

The Coastal High Hazard Area (CHHA) is defined as that area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model⁷. The area designated as the coastal high hazard area for Citrus County and Crystal River is shown on Storm Surge Map as part of the Coastal Management Element of this Plan. The ~~Withlacoochee~~ Tampa Bay Regional Planning Council is responsible for preparing the Hurricane Evacuation Plan and the CHHA mapping.

The ~~most recent Plan amendment, CPA-08-2,~~ established a level of service for out-of-county hurricane evacuation times and time to shelter within the county. ~~These levels of service~~ are consistent with Chapter 163.3178(9)(8)(b), *F.S.* ~~and with Rule 9J5.012(3)(b)6 and 7, Florida Administrative Code,~~ which requires local governments to either direct population concentrations away from coastal high hazard areas or to maintain or reduce hurricane evacuation times.

Energy Conservation Resources

~~A statutory requirement (House Bill 697) to address energy conservation became effective on July 1, 2008. This legislation includes changes to comprehensive plan requirements in Sec. 163.3177, F.S. The Future Land Use Element is required to discourage urban sprawl, to include energy-efficient land use patterns accounting for existing and future electric power generation and transmission systems, and to include strategies that reduce greenhouse gas emissions. Because Crystal River is an older city with established land use patterns, changes in land use patterns and building efficiencies through design will occur slowly as redevelopment occurs. The greatest potential for affecting energy consumption is within the transportation sector. This is consistent with studies and research indicating that transportation uses 28-33 percent of energy nationwide and that transportation uses generate 40 percent of greenhouse gas emissions in Florida.~~

The Future Land Use Element contains provisions that discourage urban sprawl, allow energy-efficient land use patterns accounting for existing and future electric power generation and transmission systems, and strategies to reduce greenhouse gas emissions. The energy conservation area is the Community Redevelopment Area, shown as an overlay on the Future Land Use Map, where a mix of uses may occur ~~if the EAR-Based amendment is adopted and found in compliance with state law~~. The Cross Town trail, combining an exercise, pedestrian, and bicycle trail is located in the Community Redevelopment Area; a multi-use trail is located along US 19 and is also within the Community Redevelopment Area. These facilities are shown on the Existing Bicycle & Pedestrian Facilities Map in the Transportation Element data and analysis. The opportunity to mix land uses and to increase density and intensity in appropriate locations is a significant factor in

⁷ Section 163.3178(2)h, *Florida Statutes*.

blending transportation system design and land use design. The opportunity for mixed use developments within the Community Redevelopment Area, shown as an overlay on the Future Land Use Map, is provided to encourage development designs that maximize the conservation of energy and achieve a reduction in greenhouse gas emissions.⁸

Electric Distribution Substations

Consistent with state law, the City ~~is adopting~~ has a policy to ensure that new substations are permissible in all land use categories, except for the Conservation land use category. State law provides that electric substations may be excluded from conservation and historic preservation categories.

Hazard Mitigation Plans

Citrus County and the cities of Crystal River and Inverness developed the first Citrus County Local Mitigation Strategy (LMS) in 2000 to minimize the impacts of natural disasters that might occur within the county. Other public agencies and private sector representatives are included in the group that prepares and updates the LMS. The LMS ~~was is~~ updated ~~in 2005~~ every five years with the most current update made available in ~~August 2010~~ 2020.

The LMS categorizes and ranks the city's vulnerability toward a variety of natural disasters and hazards. The city is moderately vulnerable to incidents at the Crystal River Energy Complex, drought, hazardous materials incident, wildfires, land subsidence, category EF 2 and EF 3 tornadoes, and category 1 and 2 hurricanes. The city is highly vulnerable to category 3, 4 and 5 hurricanes, flooding, and EF 4 and 5 tornadoes.

The city's Plan contains policies that address the hurricane evacuation, shelters, and mitigation of property damage, building within the Federal Emergency Management-designated velocity zone, fire, and flooding. In August 2007, the City of Crystal River became a signatory "to the Statewide Mutual Aid Agreement for Catastrophic Disaster Response and Recovery Activities."⁹ Any incident of this level will be coordinated through the Citrus County Sheriff's Office Emergency Management Office Operations Division. Based on the 2010 2020 LMS, the City is incorporating requirements of the mitigation plan into ~~this EAR-based amendment~~ the Goals, Objectives, and Policies of the City's Plan. These requirements are listed in priority order below:

- ~~1. Reduce the number of repetitive loss properties by reviewing the current FEMA NFIP Repetitive Loss List for Citrus County to identify the correct, updated address and exact location of each individual structure. Using the National Flood Mitigation Data Collection Tool, survey property owners to determine interest and eligibility to pursue mitigation measures and identify the most appropriate mitigation measure for each structure using the priority established. Implement mitigation measures on each individual structure using the established property to mitigation future damage as funding becomes available.~~

⁸ See GOPs, FLUE Objectives 1.2, Policy C; Objective 2.6, Policy B-6; and Objective 1.3, Policies A-C.

⁹ 2010 LMS, page 25.

- ~~2. Investigate and implement protective measures necessary for Crystal River critical facilities in the Category 1 evacuation zones including: Fire Department, Ambulance Service, City Hall and Police Station, schools, and library.~~
 - ~~3. Continue to implement the findings from the City of Crystal River Stormwater Management Plan.~~
 - ~~4. Opening protection to be placed on windows and glass doors of critical facilities.~~
 - ~~5. Investigate and implement a new location for the EEOC in the City of Crystal River.~~
 - ~~6. Continue to seal the sewer system in the city against infiltration to reduce potential flooding by reducing overload during flood events and to prolong the life of the system.~~
 - ~~7. Investigate and implement a stormwater utility fee to providing a funding source for future mitigation projects. Create a City of Crystal River mobile command post to facilitate emergency contact with residents and first responders and facilitate evacuation when needed.~~
 - ~~8. Create a location/shelter for City of Crystal River emergency workers and their families during activation.¹⁰~~
1. Reduce the number of repetitive loss properties by reviewing the current FEMA NFIP Repetitive Loss List for Citrus County to identify the correct, updated address and exact location of each individual structure. Using the National Flood Mitigation Data Collection Tool, survey property owners to determine interest and eligibility to pursue mitigation measures and identify the most appropriate mitigation measure for each structure using the priority established. Implement mitigation measures on each individual structure using the established property to mitigation future damage as funding becomes available.
 2. Provide protection from increased infiltration into the sanitary sewer system during flood events through the installation of portable bypass pumps and portable generators at the lift stations.
 3. Investigate, update and/or implement new location for the City Hall in the City of Crystal River.¹⁰

Areas of Critical State Concern

None

Dredge Spoil Sites

None

¹⁰ 2010 2020 LMS, pages 148-156 and 158 Table 4-5 – Citrus County Action Plan.

Future Land Use

Future Land Use Map Categories

The Future Land Use Map, or FLUM, is a representation of the future pattern of land development. It is intended as a policy guide for the City Council when assigning more specific regulations through the use of the zoning districts or other land development regulations that accomplish the overall goal or pattern. Decisions made by the City Council regarding the FLUM are legislative in nature whereas decisions to assign zoning districts are quasi-judicial matters. A quasi-judicial decision to assign a zoning district is one in which the legislative body investigates factual information to make a decision consistent with the Comprehensive Plan, Future Land Use Map.

~~The following is a list of changes to the FLUM in this EAR-based Amendment. Each change is discussed, followed by the proposed amendment to the map or map category.~~

Changes to the FLUM Categories

- ~~1. There is no intensity of development specified for the following land use categories as required by s. 163.3177(6)(a), F.S. and by 9J-5.006(c)7, F.A.C.:~~
 - ~~▪ Light Industrial~~
 - ~~▪ Heavy industrial~~
 - ~~▪ Public/semi-public~~
 - ~~▪ Transportation/communication/utilities~~
 - ~~▪ Education~~
 - ~~▪ Recreation~~

~~➤ The land use categories are revised to specify an intensity of development in Goal 2, Objective 2.6 after combining categories as described in item 2 below.~~
- ~~2. There are a number of FLUM categories with similar uses; in addition, these land use categories are implemented with the same zoning district. These are:~~

FLUM Categories

FUTURE LAND USE CATEGORY	ZONING DISTRICT
Highway Commercial Large Scale Commercial	High Intensity Commercial
Public/Semi Public Education Recreation Transportation/Communications/Utility	Public/Semi Public
Light Industrial Heavy Industrial	Industrial
Coastal Preservation Conservation	Conservation

~~Source: Nancy H. Smith, Inc., August 2010.~~

The 2010 Future Land Use Map as currently adopted has 17 12 land use categories. ~~The multitude of categories, with little differentiation, results in confusion in implementation.~~ A complete list of the 2010 Future Land Use Map categories with a description of its use and intensity or density is located in the **Appendix FLUE-2: Future Land Use Map Categories and Descriptions.**

~~The 2005 EAR proposed that the Coastal Low Density Residential land use be eliminated. Because all of the land area previously designated on the FLUM as Coastal Preservation is owned by the state, under management of the THTF, the Coastal Preservation land use category is eliminated instead.~~

~~➤ The land use categories in Goal 2, Objective 2.6, are revised to combine similar land use categories.~~

~~3. The description of each land use category is inadequate. Lack of detail leads to confusion in implementation.~~

~~➤ The land use categories in Goal 2, Objective 2.6, are revised to clarify the uses, accessory uses, and essential services that are compatible with each land use category.~~

~~4. The land use categories are single use categories allowing little or no flexibility for implementation. When the Plan was developed in 1989, the land use definitions were written to exclude any mixed uses, even in areas where such uses traditionally existed.~~

~~The 2005 EAR identified the City's desire to allow residential land uses within the traditional business core to assist with Community Redevelopment Area goals. Since the 2005 EAR was adopted, City leaders have expressed an interest in redevelopment of the waterfront as delineated by Waterfronts Florida Designation Area and in coordination with a study of the commercial area sponsored by the FDCA.~~

The City seeks to promote new investment, infill development, and revitalization throughout the downtown, the waterfront, and the traditional neighborhoods that surround. The Community Redevelopment Area (CRA) Overlay District promotes a mixture of uses that encourages redevelopment and infill where the infrastructure can support such densities and intensities. Consistent with this desire, the CRA Overlay District contains the Waterfront District that is designated as Waterfront Commercial (WC) District on the Future Land Use Map. The WC District promotes and provides for water dependent businesses. The CRA Overlay Area contains the Central Business District (CBD) and Office/Service Commercial (O/SC) Districts on the Future Land Use map. The CBD District supports the downtown business area and lodging establishments, and the O/SC District provides for a mix of professional service businesses, restaurants, and multi-family (condominium/apartment lifestyle) uses.

➤ Due to size constraints of the sites most probable for multi-family usage and to create a profitable condominium/apartment development, the O/SC District shall allow for a maximum density of 20-units per acre within the CRA Overlay District.

Revisions to the future land use plan are needed to This density encourages more compact urban development with a mixture of uses. There are a number of advantages to this approach. This pattern is useful in both redevelopment areas and in new developments to lower transportation costs, to reduce reliance on automobiles, to provide an area where people can walk to work or to shops or to entertainment, and to promote development within previously neglected or underutilized areas. In the central core of Crystal River, a mix of uses may allow live-work situations and provide seasonal residents and tourists better pedestrian access to restaurants, shops, and water-related recreational activities.

The economics of higher density housing, or a mixture of residential and non-residential structures, attracts builders who otherwise may not find it profitable to develop certain properties. The ability to mix uses could encourage redevelopment of properties that have been allowed to deteriorate because they are non-conforming under the Plan. The Community Redevelopment Area contains the necessary water, sewer, and street network system to foster and maintain a mixture of uses. This area contains most of the historic core of the city and is currently home to a mix of residential and non-residential uses. The Cross Town trail extends through the area on the site of the former railroad spur and is an important walking and exercise trail through the Community Redevelopment Area.

- In order to foster the traditional urban form of development within the core of Crystal River, the land use categories are amended to provide for ~~mixed-use land use development~~ an increase of lot coverage in areas outside and within the Community Redevelopment Area and the Waterfront Florida Designated Area. This revision is designed to maximize use of the existing roadways, sewer, water, and parks system currently in place.

- 5. Several of the land use categories refer to intensity of development as a percent of maximum lot coverage. These include:

Lot Coverage

<u>FLUM CATEGORY</u>	<u>PERCENT LOT COVERAGE OUTSIDE CRA*</u>	<u>PERCENT LOT COVERAGE WITHIN CRA**</u>
Central Business District <u>(CBD)</u>	<u>50-70 65-85</u>	<u>45-85</u>
Waterfront Commercial <u>(CW)</u>	<u>15-30-50</u>	<u>85</u>
Office/Service Commercial <u>(O/SC)</u>	<u>10-20 40-85</u>	<u>45-85</u>
Large-scale commercial	<u>20-30</u>	
Highway Commercial <u>(CH)</u>	<u>10-20 50-75</u>	<u>45-85</u>
<u>High Density Residential</u>	<u>40-65</u>	<u>45-85</u>
<u>Medium Density Residential</u>	<u>10-55</u>	<u>50</u>

* Lot Coverage for properties outside the CRA is determined by the individual Land Development Code zoning district and if the property is waterfront or non-waterfront, but shall not exceed the maximum lot coverage defined by this Plan.

** Lot coverage for properties within the CRA Overlay is guided by permitted building types as identified in the Land Development Code - CRA Overlay District Regulations, but shall not exceed the maximum lot coverage defined by this Plan.

~~The plan contains no definition of lot coverage, thereby leaving the interpretation of the Plan to the person or persons involved with implementation of the Plan and land development code. A common definition of lot coverage is “a measure of intensity of land use that represents the portion of a site that is impervious (i.e., does not absorb water).¹¹ This means that most commercial development would be required to maintain 70 to 90 percent of each development as natural or open space. This is not a typical requirement nor is it consistent with actual development in Crystal River. Many of the lots in Crystal River are small and pre-date the development of the Plan and land development regulations. The lot coverage requirements render many lots unusable or nonconforming allow for reasonable use of the existing lots, particularly those within the CRA that would otherwise be rendered as unusable or nonconforming.~~

~~➤ The land use categories in Goal 2, Objective 2.6, are revised to include more meaningful measures of intensity.~~

- ~~6. The addition of a new land use category, Low Intensity Coastal and Lakes, to provide a category that is more closely related to the Citrus County FLUM category, Low Intensity Coastal and Lakes. This category allows one residential unit per 20 acres or one residential unit per 40 acres if the parcel is located in the FEMA “V” zone.~~

~~Small Scale Amendments 2003 and 2010 FLUM Amendments 2011-2020~~

~~The currently adopted FLUM is up-to-date through amendments made between 2003 and 2010 and 2020, excluding any large scale land use amendments not previously reviewed by the Department of Community Affairs. The table, FLUM Amendments 2003-2010 2011-2020, shows the acreage in each land use category. The table also includes the changes made in 2003, from CPA 03-1, because these changes were not reflected in the data even though the map was updated. This table shows the small-scale future land use map amendments since the 1998 2011 EAR-based Amendment. Column (4) of this table includes the proposed land use amendments listed in this EAR-based amendment. Because the total acreage is based on the 1997 land use data, the overall total acreage does not equal the total acreage calculated on either the Existing Land Use Map or the total for the 2016-2025 Future Land Use Map.~~

Based on all of the changes presented in the FLUM Amendments ~~2003-2010~~ 2011-2020, an estimate of current acreage by land use category is presented in the following table. Approximately ~~33~~ 34 percent of the city’s land area is categorized as residential and ~~23~~ 24 percent as commercial. Publicly owned properties, including educational and recreational facilities, account for about ~~44~~ 10 percent of the land area with approximately ~~25~~ 24 percent of the total city being designated as conservation or preservation.

¹¹ A Planner’s Dictionary, page 255.

FLUM Amendments 2003-2010¹²

<u>Category</u>	<u>1997 (1)</u>	<u>CPA03-1 (2)</u>	<u>2003-2010 (3)</u>	<u>EBA acres (4)</u>	<u>Total 2010</u>	<u>Percent</u>
Coastal Low Density Residential	130.5	83.0		105	318.5	6.4%
Low density residential	214.6	0.0		136.16	350.76	6.7%
Medium density residential	781.2	97.1	13.6	(41.39)	850.6	16.3%
High density residential	331.0	-119.0	(3.1)	8.6	217.4	4.2%
Central Business District	-	21.0	9.5		30.5	0.6%
Office/service commercial	104.8	0.4	(5.8)	38.9	138.3	2.7%
Highway commercial	298.3	-21.0	5.7	389.54	672.5	12.9%
Large scale commercial	330.7	-			330.7	6.3%
Waterfront commercial	20.7	16.0			36.7	0.7%
Light Industry	5.8	-		10.06	15.9	0.3%
Heavy Industry	3.6	-			3.6	0.1%
Public/Semi Public	32.8	28.0	-0.3	243.51	304.0	5.8%
TCU	25.0	56.0			81.0	1.6%
Education	72.3	0.0			72.3	1.4%
Recreation	88.5	8.0			96.5	1.9%
Coastal Preservation	555.5	168.0			723.5	13.9%
Conservation	480.5	-	-3.2	90.4	570.9	10.9%
Water bodies	401.5	-	-	-	401.5	7.7%
Total Acres	3,877.3	337.50	19.6	980.8	5,215.2	100.0%

Sources:

- (1) Crystal River Comprehensive Plan, March 1998, Table LU-4
- (2) Ordinance 02-O-06
- (3) Appendix FLUE-3, Small Scale Land Use Changes, 2004-2010.
- (4) Table: Future Land Use Map EAR-Based Amendments.

FLUM Amendments 2011-2020 - Acreage Change by Land Use Category

<u>Category</u>	<u>2010 (1)</u>	<u>2011-2020 Amendments (2)</u>	<u>2011-2020 Annexation Amendments (3)</u>	<u>Total 2020 Acreage</u>	<u>Percent</u>
<u>Coastal Low Density Residential</u>	<u>318.5</u>	<u>(8.8)</u>	<u>95.00</u>	<u>404.7</u>	<u>7.60%</u>
<u>Low Density Residential</u>	<u>350.76</u>	<u>=</u>	<u>4.04</u>	<u>354.84</u>	<u>6.66%</u>
<u>Medium Density Residential</u>	<u>850.6</u>	<u>(0.71)</u>	<u>=</u>	<u>849.89</u>	<u>15.95%</u>
<u>High Density Residential</u>	<u>217.4</u>	<u>(13.15)</u>	<u>=</u>	<u>204.25</u>	<u>3.83%</u>
<u>Central Business District</u>	<u>30.5</u>	<u>(0.28)</u>	<u>=</u>	<u>30.22</u>	<u>0.57%</u>
<u>Office/Service Commercial</u>	<u>138.3</u>	<u>(0.18)</u>	<u>=</u>	<u>138.12</u>	<u>2.59%</u>
<u>Highway commercial</u>	<u>1,003.2</u>	<u>18.94</u>	<u>=</u>	<u>1022.14</u>	<u>19.18%</u>
<u>Waterfront Commercial</u>	<u>36.7</u>	<u>=</u>	<u>14.04</u>	<u>50.74</u>	<u>0.95%</u>

¹² The table is based on estimates of acreage in 1997, not a GIS total. There are likely to be differences in acreage calculations, based on the completed FLUM by the Citrus County Property Appraiser's Office.

<u>Mixed Use</u>	<u>0</u>	<u>=</u>	<u>=</u>	<u>0</u>	<u>0.0%</u>
<u>Industrial</u>	<u>19.5</u>	<u>1.83</u>	<u>=</u>	<u>21.33</u>	<u>0.40%</u>
<u>Public/Semi-Public</u>	<u>553.8</u>	<u>2.35</u>	<u>=</u>	<u>556.15</u>	<u>10.44%</u>
<u>Conservation</u>	<u>1,294.4</u>	<u>=</u>	<u>=</u>	<u>1,294.4</u>	<u>24.29</u>
<u>water bodies</u>	<u>401.5</u>	<u>=</u>	<u>=</u>	<u>401.5</u>	<u>7.54%</u>
<u>Total Acres</u>	<u>5,215.2</u>		<u>113.08</u>	<u>5,328.28</u>	<u>100.00%</u>

Sources:

- (1) Crystal River Comprehensive Plan, 2011 EAR based Amendment
- (2) Land Use Changes within City Limits, for years 2011-2020 (Ref: Appendix FLUE-3)
- (3) Land Use Changes from Annexations, for years 2011-2020 (Ref: Appendix FLUE-4)

FLUM Changes in the EBA

~~There are a number of proposed land use changes in this EAR-based amendment.~~ The list of changes is shown in the table, Appendix FLUE-3 Future Land Use Map EAR-Based Amendments. This list is a combination of applications for land use amendments as well as changes for lands annexed into the city since 2005. The County's land use designation is shown as the "From" land use for property annexed into the city; the proposed land use for each is the closest related category from the Plan's FLUM categories.

Because of the differences in categories between the county and the city, there is a potential loss of at least 1,136 housing units in the conversion of land from the county's general commercial (GNC) designation and the assignment of the city's Highway Commercial (HC) category. The GNC designation includes residential units at 6 – 10 units per acre; the HC category does not include residential uses. The City proposes to use these residential units as a basis for including residential units in the central business district and in the mixed use land use category. There is no

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APPENDIX FLUE-3**

~~Future Land Use Map EAR-Based Amendments~~

NAME	LOCATION	AK#	ACRES AMENDED	COUNTY FLUM(1)	FROM	TO	NOTES
1. MPH LLC	N. Turkey Oak	2266228; 2821116; 2598352	2.3	County	LDR	HDR	Annexed 05-O-11 and 05-O-12; surrounding property (city) is HDR.
2. Nokomis Pt.	N. Nokomis Pt. north of NW 22nd St.	See Note(3)	4.72	County	CL	LDR	Annexed 06-O-03. Existing subdivision built at 4 units per acre.
3. J.K. Roth	NE 7th Ave. & NE 1st Terr	1078172	6.3	County	MDR, CON	HDR	City FLUM amendment.
4. L. Short	N. Turkey Oak & SR 44	3431298	17.0	County	MDR	HC	Annexed 06-O-12
5. L. Short	N. Turkey Oak & SR 44, northwest corner	3431302; 3329761	2.63	County	GNC	HC	
6. Nature Walk (2)	N. Turkey Oak, east of old RR R-O-W	3455325; 3455533	31.6	County	LDR	MDR	Owned by Florida Low Income Housing Association. 25 duplexes (50 units) and planned 29 single- family.
7. Plantation	FT. Island Trail, Parcel A	3316006	2.45	County	GNC	HC	Annexed 1/14/2008.
8. Plantation	Ft. Island Trail, Parcel B	2619007	23.07	County	GNC	HC	Annexed 08-R-42
9. MPH LLC	N. Citrus Ave. & NW 14th St.	3424099; 3424087	11.45	County	LDR	LDR	Annexed 08-O-18
10. Plantation	Ft. Island Trail, Parcel B-1	3459816; 2242931	145.57	County	GNC	HC	Annexed 09-R-23; existing Golf course and hotel complex.
11. Maternoski	1075 N. Suncoast Blvd.	1089018	9.81	County	MPH	MDR	Annexed 09-O-18
12. Flem & Crab	1041 N. Suncoast Blvd.	1089026	10.06	County	Industrial	IND	Annexed 10-O-04
13. Airport Plaza	979 N. Suncoast Blvd.	3455090	1.95	County	GNC	HC	
14. Venero	935 N. Suncoast Blvd.	2258063	0.9	County	GNC	HC	
15. Regions	915 N. Suncoast Blvd.	2952857	1.95	County	GNC	HC	

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APPENDIX FLUE-3

Future Land Use Map EAR-Based Amendments

NAME	LOCATION	AK#	ACRES AMENDED	COUNTY FLUM(1)	FROM	TO	NOTES
16. Theater	871 N. Suncoast Blvd	3332806	0.96	County	GNC	HC	
17. VDB Prop	731 N. Suncoast Blvd.	1102634	0.33	County	GNC	HC	
18. Skippy	727 N. Suncoast Blvd.	1102626	0.4	County	GNC	HC	
19. BOCC	8710 W. Godfrey Ln.	1102553	3.49	County	TCU	P/SP	
20. BOCC	8664 W. Wing Ln.	1102618	0.9	County	TCU	P/SP	
21. BOCC	8551 W. Venable St.	2334495	9.7	County	TCU	P/SP	Annexed 10-O-04
22. BOCC	8145 W. Bicentennial Park Dr.	1102111	190.0	County	TCU/REC	P/SP	
23. Kings Bay	8135 W. Venable St.	1102146	3.2	County	PSI	P/SP	
24. City	8300 W. Venable St.	1102154	14.0	County	TCU/LDR	P/SP	
25. Florida Power	8564 W. Venable St.	2953098	21.94	County	LDR/TCU	O/SC	
26. BOCC	R-O-W along Venable St.	2661615		AK# Not found			
27. BOCC	R-O-W along Venable St.	2678372	0.58	County	PSI	P/SP	
28. BOCC	R-O-W along Venable St.	2651440	0.5	County	PSI	P/SP	
29. BOCC	R-O-W along Venable St.	2666358	0.19	County	LDR	P/SP	
30. RIF	61 S. Suncoast Blvd.	1113512	63.21	County	CON, GNC, LDR	CON, HC, LDR	Annexed 10-O-04
31. RIF	283 S. Suncoast Blvd.	1113521	18.06	County	GNC, LDR	HC, LDR	Total RIF annexed area is 255.28 acres; -CON area = 35.66 acres; -HC = 124.63 acres;

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APPENDIX FLUE-3**

Future Land Use Map EAR-Based Amendments

NAME	LOCATION	AK#	ACRES AMENDED	COUNTY FLUM(1)	FROM	TO	NOTES
32. RIF	405 S. Suncoast Blvd.	1113547	11.11	County	GNC, LDR	HC, LDR	-LDR area = 94.99 acres. County LDR = max 6 upa w/water & sewer; Or city LDR 3 upa. (Papers filed with the county gave total property area as 270.62 acres.)
33. RIF	77 N. Suncoast Blvd.	1102138	53.34	County	CON, GNC, LDR	CON, HC, LDR	
34. RIF	185 S. Suncoast Blvd.	2699965	89.05	County	CON, GNC, LDR	CON, HC, LDR	
35. RIF	365 S. Suncoast Blvd.	2910453	15.51	County	GNC, LDR	HC, LDR	
36. RIF	S. Suncoast Blvd.	3450074	2.95	County	GNC	HC	
37. RIF	8036 W. Venable St.	2371340	2.05	County	LDR	LDR	
38. Romanelli	626 N. Suncoast Blvd.	1103754	0.28	County	GNC	HC	Annexed 10-0-04
39. Romanelli	644 N. Suncoast Blvd.	1103762	0.28	County	GNC	HC	
40. WMPProp	548 N. Suncoast Blvd.	1103738	0.83	County	GNC	HC	
41. Napolitano	530 N. Suncoast Blvd.	1103720	0.32	County	GNC	HC	
42. Heritage Dev	8800 W. Pure Ln.	2932228	50.79	County	GNC, LDR, CL	HC, LDR, CLDR	
43. CR Plaza	430 N. Suncoast Blvd.	3463672	22.4	County	GNC	HC	
44. CR Suncoast LLC	490 N. Suncoast Blvd.	2464968	0.79	County	GNC	HC	
45. CR Plaza LLC	304 N. Suncoast Blvd.	2464950	0.8	County	GNC	HC	

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APPENDIX FLUE-3**

Future Land Use Map EAR-Based Amendments

NAME	LOCATION	AK#	ACRES AMENDED	COUNTY FLUM(1)	FROM	TO	NOTES
46. Applebee's	200 N. Suncoast Blvd.	2955775	6.85	County	GNC	HC	
47. Colonial	180 N. Suncoast Blvd.	2955783	5.85	County	GNC	HC	
48. Brinker	140 N. Suncoast Blvd.	2955716	1.2	County	GNC	HC	
49. Home Depot	70 N. Suncoast Blvd.	2955767	21.84	County	GNC	HC	
50. Riviere	64 S. Suncoast Blvd.	3395241	10.37	County	GNC	HC	
51. 3 Sisters Springs	SE Cutler Spur Blvd	3427341 & 3427353	.57	-	MDR	CON	Public purchase July 2010
52. BOCC	750 N. Lindbergh Dr.	2273828	.14	County	GNC	P/SP	Annexed 10-O-04
53. BOCC	8657 W. Wing Ln.	1102596	.56	County	GNC	P/SP	Annexed 10-O-04
54. School Board	NE Crystal St.	3476123	24.64		P/SP HC MDR	P/SP	HC = 2.9 acres MDR = approx. 5.0 acres Changing all to P/SP
55. Florida Central Control	161 N. Country Club Dr.	1098041	55.0	County	Low Intensity Coastal & Lakes	CLDR	
56. Faklis	N. Country Club Dr.	1098033	40.0	County	Low Intensity Coastal & Lakes	CLDR	
57.	Kings Bay Park	3211347; 1074703	3.7		CW	P/SP	
Total Acres-		-	1,076.9	-	-	-	-
Notes:							

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APPENDIX FLUE-3**

~~Future Land Use Map EAR-Based Amendments~~

NAME	LOCATION	AK#	ACRES AMENDED	COUNTY FLUM(1)	FROM	TO	NOTES
(1) Replacement of county future land use designation with closest designation in the city unless written agreement to do otherwise.							
(2) County LDR allows residential development at 2 units per acre; includes attached housing; may increase density to 2.1 to 6.0 units per acre with water and sewer. City MDR allows 3.1 to 8.0 units per acre, including attached housing. This development is an affordable housing development with city water and sewer.							
(3) Multiple AK #s: 1058970; 1058988; 1058996; 1063094; 2501511; 1063108; 1059003; 3384580; 1059020; 1063159; 1063124; 1063132; 2700173; 1063141							

Abbreviations used:

~~CL — Low Intensity Coastal and Lakes~~
~~CLDR — Coastal Low Density Residential~~
~~CON — Conservation~~
~~GNC — General Commercial~~
~~HC — Highway Commercial~~
~~HDR — High Density Residential~~
~~IND — Industrial~~
~~LDR — Low Density Residential~~
~~MDR — Medium Density Residential~~
~~O/SC — Office/Service Commercial~~
~~PSI — Public, Semi Public, Institutional~~
~~P/SP — Public/Semi Public~~
~~REC — Recreation~~
~~TCU — Transportation/Communications/Utilities~~

Future Land Use Needs and Projections

The future land use needs are shown in the table **Future Land Use Needs Through 2025 2030**, which summarizes all land needs. A review of this table as compared to the table *Future Land Use Map Categories and Acreage, 2021-2030* indicates that adequate acreage exists in each land use to meet projected land use needs through 2030.

1. Residential. The formula for projected land needed is based on the ~~2010~~ 2020 ratio of existing residential acres to ~~2010~~ 2020 population (~~565.9 acres/3,659 population = .155 ratio~~ 564.12 acres/3,190 population = 0.177 ratio). The future residential needs are projected by applying the ratio of land use to the projected additional population in each planning period. The projected residential acreages are added together to identify additional residential land area needs by ~~2025~~ 2030.

2. Commercial. Forecasts of future commercial needs have been developed based on a ratio of land use to population. Commercial land use is shown for the broad category of commercial, rather than divided into the various subcategories available on the Future Land Use Map. This is because there is not adequate detail in the existing land use data to distinguish between highway, office/service, large-scale, and waterfront commercial. Therefore, a more accurate estimate of future commercial needs is possible by considering total commercial rather than separating the sub-categories in the forecast. The distinctions in the sub-categories are more useful in making location decisions and addressing issues of compatibility than in estimating future land needs for business.

3. Industrial. There has been little demand for industrial uses within the city. The focus is on eco-tourism and the provision of commercial goods and services. While a projection of industrial acreage is included, no additional area is added to the FLUM. Additional acreage may be added based on review of an application for industrial land use or upon annexation of land from the County that is already designated for industrial use.

4. Public/Semi-public. There is no forecast for an increase in land for educational, public, or semi-public areas. There are no plans to move the existing primary, middle, or high schools from Crystal River. Additional land has been obtained for expansion of both the high school and the primary school and renovations began on both in 2010. The middle school has been renovated on its historic site at the intersection of Crystal Street and NE 3rd Avenue. Transportation/communication/utilities needs are largely static and are met through existing lands and established rights-of-way.

5. Conservation. The 2016 and 2025 FLUM show~~ed~~ the addition of the Three Sisters Springs property as conservation land. This amendment changes the property land use from Medium Density Residential (MDR) to Public/Semi-Public (P/SP) to reflect public acquisition of the property. There is no forecast for other lands to be added to this category.

6. Recreation. There is no additional land area forecast for recreation based on the adopted the level of service. The city's current supply of recreational land and facilities meets the needs of the forecast population through ~~2025~~ 2030. See the Recreation Element for details.

Future Land Use Needs Through 2025

LAND-USE	EXISTING ACRES	ADDITIONAL ACRES		TOTAL 2025 NEEDS
	2010	2016	2025	
<i>Additional population</i>	3,659	593	635	1,228
Residential				
— Low Density	565.9	93.2	98.4	757.5
— Medium Density				
— High Density				
Commercial (all types)	612.8	97.2	106.1	816.1
Industrial	25.1	4.7	4.4	34.2
Public/Semi-Public				
Educational	1,594.1	0	0	1,594.1
Recreation				
Transportation/Communication/Utilities				
Vacant	1,247.0	(195.1)	(208.94)	843.0
— Wastelands	80.7			
— Agriculture	157.6			
— Non-Agriculture	1,008.7			
TOTAL ACREAGE	4,044.9			4,044.9

— Source: Existing Land Use, 2010 table in this data and analysis. Methodology and table prepared by Nancy H. Smith, Inc., October 2010.

Note: The Property Appraiser's Office identifies "wastelands" as wetlands, drainage retention areas, or other lands having no taxable value.

Future Land Use Needs Through 2030

LAND USE	EXISTING ACRES	ADDITIONAL ACRES		TOTAL 2030 NEEDS
	2020	2025	2030	
<i>Existing and projected population</i>	3,190	266	80	3,536
Residential				
— Low Density	564.12	47.04	14.15	625.31
— Medium Density				
— High Density				
Commercial (all types)	613.21	51.13	15.39	679.73
Industrial	18.36	1.50	0.50	20.36
Public/Semi-Public				
Educational	532.61	0	0	532.61
Recreation				
Transportation/Communication/Utilities				
Vacant				
o Wastelands – 186.07	2,481.55	0	0	2,481.55
o Agriculture – 100.87				
o Non-Agriculture – 2,194.61				
TOTAL ACREAGE	4,209.85			4,339.56

Source: Existing Land Use, 2020 table in this data and analysis.

Note: The Property Appraiser's Office identifies "wastelands" as wetlands, drainage retention areas, or other lands having no taxable value.

2016-2025 2021-2030 FLUM Acreage by Category

The acreage totals for the ~~2016 2021~~ through ~~2025 2030~~ Future Land Use Map are presented in the table below. These acreages are calculated from the Crystal River Future Land Use Map ~~2016-2025 2021-2030~~ based on the geographic information system used by the Property Appraiser's Office. The numbers in this table and the estimated acreage ~~for FLUM Amendments 2003-2010 shown in the Table for FLUM Amendments 2011-2020 - Acreage Change by Land Use Category~~ are different because of differences in the ~~1997 2020~~ data and the reporting of water bodies in the original data. ~~The categories in this table are those proposed in this EAR-based amendment. Although a mixed use category is proposed and added to the goals, objectives, and policies, there is no land area assigned to the mixed use category in this amendment.~~

Overall, residential uses account for approximately ~~34 37~~ percent of the total land area with approximately ~~28 34~~ percent in commercial uses. Public/semi-public is less than ~~13 12~~ percent on this map, largely because much of the public land area is categorized as Conservation. Conservation areas account for ~~25 26~~ percent of the total land area. The Industrial category contains less than 1 percent of the total.

Future Land Use Map Categories and Acreage, 2016-2025

LAND-USE CLASSIFICATION	ACREAGE	PERCENT
Coastal Low Density Residential—CLDR	188.4	4.1
Low Density Residential—LDR	335.4	7.2
Medium Density Residential—MDR	834.3	18.0
High Density Residential—HDR	192.6	4.1
Central Business District—CBD	31.7	0.7
Commercial Waterfront—CW	33.4	0.7
Highway Commercial—HC	1,072.9	23.1
Office/Service Commercial—O/SC	143.1	3.1
Industrial—IND	30.7	0.7
Conservation—CON	1,197.6	25.8
Public/Semi-Public	582.6	12.5
Mixed Use	0	0
Low Intensity Coastal	0	0
Total Acreage	4,642.7	100.0

~~Source: Crystal River Future Land Use Map 2016-2025 prepared by the Citrus County Property Appraiser's Office, March 17, 2011. Table prepared by Nancy H. Smith, Inc., March 2011.~~

~~The Highway Commercial category on the FLUM 2016-2025 includes all of the Crystal River Mall DRI. Under the DRI development order, 176 acres of land north of Turkey Oak Dr. are set aside for 549 units of~~

~~multiple family residential. The entire DRI is designated as Highway Commercial on the future land use map, but the development of the property is governed by the development order.~~

Future Land Use Map Categories and Acreage, 2021-2030

<u>Land Use Classification</u>	<u>Acreage</u>	<u>Percent</u>
<u>Coastal Low Density Residential- CLDR</u>	<u>404.7</u>	<u>8.2</u>
<u>Low Density Residential – LDR</u>	<u>354.84</u>	<u>7.2</u>
<u>Medium Density Residential – MDR</u>	<u>849.89</u>	<u>17.3</u>
<u>High Density Residential – HDR</u>	<u>204.25</u>	<u>4.2</u>
<u>Central Business District – CBD</u>	<u>30.22</u>	<u>0.6</u>
<u>Commercial Waterfront – CW</u>	<u>50.74</u>	<u>1.0</u>
<u>Highway Commercial – HC</u>	<u>1022.14</u>	<u>20.7</u>
<u>Mixed Use (MXU)</u>	<u>0</u>	<u>0.0</u>
<u>Office/Service Commercial – O/SC</u>	<u>138.12</u>	<u>2.8</u>
<u>Industrial – IND</u>	<u>21.33</u>	<u>0.4</u>
<u>Conservation – CON</u>	<u>1,294.40</u>	<u>26.3</u>
<u>Public/Semi-Public</u>	<u>556.15</u>	<u>11.3</u>
<u>Total Acreage</u>	<u>4,926.78</u>	<u>100.0</u>

Source: Crystal River Future Land Use Map 2021-2030 prepared by the Citrus
County Property Appraiser's Office, March 22, 2021.

The Highway Commercial category on the FLUM 2021-2030 includes all of the Crystal River Mall DRI. Under the DRI development order, 176 acres of land north of Turkey Oak Dr. are set aside for 549 units of multiple family residential. The entire DRI is designated as Highway Commercial on the future land use map, but the development of the property is governed by the development order.

References Cited

~~Citrus County Comprehensive Plan, Chapter 10: Future Land Use Element, as amended through August 25, 2009.~~

~~Citrus County Local Mitigation Strategy Working Group. Citrus County 2010 Local Mitigation Strategy. August 2010.~~

~~City of Crystal River Waterfronts Partnership Advisory Board. "Community Designed Vision Plan: Resolution for Improving Water Quality." November 16, 2004.~~

~~Davidson, Michael & Fay Dolnick, eds. A Planners Dictionary. PAS Report 521/522. American Planning Association.~~

~~Duncan Associates and Kimley-Horn and Associates, Inc. "Citrus County, Florida, Impact Fee Update." Staff Review Draft, July 2010.~~

~~Gibbs Planning Group, Inc. "Crystal River Downtown Retail Analysis." July 6, 2005. Commissioned by the Florida Department of Community Affairs.~~

~~Southwest Florida Water Management District. Crystal River/Kings Bay Surface Water & Improvement Management Plan. July 10, 2000. retrieved from swfwmd.state.fl.us on August 26, 2010.~~

~~University of Florida, Shimberg Center for Affordable Housing, Rinker School of Building Construction College of Design, Construction and Planning,. Florida Housing Data Clearinghouse: "Total Projected Population Crystal River 2007-2030." September 2006.~~

Appendix FLUE-1: Future Land Use Needs

FLUM CATEGORIES	2010	2010	2016	2025
<i>Population</i>		<i>3,659</i>	<i>4,252</i>	<i>4,887</i>
<i>Aeres</i>	<i>Developed</i>	<i>Ratio Acres/pop</i>	<i>Total acres</i>	<i>Total acres</i>
<i>Residential land</i>	<i>565.9</i>	<i>.155</i>	<i>659.1</i>	<i>757.5</i>
<i>Commercial land</i>	<i>612.8</i>	<i>.167</i>	<i>710.0</i>	<i>816.1</i>
<i>Industrial land</i>	<i>25.13</i>	<i>.007</i>	<i>29.8</i>	<i>34.2</i>
Total acres	1,203.43		1,398.9	1,607.8

Source: 2010 acres from Citrus County Property Appraiser's Office, November 2010.

Formula: The future land use needs are projected based on the 2010 existing land uses as summarized in the Future Land Use Element, Table of 2010 Existing Land Use acreage. A ratio for residential, commercial, and industrial land was derived using the following formula: $2010 \text{ acres} / 2010 \text{ estimated population} = \text{ratio}$. The resulting ratio of acres was then applied to the projected population for 2016 and for 2025.

Appendix FLUE-1: Future Land Use Needs

FLUM CATEGORIES	2020	2020	2025	2030
<i>Population</i>		<i>3,190</i>	<i>3,456</i>	<i>3,536</i>
<i>Acres</i>	<i>Developed</i>	<i>Ratio Acres/pop</i>	<i>Total acres</i>	<i>Total acres</i>
<i>Residential land</i>	<i>564.12</i>	<i>.177</i>	<i>612</i>	<i>625</i>
<i>Commercial land</i>	<i>613.21</i>	<i>.192</i>	<i>664</i>	<i>679</i>
<i>Industrial land</i>	<i>18.36</i>	<i>.006</i>	<i>20</i>	<i>21</i>
Total acres	1,195.69		1,296	1,325

Source: 2020 acres from Citrus County Property Appraiser's Office, January 2021.

Formula: The future land use needs are projected based on the 2020 existing land uses as summarized in the Future Land Use Element, Table of Existing Land Use 2020 acreage. A ratio for residential, commercial, and industrial land was derived using the following formula: $2020 \text{ acres} / 2020 \text{ estimated population} = \text{ratio}$. The resulting ratio of acres was then applied to the projected population for 2025 and for 2030.

Appendix FLUE-2: ~~2010~~ Future Land Use Map Categories and Descriptions

NO.	FUTURE LAND USE CATEGORY	DESCRIPTION	DENSITY OR INTENSITY
1	Low Density Residential (LDR)	Single family	0-3 upa, plus TDRs 0-6 units per acre
2	Medium Density Residential (MDR)	Single and multi-family	3.1 to 8 upa, plus TDRs 3-12 units per acre
3	High Density Residential (HDR)	Multi-family	8-12 upa plus TDRs of 8-16 units per acre
4	Coastal Low Density Residential (CLDR)	Limited residential on predominantly uplands with minor disturbed wetlands	0.5 upa with water and sewer (1 unit per 2 acres)
5	Office/Service Commercial (O/SC)	Variety of offices, professional service business, restaurants, and financial institutions.	10-20% lot coverage <u>50-85% max. lot coverage</u>
		<u>Apartment/multi-family buildings are permissible within the CRA Overlay</u>	8-20 units per acre
6	Waterfront Commercial (WC)	Water dependent business and commercial uses	15-30% lot coverage <u>50% max. lot coverage outside CRA</u>
			<u>85% max. lot coverage inside CRA</u>
7	Central Business District (CBD)	downtown business development including retail, professional offices, financial institutions, lodging, and service establishments	50-70% lot coverage <u>85% max. lot coverage</u>
8	Large Scale Commercial (LSC)	malls, shopping centers, retail, restaurants, theaters, service businesses, and convenience stores	20-30% lot coverage
8	<u>Mixed-Use (MXU)</u>	<u>must contain a mix of at least two of the following uses: residential, commercial, office, professional, civic, governmental, educational and cultural</u>	<u>85% max. lot coverage</u>
9	Highway Commercial (HC)	retail, vehicle sales and repair, service stations, restaurants, convenience stores, lodging, financial institutions, theaters, and entertainment uses	10-20% lot coverage <u>75% max. lot coverage outside CRA/</u> <u>85% max lot coverage inside CRA</u>
10	Light Industrial (LI) <u>(IND)</u>	assembling and processing, warehousing and shipping	<u>70% max. lot coverage</u>
11	Heavy Industrial (HI)	bulk processing, manufacturing, and intense industrial development	

NO.	FUTURE LAND USE CATEGORY	DESCRIPTION	DENSITY OR INTENSITY
12 11	Conservation (CON)	land set aside for protection and/or preservation of natural resources; allows residential units at 1 unit per 2 acres and recreation	
13	Transportation/Communication/Utilities (TCU)	rights of way, utility facilities and communication facilities such as towers	
14 12	Public/Semi-public (P/SP)	government uses, community facilities, and private fraternal and social organizations, <u>public and private K-12 schools, recreation and open space for active and passive recreation, communication facilities such as towers</u>	
15	Education (EDU)	public and private K-12 schools	
16	Recreation (REC)	recreation and open space for active and passive recreation	
17	Coastal Preservation (CP)	for land with significant environmental, cultural, or historical characteristics that may be sensitive to development. Generally greater than 20 acres. Allows TDR to appropriate sites. Site may be used for preservation, conservation, open space or passive recreational uses open to the public	

Notes:

Upa = units per acre

TDR = Transfer of Development Rights

This table DELETED and INFORMATION ADDED TO UPDATED APPENDIX FLUE-3

Appendix FLUE 3: Land Use Amendments 2004-2010

Ord. #	Date	Name	AK#	SSLUA	County FLUM*	From	To
04-O-02	1/26/2004	Rezeo Inc.	1076994	0.33		P/SP	Office/Service Commercial-O/SC
05-O-06	3/28/2005	Moskes	1072808; 1072778	0.53		HDR	Office/Service Commercial-O/SC
05-O-09	5/9/2005	Stearns	1076315	0.39		HDR	Office/Service Commercial-O/SC
05-O-18	1/9/2006	Fitzpatrick	1080932	0.89	-	MDR	Highway Commercial-HC
05-O-20	1/9/2006	Thibado	1072816	0.59	-	HDR	Office/Service Commercial-O/SC
06-O-26	8/14/2006	Crystal St.	3335341; 1069289; 1069301; 1069327	1.61		HDR	Office/Service Commercial-O/SC
06-O-33	1/8/2007	CBD	Multiple¹	9.5	-	O/SC	Central Business District-CBD
07-O-19	6/27/2007	Hatchik	2865237	2.32	County	GNC/RUR	Highway Commercial-HC
07-O-21	6/27/2007	Bertrand	2771241	2.47	County	GNC	Highway Commercial-HC
07-O-27	6/27/2007	Rand	1058929	0.28	County	LDR	Office/Service Commercial-O/SC
08-O-21	10/13/2008	Gerber	3273883	5.14	County	LDR	Medium Density Residential-MDR
09-O-09²	9/14/2009	Floralino	1051991	8.5	County	CL	Medium Density Residential-MDR
10-O-12	8/30/2010	Floralino	1051991	8.5	County	CL	Medium Density Residential-MDR
Total Acres				32.55			

Note: First Ordinance 09-O-09 had an incorrect legal description. It was replaced by Ordinance 10-O-12.

net increase in residential density in the land use changes proposed.

Appendix FLUE-3: Future Land Use Map Amendments 2004-2020

NAME	LOCATION	AK#	ACRES AMENDED	COUNTY FLUM(1)	FROM	TO	NOTES
1. 04-O-02 Retzco inc	NE 2nd Ave	1076994	0.33	N/A	P/SP	O/SC	1/26/2004
2. 05-O-06 Moskes	237 NE 5th St	1072808 1072778	0.53	N/A	HDR	O/SC	3/28/2005
3. 05-O-09 Stearns	322 NE 5th St	1076315	0.39	N/A	HDR	O/SC	5/9/2005
4. MPH LLC	N. Turkey Oak	2266228; 2821116; 2598352	2.3	County	LDR	HDR	Annexed 05-O-11 and 05-O-12; surrounding property (city) is HDR.
				County	LDR	HDR	
5. 05-O-18 Fitzpatrick	1104 NE 5th St	1080932	0.89	N/A	MDR	HC	1/9/2006
6. 05-O-20 Thibado	229 NE 5th St	1072816	0.59	N/A	HDR	O/SC	1/9/2006
7. Nokomis Pt.	N. Nokomis Pt. north of NW 22nd St.	See Note(3)	4.72	County	CL	LDR	Annexed 06-O-03. Existing subdivision built at 4 units per acre.
8. J.K. Roth	NE 7th Ave. & NE 1st Terr	1078172	6.3	N/A	MDR,CON	HDR	City FLUM amendment.
9. L. Short	N. Turkey Oak & SR 44	3431298	17.0	County	MDR	HC	Annexed 06-O-12
10. L. Short	N. Turkey Oak & SR 44, northwest corner	3431302; 3329761	2.63	County	GNC	HC	
11. 06-O-06	Crystal St	3335341 1069289 1069301 1069327	1.61	N/A	HDR	O/SC	8/14/2006
12. Nature Walk (2)	N. Turkey Oak, east of old RR R-O-W	3455325; 3455533	31.6	County	LDR	MDR	Owned by Florida Low Income Housing Association. 25 duplexes (50 units) and planned 29 single-family. Annexed 10/16/06
13. 06-O-33	Central Business District	Multiple	9.5	N/A	O/SC	CBD	1/8/2007
14. 07-O-19 Hatchik	Block 32120, Parcel B; 8740 W. Mayo Dr.	2865237	2.32	County	GNC/RUR	HC	6/27/2007

Appendix FLUE-3: Future Land Use Map Amendments 2004-2020

NAME	LOCATION	AK#	ACRES AMENDED	COUNTY FLUM(1)	FROM	TO	NOTES
<u>15. 07-O-21 Bertrand</u>	<u>Block 32215; 1103 N. Suncoast Blvd.</u>	<u>2771241</u>	<u>2.47</u>	<u>County</u>	<u>GNC</u>	<u>HD</u>	<u>6/27/2007</u>
<u>16. 07-O-27 Rand</u>	<u>Indian Waters, Unit 1, Lot 27, Block A; 3980 N. Tallahassee Rd.</u>	<u>1058929</u>	<u>0.28</u>	<u>County</u>	<u>LDR</u>	<u>O/SC</u>	<u>6/27/2007</u>
17. Plantation	FT. Island Trail, Parcel A	3316006	2.45	County	GNC	HC	Annexed 1/14/2008.
18. Plantation	Ft. Island Trail, Parcel B	2619007	23.07	County	GNC	HC	Annexed 08-R-42
19. MPH LLC	N. Citrus Ave. & NW 14th St.	3424099; 3424087	11.45	County	LDR	LDR	Annexed 08-O-18
<u>20. 08-O-21 Nature Coast Affordable Housing</u>	<u>North side of Turkey Oak Dr.</u>	<u>3273883</u>	<u>5.14</u>	<u>County</u>	<u>LDR</u>	<u>MDR</u>	<u>10/13/2008</u>
21. Plantation	Ft. Island Trail, Parcel B-1	3459816; 2242931	145.57	County	GNC	HC	Annexed 09-R-23; existing Golf course and hotel complex.
22. Maternoski	1075 N. Suncoast Blvd.	1089018	9.81	County	MPH	MDR	Annexed 09-O-18
23. Flem&Crab	1041 N. Suncoast Blvd.	1089026	10.06	County	Industrial	IND	Annexed 10-O-04
24. Airport Plaza	979 N. Suncoast Blvd.	3455090	1.95	County	GNC	HC	
25. Venero	935 N. Suncoast Blvd.	2258063	0.9	County	GNC	HC	
26. Regions	915 N. Suncoast Blvd.	2952857	1.95	County	GNC	HC	
27. Theater	871 N. Suncoast Blvd	3332806	0.96	County	GNC	HC	
28. VDB Prop	731 N. Suncoast Blvd.	1102634	0.33	County	GNC	HC	
29. Skippy	727 N. Suncoast Blvd.	1102626	0.4	County	GNC	HC	
30. BOCC	8710 W. Godfrey Ln.	1102553	3.49	County	TCU	P/SP	
31. BOCC	8664 W. Wing Ln.	1102618	0.9	County	TCU	P/SP	
32. BOCC	8551 W. Venable St.	2334495	9.7	County	TCU	P/SP	
33. BOCC	8145 W. Bicentennial Park Dr.	1102111	190.0	County	TCU/REC	P/SP	Annexed 10-O-04
34. Kings Bay	8135 W. Venable St.	1102146	3.2	County	PSI	P/SP	

Appendix FLUE-3: Future Land Use Map Amendments 2004-2020

NAME	LOCATION	AK#	ACRES AMENDED	COUNTY FLUM(1)	FROM	TO	NOTES
35. City	8300 W. Venable St.	1102154	14.0	County	TCU/LDR	P/SP	
36. Florida Power	8564 W. Venable St.	2953098	21.94	County	LDR/TCU	O/SC	
37. BOCC	R-O-W along Venable St.	2661615		AK# Not found			
38. BOCC	R-O-W along Venable St.	2678372	0.58	County	PSI	P/SP	
39. BOCC	R-O-W along Venable St.	2651440	0.5	County	PSI	P/SP	
40. BOCC	R-O-W along Venable St.	2666358	0.19	County	LDR	P/SP	
41. RIF	61 S. Suncoast Blvd.	1113512	63.21	County	CON, GNC, LDR	CON, HC, LDR	Annexed 10-O-04 Total RIF annexed area is 255.28 acres: CON area = 35.66 acres; HC = 124.63 acres; LDR area = 94.99 acres. County LDR = max 6 upa w/water & sewer; Or city LDR 3 upa. (Papers filed with the county gave total property area as 270.62 acres.)
42. RIF	283 S. Suncoast Blvd.	1113521	18.06	County	GNC, LDR	HC, LDR	
43. RIF	405 S. Suncoast Blvd.	1113547	11.11	County	GNC, LDR	HC, LDR	
44. RIF	77 N. Suncoast Blvd.	1102138	53.34	County	CON, GNC, LDR	CON, HC, LDR	
45. RIF	185 S. Suncoast Blvd.	2699965	89.05	County	CON, GNC, LDR	CON, HC, LDR	
46. RIF	365 S. Suncoast Blvd.	2910453	15.51	County	GNC, LDR	HC, LDR	
47. RIF	S. Suncoast Blvd.	3450074	2.95	County	GNC	HC	
48. RIF	8036 W. Venable St.	2371340	2.05	County	LDR	LDR	
49. Romanelli	626 N. Suncoast Blvd.	1103754	0.28	County	GNC	HC	
50. Romanelli	644 N. Suncoast Blvd.	1103762	0.28	County	GNC	HC	Annexed 10-O-04

Appendix FLUE-3: Future Land Use Map Amendments 2004-2020

NAME	LOCATION	AK#	ACRES AMENDED	COUNTY FLUM(1)	FROM	TO	NOTES
51. WMProp	548 N. Suncoast Blvd.	1103738	0.83	County	GNC	HC	
52. Napolitano	530 N. Suncoast Blvd.	1103720	0.32	County	GNC	HC	
53. Heritage Dev	8800 W. Pure Ln.	2932228	50.79	County	GNC, LDR, CL	HC, LDR, CLDR	
54. CR Plaza	430 N. Suncoast Blvd.	3463672	22.4	County	GNC	HC	
55. CR Suncoast LLC	490 N. Suncoast Blvd.	2464968	0.79	County	GNC	HC	
56. CR Plaza LLC	304 N. Suncoast Blvd.	2464950	0.8	County	GNC	HC	
57. Applebee's	200 N. Suncoast Blvd.	2955775	6.85	County	GNC	HC	
58. Colonial	180 N. Suncoast Blvd.	2955783	5.85	County	GNC	HC	
59. Brinker	140 N. Suncoast Blvd.	2955716	1.2	County	GNC	HC	
60. Home Depot	70 N. Suncoast Blvd.	2955767	21.84	County	GNC	HC	
61. Riviere	64 S. Suncoast Blvd.	3395241	10.37	County	GNC	HC	
62. 3 Sisters Springs	SE Cutler Spur Blvd	3427341 & 3427353	57	<u>N/A</u>	MDR	CON	Public purchase July 2010
63. BOCC	750 N. Lindbergh Dr.	2273828	.14	County	GNC	P/SP	Annexed 10-O-04
64. BOCC	8657 W. Wing Ln.	1102596	.56	County	GNC	P/SP	Annexed 10-O-04
<u>65. 10-O-12 Floralino</u>	<u>N.Tallahassee Rd.</u>	<u>Pt of 1051991</u>	<u>8.5</u>	<u>County</u>	<u>CL</u>	<u>MDR</u>	<u>8/30/2010</u>
66. School Board	NE Crystal St.	3476123	24.64	<u>N/A</u>	P/SP HC MDR	P/SP	HC = 2.9 acres MDR = approx. 5.0 acres Changing all to P/SP
67. Florida Central Control	161 N. Country Club Dr.	1098041	55.0 <u>54.61</u>	County	Low Intensity Coastal & Lakes	CLDR	<u>Annexed 11-O-02</u>
68. Faklis	N. Country Club Dr.	1098033	40.0	County	Low Intensity	CLDR	<u>Annexed 11-O-01</u>

Appendix FLUE-3: Future Land Use Map Amendments 2004-2020

NAME	LOCATION	AK#	ACRES AMENDED	COUNTY FLUM(1)	FROM	TO	NOTES
					Coastal & Lakes		
69. <u>City of Crystal River</u>	Kings Bay Park	3211347; 1074703	3.7	<u>N/A</u>	CW	P/SP	
70. <u>12-O-01 Whetstone Oil</u>	<u>1017 US Hwy 19</u>	<u>1089654</u> <u>1896282</u> <u>3451817</u> <u>1089603</u>	<u>1.83</u>	<u>N/A</u>	<u>HC (0.5) & MDR (1.33)</u>	<u>IND</u>	<u>Adopted 3-12-2012</u>
71. <u>12-O-05 Waybright Realty</u>	<u>110 NE Crystal St</u>	<u>2491442</u>	<u>1.39</u>	<u>N/A</u>	<u>HDR</u>	<u>O/SC</u>	<u>Adopted 5/14/2012</u>
72. <u>12-O-19 Plantation</u>	<u>W Fort Island Tr (outparcels)</u>	<u>2333537, Pt of 3522575, and Pt of 3522576</u>	<u>8.80</u>	<u>County</u>	<u>CLR</u>	<u>HC (7.79), MDR (1.01)</u>	<u>Adopted 9-19-2012</u>
73. <u>13-O-07 Phyllis M Lynch</u>	<u>906 & 254 NE 5th St</u>	<u>2376732</u> <u>3235384</u>	<u>0.25</u>	<u>N/A</u>	<u>HDR</u>	<u>O/SC</u>	<u>Adopted 5-13-2013</u>
74. <u>14-O-07 School Board</u>	<u>408 NE Crystal St</u>	<u>Pt of 3522492</u>	<u>0.95</u>	<u>N/A</u>	<u>HDR</u>	<u>P/SP</u>	<u>Adopted 10-27-2014</u>
75. <u>15-O-03 CC Hospital Bld</u>	<u>W Gulf to Lake Hwy</u>	<u>2965142</u> <u>2965134</u>	<u>5.4</u>	<u>N/A</u>	<u>HDR</u>	<u>HC</u>	<u>Adopted 8-10-2015</u>
76. <u>15-O-12 E Bald Eagle Prop.</u>	<u>9372 & 9450 W Ft Island Tr</u>	<u>1092884</u> <u>1098017</u>	<u>14.04</u>	<u>County</u>	<u>CL</u>	<u>WC</u>	<u>Adopted 12-14-2015</u>
77. <u>17-O-04 Tushaus & Jacobs</u>	<u>S Suncoast Blvd (abuts school)</u>	<u>3522486</u>	<u>0.67</u>	<u>N/A</u>	<u>HC</u>	<u>P/SP</u>	<u>Adopted 8-14-2017</u>
78. <u>17-O-06 School Board</u>	<u>NE 6th Ave</u>	<u>Pt of 3522541</u>	<u>0.67</u>	<u>N/A</u>	<u>P/SP</u>	<u>HC</u>	<u>Adopted 8-14-2017</u>
79. <u>17-O-09 City</u>	<u>NE 1st Ave (Hunter Springs Park)</u>	<u>Pt of 3521705</u>	<u>1.4</u>	<u>N/A</u>	<u>MDR</u>	<u>P/SP</u>	<u>Adopted 7-10-2017</u>
80. <u>17-O-12 Julie A Kelley</u>	<u>SE Pinwheel Dr</u>	<u>3161126</u>	<u>0.34</u>	<u>N/A</u>	<u>O/SC</u>	<u>MDR</u>	<u>Adopted 8-28-2017</u>
81. <u>18-O-02 Ag Pro</u>	<u>1113 SE US Hwy 19</u>	<u>Pt of 1089514</u>	<u>3.67</u>	<u>N/A</u>	<u>HDR</u>	<u>HC</u>	<u>Adopted 2-26-2018</u>

Appendix FLUE-3: Future Land Use Map Amendments 2004-2020

NAME	LOCATION	AK#	ACRES AMENDED	COUNTY FLUM(1)	FROM	TO	NOTES
82. <u>18-O-12</u> <u>Centerstate Bank</u>	<u>NE 3rd St</u>	<u>2961333</u> <u>Pt of 1080347</u>	<u>1.49</u>	<u>N/A</u>	<u>HDR</u>	<u>HC</u>	<u>Adopted 8-29-2018</u>
83. <u>19-O-02</u> <u>Tull Holdings</u>	<u>NE 4th St</u>	<u>1075203</u>	<u>0.28</u>	<u>N/A</u>	<u>CBD</u>	<u>MDR</u>	<u>Adopted 3-25-2019</u>
84. <u>19-O-04</u> <u>Gail Stearns</u>	<u>322 NE 5th St</u>	<u>1076315</u>	<u>0.39</u>	<u>N/A</u>	<u>O/SC</u>	<u>MDR</u>	<u>Adopted 3-25-2019</u>
85. <u>19-O-06</u> <u>Rhonda McMullen</u>	<u>NE 7th Ave</u>	<u>Pt of 3524542</u>	<u>1.09</u>	<u>N/A</u>	<u>O/SC</u>	<u>HC</u>	<u>Adopted 3-25-2019</u>
86. <u>19-O-10</u> <u>Timberland</u> <u>General</u> <u>Partnership</u>	<u>1150 N Midiron Pt</u>	<u>1091136</u>	<u>3.8</u>	<u>County</u>	<u>CL</u>	<u>LDR</u>	<u>Adopted 7-8-2019</u> <u>Annexed 17-O-02</u>
<u>Total Acres</u>		<u>-</u>	<u>1,098.49</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>Notes:</u>							
<u>(1) Replacement of county future land use designation with closest designation in the city unless written agreement to do otherwise.</u>							
<u>(2) County LDR allows residential development at 2 units per acre; includes attached housing; may increase density to 2.1 to 6.0 units per acre with water and sewer. City MDR allows 3.1 to 8.0 units per acre, including attached housing. This development is an affordable housing development with city water and sewer.</u>							
<u>(3) Multiple AK #s: 1058970; 1058988; 1058996; 1063094; 2501511; 1063108; 1059003; 3384580; 1059020; 1063159; 1063124; 1063132; 2700173; 1063141</u>							

Abbreviations used:

CL Low Intensity Coastal and Lakes
 CLDR Coastal Low Density Residential
 CON Conservation
 GNC General Commercial
 HC Highway Commercial
 HDR High Density Residential
 IND Industrial

LDR Low Density Residential
 MDR Medium Density Residential
 O/SC Office/Service Commercial
 PSI Public/Semi-Public/Institutional
 P/SP Public/Semi-Public
 REC Recreation
 TCU Transportation/Communications/Utilities

Appendix FLUE-4 - Annexations 2004 through ~~2010~~ 2020

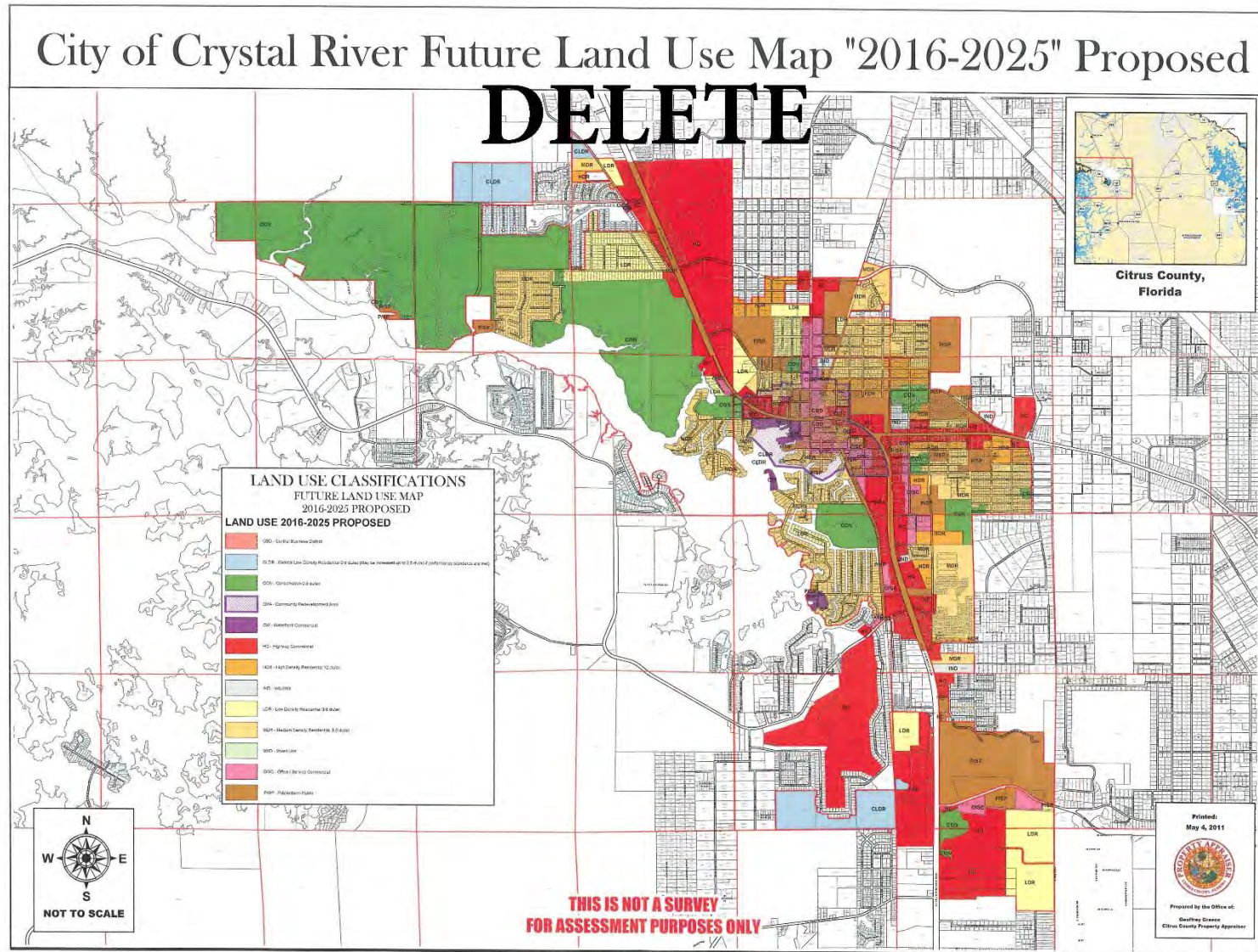
Annexation Ordinance Number	Date of Ordinance Adoption	Name of Property Owner or Applicant	General Location of Property	AK#	Acres	Existing Land Use	County Land Use (GFLUM)	FLUM Amended
05-O-11	7/11/2005	Harner (aka MPH,LLC) (1)	South of Turkey Oak Dr. Proposed multi-family.	2266228; 2821116; 2598352	2.3	vacant	LDR	EBA <u>HDR</u>
05-O-12	9/26/2005	Harner (aka MPH, LLC)	South of Turkey Oak Dr.			vacant		
06-O-03	2/27/2006	Multiple; Area known as Nokomis Point (2)	Portion of Block D, Indian Waters Unit 2		4.72	residential; 4upa	CL	EBA <u>LDR</u>
06-O-11	5/8/2006	Ralph Rand	Indian Waters, Unit 1, Lot 27, Block A; 3980 N. Tallahassee Rd.		0.28	residential; 3.5 upa	LDR	<u>LDC</u> 07-O-27
06-O-12	5/8/2006	Leary Short	NW corner of Turkey Oak Dr. & SR 44	3431298	19.63	17.0 vacant; 2.63 commercial	MDR & GNC	EBA <u>HC</u>
06-O-29	10/16/2006	Florida Low Income Housing Associates, Inc.	South of Turkey Oak Dr.; east of Yeoman's Park; Property development to be known as Nature Walk	3455533; 3455325; multi-lots (3)	31.6	Residential, duplexes	LDR	EBA <u>MDR</u>
07-O-17	6/27/2007	Melizza R. Hatchik	Block 32120, Parcel B; 8740 W. Mayo Dr.	2865237	2.32	office	GNC & RUR	<u>HC</u> 07-O-19
07-O-18	6/27/2007	Giorgio Bertrand	Block 32215; 1103 N. Suncoast Blvd.		2.47	vacant	GNC	<u>HC</u> 07-O-21
Interlocal Ageement, Phase I	1/14/2008	Plantation Inn	Shown as Parcel "A" on attached map. Order and timing of parcel annexation enumerated in an Annexation Agreement entered into on January 8, 2007 (4)	3316006	2.45	commercial	GNC	EBA <u>HC</u>
08-R-42: Phase II	8/27/2008	Plantation Inn	Shown as parcel "B" on attached map.	3459804	23.07	commercial	GNC	EBA <u>HC</u>
09-R-23: Phase III	6/16/2009	Plantation Inn	Shown as Parcel "B-1" on attached map.	3459816	145.57	commercial	GNC	EBA <u>HC</u>

Annexation Ordinance Number	Date of Ordinance Adoption	Name of Property Owner or Applicant	General Location of Property	AK#	Acres	Existing Land Use	County Land Use (GFLUM)	FLUM Amended
08-O-17	7/14/2008	Nature Coast Affordable Housing Corp.	North side of Turkey Oak Dr.	1051991	5.14	vacant	LDR	<u>LDR</u> 08-O-21
08-O-18	7/28/2008	MPH, LLC (Harner)	Annexation of property west of Citrus Ave.	3424099; 3424087	11.45	vacant	LDR	EBA <u>LDR</u>
09-O-18	11/30/2009	David and Louise Maternowski	Crystal Wood Court, MHP; on US 19	1089018	9.81	Vacant mobile home park	MHP	EBA <u>MDR</u>
10-O-04	2/8/2010	Fleming & Crabb, trustees	1041 N. Suncoast Blvd.	1089026	10.06	industrial	Industrial	EBA <u>IND</u>
10-O-04	2/8/2010	Airport Plaza Hwy 19 LLC	979 N. Suncoast Blvd.	3455090	1.95	commercial	GNC	EBA <u>HC</u>
10-O-04	2/8/2010	Venero & Son, Inc.	935 N. Suncoast Blvd.	2258063	0.9	commercial (vacant)	GNC	EBA <u>HC</u>
10-O-04	2/8/2010	Regions Bank	915 N. Suncoast Blvd.	2952857	1.95	Commercial (vacant)	GNC	EBA <u>HC</u>
10-O-04	2/8/2010	Community Theater of Citrus County, Inc.	871 N. Suncoast Blvd	3332806	0.96	vacant	GNC	EBA <u>HC</u>
10-O-04	2/8/2010	VDB Properties, LLC	731 N. Suncoast Blvd.	1102634	0.33	commercial	GNC	EBA <u>HC</u>
10-O-04	2/8/2010	Skippy Enterprises Inc.	727 N. Suncoast Blvd.	1102626	0.4	commercial	GNC	EBA <u>HC</u>
10-O-04	2/8/2010	Citrus County	8710 W. Godfrey Ln.	1102553	3.49	vacant	TCU	EBA <u>P/SP</u>
10-O-04	2/8/2010	Citrus County	8664 W. Wing Ln.	1102618	0.9	vacant	TCU	EBA <u>P/SP</u>
10-O-04	2/8/2010	Citrus County	8551 W. Venable St.	2334495	9.7	institutional	TCU	EBA <u>P/SP</u>
10-O-04	2/8/2010	Citrus County	8145 W. Bicentennial Park Dr.	1102111	190.0	institutional	TCU & REC	EBA <u>P/SP</u>

Annexation Ordinance Number	Date of Ordinance Adoption	Name of Property Owner or Applicant	General Location of Property	AK#	Acres	Existing Land Use	County Land Use (GFLUM)	FLUM Amended
10-O-04	2/8/2010	Kings Bay Holdings, LTD	8135 W. Venable St.	1102146	3.2	vacant	PSI	EBA P/SP
10-O-04	2/8/2010	City of Crystal River	8300 W. Venable St.	1102154	14.0	cemetery	TCU/LDR	EBA P/SP
10-O-04	2/8/2010	Florida Power Corp.	8564 W. Venable St.	2953098	21.94	Office; utilities	LDR/ TCU	EBA O/SC
10-O-04	2/8/2010	Citrus County	R-O-W	2661615	Not found	r-o-w	Not found	EBA
10-O-04	2/8/2010	Citrus County	R-O-W	2678372	0.58	r-o-w	PSI	EBA P/SP
10-O-04	2/8/2010	Citrus County	R-O-W	2651440	0.5	r-o-w	PSI	EBA P/SP
10-O-04	2/8/2010	Citrus County	R-O-W	2666358	0.19	r-o-w	LDR	EBA P/SP
<u>10-O-04</u>	<u>2/8/2010</u>	<u>Citrus County</u>	<u>750 N. Lindbergh Dr.</u>	<u>2273828</u>	<u>.14</u>	<u>vacant</u>	<u>GNC</u>	<u>P/SP</u>
<u>10-O-04</u>	<u>2/8/2010</u>	<u>Citrus County</u>	<u>8657 W. Wing Ln.</u>	<u>1102596</u>	<u>.56</u>	<u>vacant</u>	<u>GNC</u>	<u>P/SP</u>
10-O-04	2/8/2010	RIF 304, LLC	61 S. Suncoast Blvd.	1113512	63.21	vacant	CON, GNC, LDR	EBA CON, HC, LDR
10-O-04	2/8/2010	RIF 304, LLC	283 S. Suncoast Blvd.	1113521	18.06	vacant	GNC, LDR	EBA HC, LDR
10-O-04	2/8/2010	RIF 304, LLC	405 S. Suncoast Blvd.	1113547	11.11	vacant	GNC, LDR	EBA HC, LDR
10-O-04	2/8/2010	RIF 304, LLC	77 N. Suncoast Blvd.	1102138	53.34	vacant	CON, GNC, LDR	EBA CON, HC, LDR
10-O-04	2/8/2010	RIF 304, LLC	185 S. Suncoast Blvd.	2699965	89.05	vacant	CON, GNC, LDR	EBA CON, HC, LDR

Annexation Ordinance Number	Date of Ordinance Adoption	Name of Property Owner or Applicant	General Location of Property	AK#	Acres	Existing Land Use	County Land Use (GFLUM)	FLUM Amended
10-O-04	2/8/2010	RIF 304, LLC	365 S. Suncoast Blvd.	2910453	15.51	vacant	GNC, LDR	EBA-<u>HC</u> , <u>LDR</u>
10-O-04	2/8/2010	RIF 304, LLC	S. Suncoast Blvd.	3450074	2.95	vacant	GNC	EBA-<u>HC</u>
10-O-04	2/8/2010	RIF 304, LLC	8036 W. Venable St.	2371340	2.05	vacant	LDR	EBA-<u>LDR</u>
10-O-04	2/8/2010	Elfrieda Romanelli	626 N. Suncoast Blvd.	1103754	0.28	comm (vacant)	GNC	EBA-<u>HC</u>
10-O-04	2/8/2010	Frank & Elfrieda Romanelli	644 N. Suncoast Blvd.	1103762	0.28	commercial	GNC	EBA-<u>HC</u>
10-O-04	2/8/2010	W&M Properties: Attn. Heritage Dev. Co	548 N. Suncoast Blvd.	1103738	0.83	commercial	GNC	EBA-<u>HC</u>
10-O-04	2/8/2010	Lillian Napolitano	530 N. Suncoast Blvd.	1103720	0.32	commercial	GNC	EBA-<u>HC</u>
10-O-04	2/8/2010	Crystal River LTD: Attn Heritage Dev. Co	8800 W. Pure Ln.	2932228	50.79	vacant	GNC; LDR: CL	EBA-<u>HC</u> , <u>LDR</u> , <u>CLDR</u>
10-O-04	2/8/2010	Developers Diversified Realty Corp.	430 N. Suncoast Blvd.	3463672	22.4	commercial	GNC	EBA-<u>HC</u>
10-O-04	2/8/2010	Crystal River Suncoast LLC	490 N. Suncoast Blvd.	2464968	0.79	commercial	GNC	EBA-<u>HC</u>
10-O-04	2/8/2010	Crystal River Plaza, LLC	304 N. Suncoast Blvd.	2464950	0.8	vacant	GNC	EBA-<u>HC</u>
10-O-04	2/8/2010	GE Capital Franchise Finance Corp.	200 N. Suncoast Blvd.	2955775	6.85	commercial	GNC	EBA-<u>HC</u>
10-O-04	2/8/2010	Colonial Bank, NA	180 N. Suncoast Blvd.	2955783	5.85	commercial	GNC	EBA-<u>HC</u>
10-O-04	2/8/2010	Brinker Florida, Inc. Attn. Marvin F. Poer & Co.	140 N. Suncoast Blvd.	2955716	1.2	commercial	GNC	EBA-<u>HC</u>

Annexation Ordinance Number	Date of Ordinance Adoption	Name of Property Owner or Applicant	General Location of Property	AK#	Acres	Existing Land Use	County Land Use (GFLUM)	FLUM Amended
10-O-04	2/8/2010	Home Depot USA, Inc.	70 N. Suncoast Blvd.	2955767	21.84	commercial	GNC	EBA <u>HC</u>
10-O-04	2/8/2010	L.A. Riviere, Trustee	64 S. Suncoast Blvd.	3395241	10.37	vacant	GNC	EBA <u>HC</u>
10-O-12	8/30/2010	Floralino	Located on N.Tallahassee Rd.	1051991	17.5	vacant	CL	<u>CLDR</u> 09-O-09,
<u>11-O-01</u>	<u>2/14/2011</u>	<u>George V. Faklis</u>	<u>N Country Club Dr.</u>	<u>1098033</u>	<u>40.0</u>	<u>Vacant</u>	<u>CL</u>	<u>CLDR</u>
<u>11-O-02</u>	<u>2/14/2011</u>	<u>Florida Central Control</u>	<u>161 N Country Club Dr</u>	<u>1098041</u>	<u>54.61</u>	<u>Vacant</u>	<u>CL</u>	<u>CLDR</u>
<u>13-O-01</u>	<u>1-28-2013</u>	<u>E Bald Eagle Properties</u>	<u>9372 & 9450 W Ft Island Trail</u>	<u>1092884</u> <u>1098017</u>	<u>14.04</u>	<u>Vacant</u>	<u>CL</u>	<u>CW</u> <u>15-O-12</u>
<u>17-O-02</u>	<u>4/24/2017</u>	<u>Timberland General Partnership</u>	<u>1150 N Midiron Pt</u>	<u>1091136</u> <u>1098041</u>	<u>4.04</u>	<u>Residential</u>	<u>CL</u>	<u>LDR</u> <u>19-O-10</u>
Total Acres Annexed					917.94 <u>1,030.63</u>			
Notes	(1) No change in land use designation. It was shown as HDR on the City's FLUM. It is not a map amd.							
	(2) Nokomis Pt. property was subject to Referendum; it passed with 75% for; 25% against.							
	(3) 25 Duplexes constructed on 18.6 acres for a total of 50 units; balance of property is platted for 29 single-family homes. Completed density if 2.5 units per acre.							
	(4) Per Plantation Annexation Interlocal Agreement, 07-O-49, the land use can only be changed as part of the EBA							
	EBA: EAR-based amendment. See Table FLUE-5 for the land uses proposed in this amendment.							
	Upa = units per acre							
	The FLUM is up to date through March 31, 2003. There were no annexations <u>in years</u> 2002–2004, <u>2012</u> , <u>2014–2016</u> , and <u>2019-2020</u> .							



City of Crystal River Future Land Use Map "2021-2030"



DRAFT WITH STRIKETHROUGH AND UNDERLINE

**Future Land Use Element
Goals, Objectives, and Policies**

**ORD. 11-O-06 SEPTEMBER 12, 2011
ORD. 15-O-01 JUNE 08, 2015
ORD. 21-O-06 DRAFT IN PROGRESS**

Future Land Use Element Goals, Objectives, and Policies

GOAL 1: Ensure coordination and compatibility of existing and future land use patterns with topography, soil conditions, and the timing and availability of public facilities and services.

OBJECTIVE 1.1: City of Crystal River shall discourage the proliferation of urban sprawl through coordination of future land use with the availability of services at adopted levels of service and with the topography and soil conditions of the area.

POLICIES:

- A) All public facilities and service must meet the level of service (LOS) standards adopted in this plan concurrent with the impacts of development.
- B) Building permits or development orders will not be issued for new development where public facilities and services are not available at the level of service standards established in this plan.
- C) Zoning designations and other land development regulations shall direct development to areas where public facilities are available.
- D) The City will upgrade or maintain public facilities in existing neighborhoods as described in the Five-Year Schedule of Improvements to allow for infill development.

OBJECTIVE 1.2: Development and redevelopment will be encouraged in the portion of the city denoted on the Future Land Use Map (FLUM) as the Community Redevelopment Area.

POLICIES:

- A) The City will maintain or upgrade public facilities in the area denoted as the Community Redevelopment Area District on the Future Land Use Map to allow for infill development and revitalization throughout the downtown, waterfront, and the traditional neighborhoods that surround.
- B) ~~New commercial uses shall submit a parking plan providing adequate parking and safe, convenient traffic flow.~~ Establish off-site and on-site parking and stormwater standards that encourage investment in the Community Redevelopment Area District, while also enhancing the visual character and value of the individual lots.
- C) Mixed use development opportunities that better utilize the existing street network, current land uses, and promote the urban character shall be included in the future land use categories to provide an incentive for development within the Community Redevelopment Area District.
- D) Develop standards through a form-based code that locate and orient buildings so that they contribute to the physical definition of streets and public places and that reinforce the unique identity of Crystal River by incorporating traditional buildings that are based on local context, climate, and history.

OBJECTIVE 1.3: The City will ensure the availability of suitable land for utility facilities needed to support proposed development.

POLICIES:

- A) Public utility collection or distribution lines, pipes, or similar facilities that provide service to existing and future land uses authorized by this plan shall be permitted in all of the land use categories and shall conform to appropriate location criteria.
- B) Consistent with state law, new electric substations shall be permissible in all future land use categories except the Conservation District.
- C) The City shall require that any substation design include setbacks and landscaped buffer areas appropriate to the land use adjacent to the substation location.

GOAL 2: Crystal River will be a balanced and well-planned community.

OBJECTIVE 2.1 Provide for reasonable use of property while protecting, conserving, and maintaining the natural resources and systems identified in this and other elements of this Plan.

POLICIES:

- A) Continue to protect public potable water wells from potential contamination through the implementation of wellfield protection regulations that are in accordance with state statutes.
- B) Land use in wetlands will be limited to recreation, preservation or conservation, and low density residential development.
- C) The City will continue to implement regulations for the protection of trees and environmentally sensitive lands consistent with policies in the Conservation Element.
- D) The City will ensure that all proposed development and redevelopment is consistent with the Comprehensive Plan, and the implementing land development regulations.
- E) Land development regulations shall continue to be implemented which ensure the compatibility of the proposed use with adjacent uses; regulations shall include provisions designed to mitigate incompatibility, such as setbacks, landscaping buffers, building type and/or orientation, scale, parking lot landscaping, or driveway location.
- ~~F) The administrative procedures for review of proposed development and redevelopment projects will include a checklist for determining consistency of the proposal with applicable resource protection requirements within the comprehensive plan and implementing land development regulations.~~
- G) Land development regulations for properties located on or within 150 feet of the King's Bay, the Crystal River, and all navigable tributaries shall continue to provide standards for wetland preservation, prevention of erosion and siltation, building setbacks, building elevations to prevent or minimize flood damage, and impervious surface standards, consistent with best management practices for development within CHHA and 100-year floodplains.
- H) The City will encourage the preservation of land areas which exhibit significant environmental, cultural, or historical characteristics through regulations that may include the Transfer of Development Rights (TDR) procedure, conservation subdivision regulations, clustering, land purchase arrangements, or other innovative methods for development.

- I) The first floor of living space of any building constructed within the City must be at least one foot above the FEMA flood elevation.

OBJECTIVE 2.2: The hurricane evacuation time shall be coordinated with the Coastal High Hazard Area and meet the requirements as provided in Policy 4.1 of Coastal Management Element.

POLICIES:

- A) The City will continue to implement the adopted disaster plan which includes hurricane evacuation plans and coordination with Citrus County regarding shelters, evacuations, and emergency response.
- B) Special care facilities, such as nursing homes and hospitals, shall not be located in the Coastal High Hazard Area, unless adequate provisions for safe and efficient evacuation and shelter are ensured.
- C) The City shall coordinate with the Citrus County Sheriff's Emergency Management Office to keep the public informed as to shelter opportunities and locations.

OBJECTIVE 2.3: The existing densities of recorded subdivisions in the coastal high hazard area will be maintained at the densities not to exceed those in effect at the adoption of this Plan.

POLICIES:

- A) The City will maintain future land use categories and land development regulations that ensure residential densities in the coastal high hazard area are consistent with the densities of the existing recorded subdivisions.
- B) The City will not change the zoning by increasing the density for any parcel within the coastal high hazard area without an amendment to the Comprehensive Plan.

OBJECTIVE 2.4: Personal and property damage related to natural and man-made disasters will be mitigated or reduced by coordinating future land use map designations with strategies from the Citrus County Local Mitigation Strategy.

POLICIES:

- A) The City shall strictly enforce all appropriate federal floodplain management regulations to reduce the number of repetitive loss properties.
- B) The City shall implement protective measures to protect critical public facilities within the Category 1, hurricane evacuation area as established by the Sea, Land, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. ~~This measure may include protection of glass windows and doors on critical facilities.~~
- C) ~~The City shall seek to relocate the Crystal River Emergency Operations Center outside the 100-year floodplain. The City shall investigate, update and/or implement a new location for the City Hall in the City of Crystal River.~~
- ~~D) To facilitate emergency operations, the City may create a mobile command post for first responders and shelter for emergency workers, first responders, and families for use during activation.~~

OBJECTIVE 2.5 ~~The City will help improve blighted areas.~~ Reserved. (Moved to Objective 3.5)**POLICIES:** ~~_____~~

- ~~A) The City will continue to utilize the Crystal River Community Redevelopment Agency (Agency). The Agency will make improvements in its designated redevelopment area according to the “Crystal River Community Redevelopment Agency—1988” plan.~~
- ~~B) The City will apply as eligible for Community Development Block Grants and will continue to coordinate and cooperate with Habitat for Humanity and other private housing assistance organizations.~~
- ~~C) The City will provide either home maintenance education information detailing strategies and techniques for renovating and maintaining homes or information describing where such information is available.~~

OBJECTIVE 2.6 The Crystal River Comprehensive Plan establishes a Future Land Use Map (FLUM) and land use categories to accommodate the projected population needs.

POLICIES:

- A) A Future Land Use Map ~~for the planning periods of 2016 and 2025~~ is adopted as part of the City of Crystal River Comprehensive Plan.
- B) The following land use categories are adopted into the FLUM to implement the City of Crystal River Comprehensive Plan:

B-1: Low density residential (LDR). The purpose of this category is to provide a location limited to single-family residential development as well as customary residential accessory uses incidental to the primary residential uses on the site. Essential services and utilities may be allowable, subject to supplemental development and design standards. Residential density shall be from 0 to 3.0 units per acre. Maximum impervious surface shall not exceed 45 percent.

B-2: Medium density residential (MDR). The purpose of this category is to provide a location for single- and multi-family residential development and customary residential accessory uses incidental to the residential uses on site. Public or private pre-school and primary school, facilities, essential services and utilities may be allowable, subject to supplemental development and design standards. Residential density shall be from 3.1 to 8 units per acre. Maximum impervious surface shall not exceed 55 percent.

B-3 High density residential (HDR). The purpose of this category is to provide a location for multi-family residential development and customary residential accessory uses incidental to the residential uses on site. Public or private educational facilities, essential services and utilities may be allowable, subject to supplemental development and design standards. Residential density shall be from 8 to 12 units per acre. Maximum impervious surface shall not exceed 65 percent outside the Community Redevelopment Area and 85 percent inside the Community Redevelopment Area.

B-4: Central business district (CBD). The purpose of the central business district is to promote the continued existence and viability of the traditional central core of the City. Uses include retail, professional offices, financial institutions, lodging, restaurants, and other retail uses. Residential dwelling units from 3.1 to 8 units per acre, essential services, and utilities are allowable, subject to

supplemental development and design standards. Maximum impervious surface shall not exceed 85 percent.

B-5: Waterfront commercial (WC). The purpose of the waterfront commercial category is to provide for water dependent businesses and water related uses. Uses include single-family residential, retail, water dependent uses, and water-related and tourist uses. Essential services and utilities are allowable, subject to supplemental development and design standards. Maximum impervious surface shall not exceed 50 percent outside the Community Redevelopment Area and 85 percent inside the Community Redevelopment Area.

B-6: Mixed Use (MXU). The purpose of the mixed use category is to provide a location for residential, commercial, office, professional, civic, governmental, educational and cultural uses to serve the adjacent neighborhoods and the city consistent with the scale of adjacent neighborhoods. Maximum impervious surface shall not exceed 75 percent. This category shall allow residential development at a density of 1.1 to 8 units per acre.

The following policies establish the general location criteria where the mixed use may be applied through an amendment to the Future Land Use Map.

B-6-1: Location criteria

1. Property is located within the designated boundaries of the Waterfronts Florida Area and the Community Redevelopment Area District, or is in a Highway Commercial land use category anywhere within the City limits.
2. The proposed development contains at least two distinct uses, such as retail and professional office; retail and residential uses; or other combinations of uses.
3. All residential living areas are located a minimum of one foot above the base flood elevation;
4. Residential density shall be 1.1 to 8.0 units per acre.
5. On-site parking is provided for all residential uses.
6. The proposed development identifies hurricane evacuation shelter spaces for permanent residential units for category 5 hurricane events. Appropriate mitigation measures may include road widening or provision of shelter spaces.

B-6-2: The following uses are permissible in the mixed-use district. For each development, there is a minimum amount of building floor area required for each use and a maximum permissible amount of building floor area devoted to each use. These ranges of use are intended to provide flexibility while ensuring that appropriate mixed uses are provided within each development. The mix of uses based on total floor area ratio (FAR) is calculated for each parcel, lot, or development site.

Mixed Use Ratios

USE	MINIMUM FAR %	MAXIMUM FAR %
Residential	25	85
Retail or commercial	10	85
Professional office	10	85

Education	15	85
Governmental, Public, Civic	15	85
Entertainment	10	45

B-6-3: All mixed-use development shall adhere to the ~~appearance and architectural~~ standards adopted for the Community Redevelopment Area district as specified within the Land Development Code.

B-6-4: All mixed use developments shall include provisions for shared access or interconnections, shared parking facilities, and pedestrian access between buildings and uses.

B-7: Office/service commercial (OSC). The purpose of the office/service commercial category is to provide for professional offices, personal services, and limited retail uses. Within the Community Redevelopment Area, single-family residential and multi-family uses are allowable at 3.1 to ~~8-20~~ units per acre. Essential services and utilities are allowable, subject to supplemental development and design standards. Maximum impervious surface shall not exceed ~~75~~ 85 percent.

B-8: Highway commercial (HC). The purpose of this land use category is for retail uses, professional offices, vehicle sales, service, and repair, service stations, restaurants, convenience stores, lodging, financial institutions, theaters, and entertainment uses. Light assembly, essential services and utilities are allowable, subject to supplemental development and design standards. Maximum impervious surface shall not exceed 75 percent outside the Community Redevelopment Area and 85 percent within the Community Redevelopment Area.

B-9: Industrial (IND). The purpose of this land use category is for assembling and processing, warehousing, and shipping uses. Essential services and utilities are allowable. Maximum impervious surface shall not exceed 70 percent.

B-10: Public/semipublic (P/SP). The purpose of this land use category is for government uses, community facilities, and private fraternal and social organizations. This category includes rights-of-way, utility facilities, communications facilities, including towers, public and private educational facilities, and active and passive recreation uses. Maximum impervious surface shall not exceed 45 percent.

B-11: Conservation (CON). The purpose of this land use category is for lands owned by local, federal, state, or regional entities where management objectives are directed towards the protection and conservation of sensitive land, water, and other natural resources. These areas may also support resource-based recreational development, public water supply wellfields and ancillary facilities essential to their primary purposes. In the event that privately owned property is designated as conservation, it may be developed at a density of one dwelling unit per two acres, or not to exceed one dwelling unit per lot, parcel, or tract of record as of the date of adoption of the Plan. Maximum impervious surface shall not exceed 10 percent.

B-12: Coastal Low Density Residential (CLDR) land use category designates areas within the City which are predominantly uplands with some areas of minor disturbed wetlands which are

suitable for residential development at an intensity of one unit per two (2) gross acres (.5 dwelling unit/acre) All development within the CLDR shall be connected to the City of Crystal River's water and sanitary sewer facilities.

B-12-1: The area within this category may be suitable for a maximum density of two and one-half (2.5) dwelling units per gross acre provided the following provisions and performance standards are met:

1. Any proposal for development within the "Coastal Low Density Residential" category, shall be reviewed pursuant to the procedures and criteria contained within the "Planned Unit Development" (PUD) zoning district or through a conservation subdivision process;
2. The minimum parcel size which shall be eligible for consideration for increased density shall be 20 gross acres possessing a common plan of development.

B-12-2: All development within the Coastal Low Density Residential Land use category shall adhere to the following requirements:

1. All development shall donate or reserve environmentally sensitive lands within the proposed development for preservation, conservation, or passive recreational purposes.
2. All development shall provide an inventory for endangered, threatened, special concern and commercially exploited species. Significant environmental or ecological features and wildlife habitat shall be protected. Mechanisms for protection of these resources include, but are not limited to, acquisition, conservation, easements, and density transfer. The City shall cooperate with state, regional, and agency programs intended for the acquisition of suitable lands for open space, recreation, preservation or conservation uses.
3. All development shall be required to comply with all other appropriate policies contained within this Comprehensive Plan with specific emphasis on the "Conservation Element", "Coastal Management Element", "Transportation Element", "Sanitary Sewer Subelement", and "Drainage Subelement".
4. All development shall adhere to the location and building standards specified in the City of Crystal River Land Development Code for proposed development along the waterfront.
5. All development shall be clustered in order to protect significant environmental or cultural resources found on the site.
6. All development shall identify historical resources as known by the State Division of Historical Resources on all general site development plans. Identified significant historical shall be protected through the use of a conservation easement of the identified site.
7. All development shall adhere to the following standards for development:
 - a) All proposed development shall be consistent with the federal flood hazard requirement.
 - b) All proposed development containing 25 or more dwelling units shall formulate an emergency hurricane preparedness plan for that development prior to the issuance of the first site development permit. Said Hurricane Plan shall be reviewed by the Citrus County Director of Emergency Operations for consistency with the County Emergency Plan.
8. Within the "Coastal Low Density Residential" land use category, the development of multi-family units shall be prohibited within the Federal Emergency Management Agency designated velocity zone (V-zone).

~~**B-13: Low Intensity Coastal and lakes land Use (CL). This land use category is intended for areas having environmental characteristics that are sensitive to development and therefore should be protected. Residential development in this district is limited to a maximum of one**~~

~~dwelling unit per 20 acres and one unit per 40 acres in the Federal Emergency Management Agency's V-Zone.~~

~~**B-13-1.** Higher density development is permitted only if in accordance with the following provisions:~~

~~**Option 1**—A minimum parcel size of 160 acres (smaller parcels may be combined to form a 160-acre parcel) with a common plan of development.~~

- ~~1. Gross density not to exceed 0.2 dwelling units per acre (one dwelling unit per five acres).~~
- ~~2. Connection to regional water and sewer facilities is required.~~
- ~~3. One hundred percent protection of wetlands must be assured.~~
- ~~4. Clustering of units to ensure the preservation of 80 percent of existing uplands for open space is required.~~
- ~~5. Stricter standards for stormwater and wildlife protection will be required.~~

~~**Option 2**—This option requires a minimum of 20 upland acres. Documentation of sufficient upland soils on site shall be provided by the applicant based on data from the Natural Resources Conservation Service (NRCS), water management district or other appropriate agency.~~

- ~~1. Planned development within this category may be permitted at a density not to exceed 0.1 dwelling units per acre (one dwelling unit per 10 acres) subject to the following special conditions:~~
- ~~2. Clustering of units to preserve 80 percent of the gross site area as permanent open space is required.~~
- ~~3. All projects proposed under this option shall provide a biological survey with elevations and appropriate calculations identifying upland acreages.~~

~~**Additional Development:** In either Option 1 or Option 2, the following land uses may be allowed provided the permitted use is compatible with the surrounding area, and standards for development are met as specified in the Crystal River Land Development Code (LDC).~~

- ~~1. Multifamily residences (in existing platted areas only or in lieu of clustering single family units at a density of one unit per lot of record and requiring the recombination of said lots. For example, a duplex requires two lots to be recombined into a single parcel, a quadruplex four lots, etc.)~~
- ~~2. Recreational uses~~
- ~~3. Public/Semi-Public, Institutional facilities~~
- ~~4. Home occupations~~
- ~~5. Communication towers~~
- ~~6. Utilities~~
- ~~7. Commercial uses that are water related, water dependent, or necessary for the support of the immediate population~~

All development must adhere to the standards for development contained in this Element, as well as any additional standards in the Land Development Code.

Objective 2.7: Reserved

OBJECTIVE 2.8: Development in Crystal River will be consistent with all elements of the Crystal River Comprehensive Plan.

POLICIES:

- A) All land development regulations, including zoning districts and regulations, shall be consistent with the Crystal River Comprehensive Plan.
- B) No building permit or development order will be issued for development which is not consistent with the Crystal River Comprehensive Plan.
- C) A scaled copy of the adopted “Future Land Use Map”, FLUM, shall be available; for public inspection during office hours for City Hall.
- D) Land development regulations for the city shall include those required by law and ordinance and those required in the Conservation and other plan elements.

GOAL 3: Crystal River will promote and maintain the character of community through consistent land use.

OBJECTIVE 3.1: The City shall preserve, protect and improve the character of the City through the implementation of compatibility standards and the consideration of innovative development standards that may include transfer of development rights, planned unit developments, form-based regulations, conservation subdivisions, or other regulations that encourage mixed use and clustered development patterns.

POLICIES:

- A) The planned unit development or PUD concept may be utilized in Crystal River.
 - A-1: All planned unit development shall go through a site plan review which examines impact on the environment, compatibility with adjacent land uses, provision of on-site parking, stormwater retention, landscaping, and provision of urban services.
 - A-2: All planned unit development on waterfronts lots must go through a site plan review which examines impact on land uses, provisions of onsite parking, stormwater retention, landscaping, and provision of urban services.
 - A-3: No new PUD shall be allowed in the Community Redevelopment Area.
- B) In addition to all other requirements, developments located in the Community Redevelopment Area ~~that are required to undergo site plan review, shall also be reviewed by the Community Redevelopment Agency.~~ for adherence with the CRA Overlay District Regulations adopted in the Crystal River Land Development Code.

- C) Land development regulations may include overlay techniques, form-based codes, historic district designations, or revised zoning district regulations for mixed use development within the Community Redevelopment Area District in order to accommodate the grid roadway network, existing land uses, and enhancement of the existing urban character.
- D) Compatibility shall be determined by intensity of use as well as similarity in scale, bulk, and other aspects of site design.
- E) Existing inconsistent uses will not be allowed to expand. This will be accomplished by assigning to those inconsistent areas land uses consistent with existing adjacent land uses on the Future Land Use Map.
- F) The City, through its Land Development Code, will implement building height restrictions in each zoning districts based upon consideration of lot size, setbacks, ratio of floor space to lot size, and aesthetics.
- G) The City, through an interlocal agreement, shall coordinate with Citrus County on the compatibility of land uses adjacent to the County owned Crystal River Airport as it pertains to development construction which has the potential to create an airport/airspace obstruction or hazard.

OBJECTIVE 3.2: The Character and quality of existing residential neighborhoods will be maintained or upgraded.

POLICIES:

- A) The City will permit only residential developments, residential accessory uses, and limited specified uses which are compatible with residential uses in residential neighborhoods. Limited specified uses will be allowable only for those uses which meet the supplemental standards of being residential support uses, or uses which are compatible with residential character of the surrounding neighborhoods and otherwise consistent with the Comprehensive Plan. Compatibility shall be determined by intensity of use as well as similarity in scale, bulk, and other aspects of site design.
- B) Existing residential neighborhoods will be designated for future residential use at a compatible density.
- C) New residential developments will provide two on-site parking spaces for each unit.

OBJECTIVE 3.3: The City will encourage the preservation of important historic resources through requirements in the Land Development Code.

POLICIES:

- A) All historic sites and structures will be identified during the site plan process and those resources documented as historic by the State Division of Historical Resources will be protected in coordination with that agency.

OBJECTIVE 3.4: In order to improve the general appearance of the city, the City shall continue to govern the orderly use of signs and the maintenance of vacant properties,

POLICIES:

- A) Signage regulations shall direct placement, size, and construction. These regulations shall be based on zoning district, type of sign, and use of sign. Nothing in this ordinance will prohibit the posting of informational or regulatory signs for manatee protection.
- B) The City shall continue to implement standards for the maintenance of vacant lots to ensure the health, safety, and aesthetic appearance of the neighborhood and surrounding properties.

OBJECTIVE 3.5: The City will help improve blighted areas.

POLICIES:

- A) The City will continue to utilize the Crystal River Community Redevelopment Area District. The Community Redevelopment Agency will make improvements in its designated redevelopment area according to the “Crystal River Community Redevelopment Agency – 1988” plan.
- B) As part of the Housing Inventory Program (see Housing Element), a special analysis of blighted areas will be done. Any change to the existing boundaries of these blighted areas will be based primarily on age of structure, condition of structure, and construction activity.
- C) The City will continue to apply as eligible for Community Development Block Grants and will continue to coordinate and cooperate with Habitat for Humanity and other private housing assistance organizations.
- D) The City will provide either home maintenance education information detailing strategies and techniques for renovating and maintaining homes or information describing where such information is available.

OBJECTIVE 3-6: The City will establish a Civic Master Plan

POLICIES:

- A) The City will develop a Civic Master Plan that will address a Form-Based Code for planning areas that could reasonably support mixed-use and walkable urbanism and prioritize areas for safer redevelopment.
- B) The Civic Master Plan shall include aging shopping center and an optional overlay can be created for those centers through the designation of Mixed-Use Districts on the Future Land Use Map.
- C) The Civic Master Plan will integrate the goals, objectives, and policies identified through the public process as may pertain to community character, (i.e., future land use and urban design/placemaking), mobility and street design, parking, stormwater, and resilience/sustainability.
- D) The Civic Master Plan may consider and incorporate an inventory of buildings and/or important historic resources within the designated planning areas for probable historic preservation.

GOAL 4: The City of Crystal River shall preserve and protect the Three Sisters Springs site, an environmentally sensitive parcel, from development by implementing a voluntary Transfer of Development Rights program thereon within the City. The designation of other environmentally sensitive areas within the City for future preservation via the Transfer of

Development Rights shall require a text amendment to this Goal before implementation thereof.

OBJECTIVE 4.1 The Three Sisters Springs parcel, Figure FLUE-1 attached, represents a unique environmental property uniquely worthy of preservation or public ownership. To achieve such preservation or public ownership, the City shall adopt a set of policies implementing Transfer of Development Rights applicable solely to Three Sisters parcel (Figure FLUE-1).

POLICIES:

(A) The Three Sisters parcel, consisting of 57 acres (more or less), Figure FLUE-1 shall be designated a Sender site entitled to Transfer of Development Rights upon the following terms:

1. The site shall be placed in public ownership or qualified not for profit entity via transfer of title or conservation easement.
2. The maximum TDR's allowed from the Three Sisters Sending site shall be the net difference between the maximum build out of the Sending site (8 units per gross acre) and the established development rights/density as of date of creation of Transfer of Development Rights, or, up to a maximum of 150 dwelling units.
3. Post offsite transfer of the Three Sisters Sending Site Transfer of Development Rights and the transfer to public agency or qualified not for profit, the Three Sisters sending site shall be designated preservation, conservation, open space environmental center(s) or passive recreational uses.
4. The development rights (Transfer of Development Rights) severed from Sending Three Sisters parcel shall occur prior to or simultaneous with the public agency or not-for-profit acquisition.
5. Three Sisters Transfer of Development Rights may either be (1) designated to an acceptable receiving area simultaneous with creation thereof; or (2) placed into holding bank via a legal binding document for future use consistent with this Goal, objective and Policies.

(B) To qualify as a Receiving Area, the parcel shall have the following characteristics:

I

1. No impacts to wetland(s) or environmentally sensitive areas;
2. Result in a net no increase in total City density;
3. Shall have central water and wastewater;
4. Demonstrate compliance with the City Plan and Land Development Code concurrency standards;
5. All transfers of development rights shall be accomplished through the Planned Unit Development (PUD) zoning approval process to ensure that the proposed plan of development is compatible with adjacent land uses. The City shall require, at a minimum, compliance with the following standards in its review of any proposed density transfer, In order to ensure land use compatibility:
 - a) Increased building setbacks.
 - b) Increased landscaping and buffering provisions.
 - c) Compatibility of building height with adjacent existing or planned uses.
6. All development utilizing Transfer of Development Rights and receiver sites shall comply with the hurricane evacuation standards set forth in F.S. 163.3178(9) (a).

OR

II.

Be located within City of Crystal River Community Redevelopment Area District and coupled with a mixed use project.

Figure FLUE-1: Three Sisters Springs Parcel Boundary Map



Definition of Terms

Accessory dwelling unit: A separate, complete housekeeping unit with a separate entrance, kitchen, sleeping area, and full bathroom facilities, which is within the main structure or is an attached or detached extension to an existing principle structure.

Accessory use: A use that is incidental and subordinate to that of the main building or use of land and that is located on the same lot and under the same ownership in all respects.

Ancillary use: See accessory use.

Development: The term “development” is defined as in s.380.04, *Florida Statutes*, and reprinted herein:

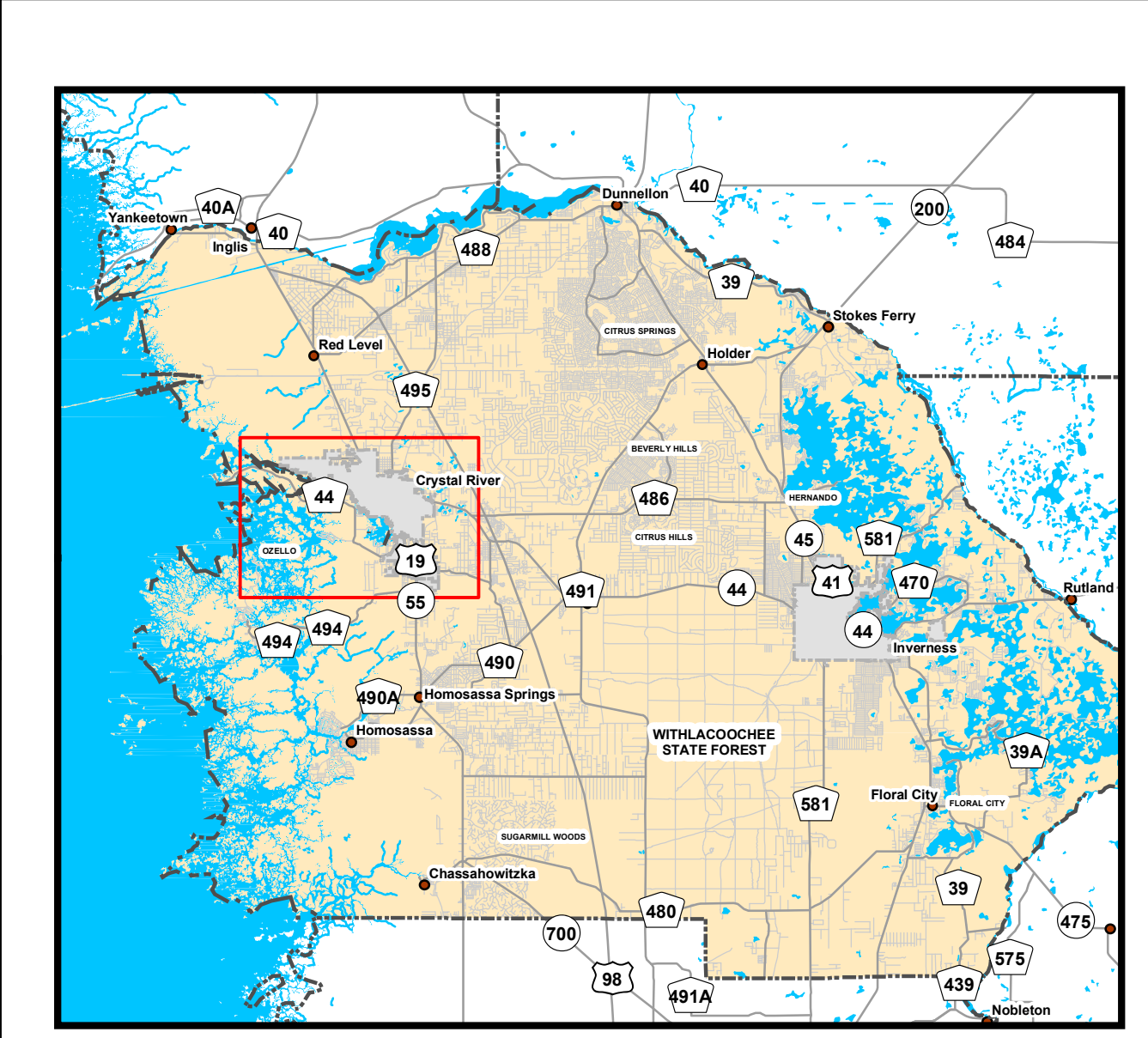
- (1) The term “development” means the carrying out of any building activity or mining operation, the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels.
- (2) The following activities or uses shall be taken for the purposes of this chapter to involve “development,” as defined in this section:
 - (a) A reconstruction, alteration of the size, or material change in the external appearance of a structure on land.
 - (b) A change in the intensity of use of land, such as an increase in the number of dwelling units in a structure or on land or a material increase in the number of businesses, manufacturing establishments, offices, or dwelling units in a structure or on land.
 - (c) Alteration of a shore or bank of a seacoast, river, stream, lake, pond, or canal, including any “coastal construction” as defined in s. 161.021 [F.S.].
 - (d) Commencement of drilling, except to obtain soil samples, mining, or excavation on a parcel of land.
 - (e) Demolition of a structure.
 - (f) Clearing of land as an adjunct of construction.
 - (g) Deposit of refuse, solid or liquid waste, or fill on a parcel of land.
- (3) The following operations or uses shall not be taken for the purpose of this chapter to involve “development” as defined in this section:
 - (a) Work by a highway or road agency or railroad company for the maintenance or improvement of a road or railroad track, if the work is carried out on land within the boundaries of the right-of-way.
 - (b) Work by any utility and other persons engaged in the distribution or transmission of gas, electricity, or water, for the purpose of inspecting, repairing, renewing, or constructing on established rights-of-way any sewers, mains, pipes, cables, utility tunnels, power lines, towers, poles, tracks, or the like. This provision conveys no property interest and does not eliminate any applicable notice requirements to affected land owners.
 - (c) Work for the maintenance, renewal, improvement, or alteration of any structure, if the work affects only the interior or the color of the structure or the decoration of the exterior of the structure.
 - (d) The use of any structure or land devoted to dwelling uses for any purpose customarily incidental to enjoyment of the dwelling.

- (e) The use of any land for the purpose of growing plants, crops, trees, and other agricultural or forestry products; raising livestock; or for other agricultural purposes.
 - (f) A change in use of land or structure from a use within a class specified in an ordinance or rule to another use in the same class.
 - (g) A change in the ownership or form of ownership of any parcel or structure.
 - (h) The creation or termination of rights of access, riparian rights, easements, covenants concerning development of land, or other rights in land.
- (4) “Development,” as designated in an ordinance, rule, or development permit includes all other development customarily associated with it unless otherwise specified. When appropriate to the context, “development” refers to the act of developing or to the result of development. Reference to any specific operation is not intended to mean that the operation or activity, when part of other operations or activities are not development. Reference to particular operations is not intended to limit the generality of subsection (1).

~~See 9J-5.003, Florida Administrative Code, (F.A.C.) for other definitions. (repealed 2011)~~

All other terms shall have meaning as defined by standard dictionary.

City of Crystal River Future Land Use Map "2021-2030"



Citrus County,
Florida

LAND USE CLASSIFICATIONS
FUTURE LAND USE MAP
2021-2030

LAND USE

CBD - Central Business District

CLDR - Coastal Low Density Residential 0.5 du/ac (May be increased up to 2.5 du/ac if performance standards are met)

CON - Conservation 0.5 du/ac

CRA - Community Redevelopment Area

CW - Waterfront Commercial

HC - Highway Commercial

HDR - High Density Residential 12 du/ac

IND - Industrial

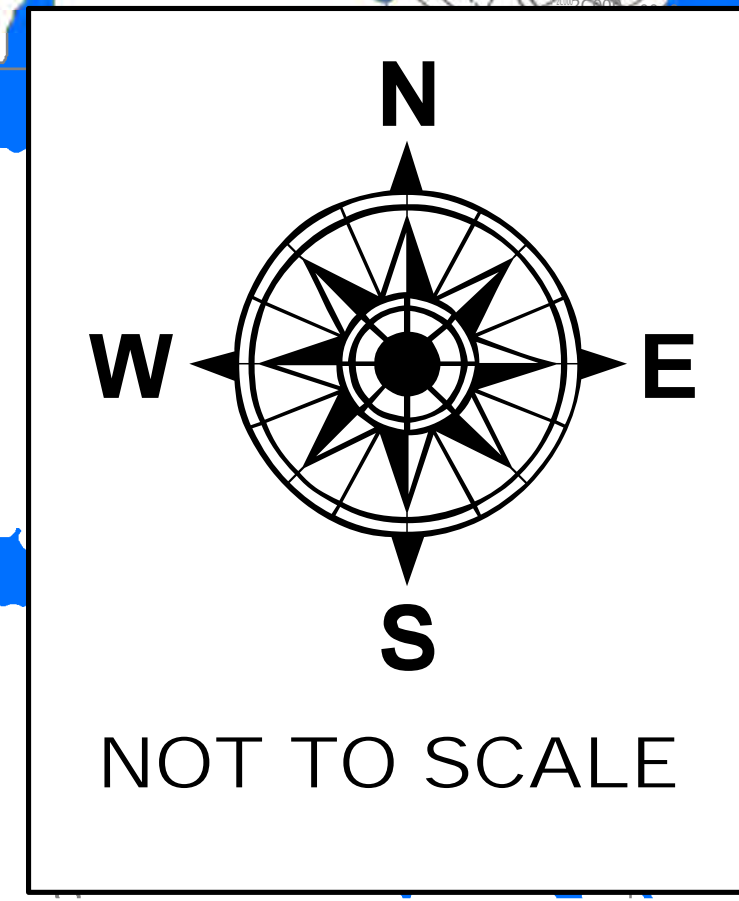
LDR - Low Density Residential 3.0 du/ac

MDR - Medium Density Residential 8.0 du/ac

MXD - Mixed Use

O/SC - Office / Service Commercial

P/SP - Public/Semi-Public



This cadastral map is the product of the Citrus County Property Appraiser's Office, Cadastral Records Department. This map was produced with the sole intent to be used for "Assessment" purposes only at the scale indicated. There are no warranties, expressed, written or implied as to the fitness of this map or reproduction at any other scale than the original scale. The representations of all information shown are approximate only and are not intended for design or survey work.

THIS IS NOT A SURVEY
FOR ASSESSMENT PURPOSES ONLY

Printed:
April 13, 2021

Prepared by the Office of:
Gregg E. Dalton
Citrus County Property Appraiser

EXHIBIT “C”

DRAFT
2021 UPDATE
with strikethrough and underlines

COASTAL
MANAGEMENT
ELEMENT



ORD. 11-O-06 SEPTEMBER 12, 2011
ORD. 21-O-06 DRAFT IN PROGRESS

Coastal Management Element
Data and Analysis
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Coastal Management Element Data and Analysis

Introduction

Given its location on the estuarine waters of the Crystal River and Kings Bay, the City of Crystal River possesses many unique natural attributes. In addition to providing natural amenities, the coastal areas of the City provide opportunities for recreation and business alike. However, in proportion to the benefits offered by a coastal location, there are also constraints, vulnerabilities, and questions about growth that must be adequately considered through the comprehensive plan development process. By planning for its coast and shoreline, the City acts to ensure the preservation of scenic beauty, public access to the shorelines and protection of the coastal habitats, which harbor various upland and aquatic wildlife. This action is essential for the support of the City's tourist industry and quality of life.

The Comprehensive Plan contains a Coastal Management Element, whose sole purpose is to respond to these issues. Consequently, the Coastal Management Element performs a number of important tasks, and it is a required part of the local government comprehensive plan for all coastal communities. ~~[9J-5.012(1)]~~ To summarize, the Coastal Management element is intended to direct policy toward physical development in coastal planning areas most vulnerable to destruction because of high-tide events, storm surge, flash floods and stormwater runoff. The Coastal Management element is a response to the innate risks of developing in coastal locations. As appropriate, the Coastal Management element has the effect of restricting development activities when they would damage or destroy coastal resources, or place development in areas that are subject to destruction by natural hazards. The underlying purpose is to protect community health, welfare and safety as well as to plan for public expenditure of funds that recognize the problems and limitations of developing in coastal locations.

While the importance of the Coastal Management Element may be self-evident, paragraph 1 in Section ~~163.3778~~ 163.3178 Florida Statutes expresses this point when it states legislative intent. It reads as follows:

“(1) The Legislature recognizes there is significant interest in the resources of the coastal zone of the state. Further, the Legislature recognizes that, in the event of a natural disaster, the state may provide financial assistance to local governments for the reconstruction of roads, sewer systems, and other public facilities. Therefore, it is the intent of the Legislature that local government comprehensive plans restrict development activities where such activities would damage or destroy coastal resources, and that such plans protect human life and limit public expenditures in areas that are subject to destruction by natural disaster. ...”

Definition of Terms

Before proceeding to a detailed discussion of local conditions, it makes sense to provide in full a number of definitions that will be referenced throughout. The reader is encouraged to refer to these definitions as needed. ~~The definitions provided below are taken directly from the Florida Department of Affairs Rule as found in Chapter 9J 5.003, Definitions, Florida Administrative Code.~~

- ~~• “Coastal area” means the 35 coastal counties and all coastal municipalities within their boundaries designated by the state land planning agency. These local governments are listed in the document entitled “Local Governments Required to Include Coastal Management Elements in Their Comprehensive Plans,” dated July 1, 1986, and available from the Department upon request. The local governments listed in the document and any other communities that incorporate subsequent to July 1, 1986, and meet the criteria in Section 380.24, F.S., shall also be included in the coastal area.~~
- “Coastal barriers” means barrier islands, spits, peninsulas, or similar landforms, including the Florida Keys, which front on the Atlantic Ocean, Gulf of Mexico, or Straits of Florida and which separate estuaries or harbors from the open waters of the Atlantic Ocean, Gulf of Mexico, or Straits of Florida.
- “Coastal Construction Control Lines” are established on a county basis through State Legislature, along sand beaches of the state to define that portion of the beach-dune system which is subject to severe fluctuations based on a 100-year storm surge, storm waves, or other predictable weather conditions. [Section 161.053, Florida Statutes]
- ~~• “Coastal high hazard areas” (also “high-hazard coastal areas”) means the evacuation zone for a Category 1 hurricane as established in the regional hurricane evacuation study applicable to the local government.~~
- “Coastal High-Hazard Area (CHHA) is the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. [Section 163.3178(2)(h), Florida Statutes]
- ~~• “Coastal planning area” shall be an area of the local government’s choosing when preparing and implementing all requirements of the coastal management element (except those requirements relating to hurricane evacuation, hazard mitigation, water quality, water quantity, estuarine pollution, or estuarine environmental quality); however, this area must encompass all of the following where they occur within the local government’s jurisdiction: water and submerged lands of oceanic water bodies or estuarine water bodies; shorelines adjacent to oceanic waters or estuaries; coastal barriers; living marine resources; marine wetlands; water dependent facilities or water-related facilities on oceanic or estuarine waters; or public access facilities to oceanic~~

~~beaches or estuarine shorelines; and all lands adjacent to such occurrences where development activities would impact the integrity or quality of the above. When preparing and implementing the hurricane evacuation or hazard mitigation requirements of the coastal management element, the coastal planning area shall be those portions of the local government's jurisdiction which lie in the hurricane vulnerability zone. When preparing and implementing the requirements of the coastal management element concerning water quality, water quantity, estuarine pollution, or estuarine environmental quality, the coastal planning area shall be all occurrences within the local government's jurisdiction of oceanic waters or estuarine waters.~~

- “Environmentally Sensitive Lands” means areas of land or water which are determined necessary by the local government, based on locally determined criteria, to conserve or protect natural habitats and ecological systems. Nothing in this definition shall be construed to prohibit silvicultural operations which employ the Florida Department of Agriculture and Consumer Affairs Best Management Practices as revised in 1993.
- “Estuary” means a semi-enclosed, naturally existing coastal body of water in which saltwater is naturally diluted by freshwater and which has an open connection with oceanic waters, including bays, embayments, lagoons, sounds and tidal streams and mangrove swamp.
- “Evacuation routes” means routes designated by county civil defense authorities or the regional evacuation plan for the movement of persons to safety in the event of a hurricane.
- “Hurricane shelter” means a structure designated by local officials as a place of safe refuge during a storm or hurricane.
- “Hurricane vulnerability zone” (also “areas subject to coastal flooding”) means the areas delineated by the regional or local hurricane evacuation plan as requiring evacuation. The hurricane vulnerability zone shall include areas requiring evacuation in the event of a ~~100-year storm or Category 3 storm event~~ Tropical Storm through the Category 5 Hurricane Evacuation Zone.
- “Shoreline” or “shore” means the interface of land and water and, as used in the coastal management element requirements, is limited to oceanic and estuarine interfaces.
- “Urban area” means an area of or for development characterized by social, economic and institutional activities which are predominantly based on the manufacture, production, distribution, or provision of goods and services in a setting which typically includes residential and nonresidential development uses other than those which are characteristic of rural areas.

Coastal Resources and Land Use Inventory

One of the primary functions of the Coastal Management Element is to provide an inventory of coastal resources and land uses within the ~~coastal planning area~~ City of Crystal River. The land use inventory helps establish a baseline to assess the specific needs, limitations and impacts of land use. More broadly, the land use inventory is a chance to convey necessary information about local conditions within the City of Crystal River. When analysis is based on local information, it becomes increasingly likely that the range of alternatives identified will represent specific, meaningful solutions that carry a higher chance of successful implementation.

The scope of activity included under the inventory encompasses multiple items of information.

First, the inventory requires identification of the location and extent of the ~~coastal planning area within the~~ community, utilizing an approach that is consistent with the Future Land Use Element. ~~Any physical description of the coastal planning area must utilize common boundaries and units of analysis as found in the future land use element. Next,~~ The inventory must discuss the summary of the mix of land uses present, noting the existence of any land use conflicts. The ~~physical~~ characteristics of these land uses are exhibited on Map ~~CM-4 and Map CM-5~~ CM-1. In addition, Water-dependent uses and demand for commercial and recreational waterfront shall be evaluated. Finally, the inventory must also assess the economic base of the ~~coastal planning area~~ City. Maps accompany analysis showing the distribution of land uses consistent with how representation is organized within the Future Land Use Map ~~Series referenced herein as adopted in the Future Land Use Element of the Crystal River Comprehensive Plan.~~

~~Coastal Resources Inventory~~

~~Coastal Planning Area~~

~~Much of the City's shoreline is already developed, protected natural land or owned by the State or City for preservation. However, areas subject to this Coastal Management Element and defined as the "Coastal Management Area," or "CMA" are illustrated on Map CM-1. The Coastal Management Area is limited to that land within the City of Crystal River's area of jurisdiction and formerly known as Crystal Cove.~~

~~The City recognizes that this CME is limited to the above referenced area. As a result, Map CM-1 functions as a location map detailing the position and boundaries of the coastal planning area within the City.~~

~~Pursuant to the definition of the "coastal planning area" stated above, the general Coastal Management Area would encompass many specific natural features, locations and uses, including: water and submerged lands of estuarine water bodies; shorelines adjacent to estuaries; marine wetlands; water-dependent facilities or water-related facilities on estuarine waters; any public access facilities to estuarine shoreline; and all lands adjacent to such occurrences where development activities would impact the integrity or quality of such resources (FAC [9J-5.003]).~~

~~The following inventory functions to narrow focus on those features and facilities that comprise the coastal planning area in Crystal River.~~

Estuarine Shoreline

Shoreline present in the City of Crystal River's ~~coastal planning area~~ is that of an estuarine river system interface. As a transitional aquatic zone, it has no active beach and dune system. The physical extent of the shoreline ecological zone is 150,000 feet of the entire City ~~and 70,000 feet of the Coastal Management Area~~. Its land area is mainly composed of transitional lands, flat riparian bottomland, and freshwater marshes.

Generalized ecological communities, ~~present or adjacent to Kings Bay Estuary are illustrated on Map CM-2~~. Saltwater Marshes and Mixed Wetland Hardwood Forest ~~are the predominant classifications of vegetation present in the CMA of Crystal River as are~~ identified by the Florida Land Use/ Land Cover Classification System, or FLUCCS (see Map CM-2 ~~and Map CM-3~~). Wildlife typically found in these wetland ecological communities include numerous species of birds, and various amphibians and reptiles (see Conservation Element for more detailed information on vegetation and wildlife). Other vegetation types ~~found in the Coastal Management Area~~ include Streams and Lake Swamps (bottomland), Freshwater Marshes, and Mixed Hardwood Conifer.

Aquatic communities ~~in the Coastal Management Area-1~~ include a variety of animals and plants. The dominant plant in the Crystal River and King's Bay is hydrilla. Also common are eelgrass, water hyacinth and pond weed, as well as stands of bulrush, cattails and sawgrass along shorelines. Principal fish are mullet, bass, bream, redfish, trout, snook, tarpon and snapper. Numerous crab species, shrimp, oysters and a variety of snails, along with alligators, turtles and the West Indian Manatee, live in the waters of Crystal River and King's Bay.

Preserves and Areas of Special Concern

The Crystal River/King's Bay has been designated as an "Outstanding Florida Water" by the Florida Environmental Regulatory Commission. It is also established as the Crystal River National Wildlife Refuge. This significant refuge provides natural warm water habitat for the endangered West Indian (Florida) manatee. Another preservation area of importance within the City's jurisdiction is a portion of the Crystal River State Reserve which includes upland hammocks, tidewater swamps and pine flatwood communities. The State Archaeological Park and Museum, of which a portion is located within the Crystal River City limit line, is another area of special concern which merits distinction. Total area within the city boundaries assigned to natural land with preservation status, including portions of Crystal River Archaeological State Park, Crystal River National Wildlife Refuge, Crystal River Preserve State Park, and the ~~recently acquired~~ Three Sisters Springs Area, is 1072 acres, or 1.7 square miles.

Land Use Inventory

Existing Land Use (ELU)

Existing land uses within the ~~Coastal Management Area~~ City are illustrated and defined in the Future Land Use Element. The generalized coastal land use categories, acreage, and percentages are described in Table CM-1.

~~The existing land use within the Coastal Management Area is Public/Semi-Public (see Map CM-4). Public/Semi-Public land areas consist of about 637 acres, or 100 percent of the total CMA. This acreage is reflective of a portion of Crystal River State Preserve State Park. Dominant uses of the Public/Semi-public category include government offices, libraries, churches and other places of worship, and civic facilities.~~

~~Immediately adjacent to (and within 500 feet from) the CMA, A~~ variety of uses with a variety of intensities are represented, including Public/Semi-public, Single-family and Multi-family Residential, Commercial, Wasteland, Vacant Land (Residential and Acreage, ~~non-agricultural~~, Conservation, and Agriculture), and Submerged Land/Water (Wastelands).

~~The entire Coastal Management Area consists of a portion of the expansive Crystal River Preserve State Park.~~ West of US-19/98, ~~another a~~ portion of the Crystal River Preserve State Park lies within the City. The Existing Land Use Map shows this area as being ~~Public/Semi-public~~ Conservation, but the total area of state park lands within Crystal River is not contiguous. An area of semi-developed land separates preserve areas. The total amount of Crystal River Preserve State Park within the City measures approximately 1003 acres, or 1.6 square miles. In total, vacant areas dedicated to agricultural and non-agricultural (that includes conservation), and wastelands (categorized by the County Property Appraiser as not capable of development due to environmental constraints) make up over 50 percent of the City.

Table CM-1. Existing Land Use, City (Total) and Coastal Management Area (CMA)

Land Use Category	Aereage		Percent	
	Total	CMA	Total	CMA
Residential				
—Single family and multifamily	565.9		14.0	
Commercial				
—General and Office	612.8		15.2	
Industrial	25.1		0.6	
Total Public/Semi-Public	1,594.1		39.3	
—Public/Semi-Public	1,470.1	636.5	36.3	100
—Education, Public-County	86.7		2.1	
Transportation/Communication/Utilities	37.3		0.9	
Vacant, agriculture and non-ag	1,166.3		28.8	
—Non-agriculture	1,008.7		24.9	

—Agriculture	157.6		3.9	
Other, Wastelands	80.7		2.0	
TOTAL	4,044.9	636.5	100.0	100

~~Source: Citrus County Property Appraiser, November 2010.~~

Table CM-1 - Existing Land Use, City Total 2020

<u>LAND USE CATEGORY</u>	<u>EXISTING LAND USE ACREAGE</u>	<u>PERCENT</u>
<u>Residential</u>		
<u>Single-family and multifamily</u>	<u>564.12</u>	<u>13.4</u>
<u>Commercial</u>		
<u>General and office</u>	<u>613.21</u>	<u>14.6</u>
<u>Industrial</u>	<u>18.36</u>	<u>0.4</u>
<u>Total Public/Semi-Public</u>	<u>532.61</u>	<u>12.7</u>
<u>Public/Semi-Public</u>	<u>402.89</u>	<u>9.6</u>
<u>Educational</u>	<u>86.7</u>	<u>2.1</u>
<u>Transportation/Communication/Utilities</u>	<u>43.02</u>	<u>1.0</u>
<u>Vacant, agriculture and non-ag</u>	<u>2,481.55</u>	<u>58.9</u>
<u>Non-agriculture (includes Conservation)</u>	<u>2,194.61</u>	<u>52.1</u>
<u>Agriculture</u>	<u>100.87</u>	<u>2.4</u>
<u>Other, Wastelands</u>	<u>186.07</u>	<u>4.4</u>
<u>TOTAL</u>	<u>4,209.85</u>	<u>100.0</u>

~~Source: Citrus County Property Appraiser, January 2021.~~

Future Land Use (FLU)

~~Areas within the Coastal Management Area 1 contain land use designations of Public/Semi-public and Coastal Preservation. Areas within the City of Crystal River contain a broad range of land use categories that represent the City's historical growth. Residential land use represents the existing development pattern of existing residential subdivisions. Residential and commercial committed areas represent less than 50 percent of the City. These land use categories limit development intensity by the provisions and performance standards contained within the Future Land Use Element. Map CM-54 and Map CM-6 illustrates Comprehensive Plan designations and the limit of the FEMA velocity VE zone within Coast Management Area 1.~~

Water-dependent and Water-related Land Uses

Water-dependent land uses are defined as activities which can be carried out in or adjacent to water areas because the use requires access to the water body for: waterborne transportation, recreation-access, electrical generating facilities, or water supply. These include, but are not limited to, commercial marinas, boat ramps/docks, electrical generation plants, and fishing piers.

Water-related land uses are defined as activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses. These include, but are not limited to, commercial resorts, campgrounds, fish camps, seafood processing operations, dive ships, and bait and tackle stores.

Need for Water-dependent and Water-related Uses

The need for water-dependent and water-related uses is determinant upon the demand placed on water resources. Water use demands may include recreation, public access, conservation, sport and commercial fishing, navigation, supply withdrawals, and the dissolution of effluent discharges. ~~Land use on water bodies throughout the Coastal Management Area includes Public/Semi-public.~~

The need for future land and resource protection requirements ~~should be~~ have been considered in the distribution of land uses adjacent to water bodies ~~and the CMA~~. The current and future needs for public access, recreation, and conservation are very important in developing and maintaining a healthy community, economy, and water body. Water dependent business and commercial uses have been limited to the WC-Waterfront Commercial District category of the Future Land Use Element. The WC District comprises 50.74 acres on the City's Future Land Use Map, or less than 1 percent of total acreage by land use.

Shoreline Land Use Conflicts

Shoreline land use conflicts are not prevalent within the ~~Coastal Management Area City~~. The ~~only majority of~~ land uses are Public/Semi-public and Coastal Preservation, which include uses such as parks and undeveloped areas considered passive recreation that are classified as conservation due to public ownership. The balance comprises a mix of predominantly residential platted lands where density is limited to one residence per platted lot of record. Buffering, setbacks, required connection to public water and sewer, and appropriate siting are strategies to protect against potential land use conflict.

Economic Base

Retail, tourism, and commercial are major components of Crystal River's economic base. Water-related industries, such as pleasure boating manufacturing and related services, commercial fishing, dive shops, and retail and tourist trades, depend upon the resources of the coastal fisheries and the West Indian manatee, which draw tourists state-wide, nationally, and internationally. The area surrounding Kings Bay Park has started to revitalize as part of the City's Community Redevelopment Area, including a new river-walk and a proposed Splash Pad Park to serve as a focal point and attraction for the City's downtown area, a walkable community with its quaint eateries and retail or commercial shops. ~~The Coastal Management Area, which consists entirely of a portion of~~ Major attractions within the City include Three Sister's Springs (a popular location to see the West Indian Manatee), the Crystal River Preserve State Park, and the Crystal River Archaeological State Park (a National Historic Landmark).

Future Land Use Impacts

~~Future Land Uses within the Coastal Management Area include Coastal Preservation and Public/Semi-public, which will preserve the natural systems of the coastal area. However, Future Land Uses adjacent to the CMA, including in the City (see Table CM-2) include Coastal Low Density Residential, Low Density Residential, Medium Density Residential, and High Density Residential, Central Business District, Commercial Waterfront, Highway Commercial, Office/Service Commercial, Industrial, Conservation and Public/Semi-public, that vary in type and intensity as identified in the Future Land Use Element.~~ Potential indirect impacts of the transition from Vacant and Single-family Existing Land Uses to the aforementioned Future Land Uses may include the loss of listed and non-listed wildlife and associated habitats, degradation of surface and groundwaters, and degradation of living marine resources.

Table CM-2. Future Land Use in the City and in the Coastal Management Area (CMA)

Land Use Category	Acreage		Percent	
	Total	CMA	Total	CMA
Coastal Low Density Residential	223.5		4.4	
Low-density residential	361.6		7.1	
Medium-density residential	870.4		17.0	
High-density residential	223.7		4.4	
Central Business District	30.5		0.6	
Office/service commercial	136.8		2.7	
Highway commercial	664.5		13	
Large-scale commercial	330.7		6.5	
Waterfront commercial	36.7		0.7	
Light Industry	15.9		0.3	
Heavy Industry	3.6		0.1	
Public/Semi-Public	283.0	4.2	5.5	0.6
TCU	81.0		1.6	
Education	72.3		1.4	
Recreation	96.5		1.9	
Coastal Preservation	723.5	663.1	14.1	99.4
Conservation	567.7		11.1	
Water bodies	401.5		7.8	
TOTAL	5,123.4	667.3	100	100

Source: Table FLUE-5, Small Scale FLUM Amendments, 2010

Table CM-2 - Future Land Use Map in the City
Categories and Acreage, 2021-2030

Land Use Classification	Acreage	Percent
Coastal Low Density Residential- CLDR	404.7	8.2
Low Density Residential – LDR	354.84	7.2

<u>Medium Density Residential – MDR</u>	<u>849.89</u>	<u>17.3</u>
<u>High Density Residential – HDR</u>	<u>204.25</u>	<u>4.2</u>
<u>Central Business District – CBD</u>	<u>30.22</u>	<u>0.6</u>
<u>Commercial Waterfront – CW</u>	<u>50.74</u>	<u>1.0</u>
<u>Highway Commercial – HC</u>	<u>1022.14</u>	<u>20.7</u>
<u>Mixed Use (MXU)</u>	<u>0</u>	<u>0.0</u>
<u>Office/Service Commercial – O/SC</u>	<u>138.12</u>	<u>2.8</u>
<u>Industrial – IND</u>	<u>21.33</u>	<u>0.4</u>
<u>Conservation – CON</u>	<u>1,294.40</u>	<u>26.3</u>
<u>Public/Semi-Public</u>	<u>556.15</u>	<u>11.3</u>
<u>Total Acreage</u>	<u>4,926.78</u>	<u>100.0</u>

Source: Crystal River Future Land Use Element, 2021.

Estuarine Pollution

Current Conditions

The unique water resource of the Crystal River/King's Bay area is considered as having very good water quality (see Conservation Element for detailed data). However, increased point and non-point sources of pollution, such as stormwater runoff, sewage treatment plant effluent, sanitary sewage seepage, various pesticides, herbicides and fertilizers associated with residential use, and commercial and leisure boating activities, can become degrading factors to water quality if not properly managed.

~~Because the entirety of the Coastal Management Area-1 represents the Crystal Cove project site, impacts from stormwater runoff upon the Indian and Crystal Rivers will be negligible.~~ All development activity within the ~~CMA-1~~ City shall occur in accordance with all local, regional, and State surface water management regulations. All surface runoff shall be treated within on-site stormwater management swales and ponds, as required by the appropriate governmental agencies, prior to discharge to the Indian or Crystal River. ~~Drainage~~ All stormwater management facilities shall be required to meet or exceed the standards contained within the Comprehensive Plan and ~~all applicable standards contained in Chapter 17-35, F.A.C., and Chapter 40D-4, SWFWMD rules~~ the latest Southwest Florida Water Management District and State standards for water quality and peak discharge. Rate of post-development runoff shall not exceed pre-development runoff conditions.

Point Sources

Point sources are any discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, vessel, or other floating craft, from which pollutants are

or maybe discharged (USC 33§1251. 502 (14) of the Clean Water Act). Point sources in coastal areas include any direct discharge into surface waters or adjacent wetlands and all marina/multi-slip docking facilities. Marine and docking facilities are considered point sources due to their ability to concentrate pollutants in sediments and significantly degrade water quality in the docking area. Construction activities are subject to permitting procedures for stormwater, erosion and sediment control in accordance with all applicable local, water management district, state or federal law. Plans must identify potential sources of pollution that may reasonably be expected to affect the quality of stormwater discharge associated with construction activity and the implementation of best management practices which will be used to reduce pollution sources generated by construction activity as required by the National Pollutant Discharge Elimination System (NPDES) permit process and state law.

A major point source of pollution into King's Bay was eliminated with the construction of a sprayfield facility for the City's sewage treatment plant. Effluent from the plant is no longer discharged to a canal leading to King's Bay.

Non-point Sources

Non-point sources of pollution are the most prevalent pollutant in the coastal area. These non-point sources include urban/stormwater runoff, boating activities, on-site sewage disposal facilities, and agricultural runoff. The cumulative effects of non-point sources in the coastal area may prove to be the largest detriment to the estuaries and spring-fed river systems.

Future Land Use Impacts

Although the Future Land Use Classifications within the ~~Coastal Management Area are Coastal Preservation and Public/Semi-public, uses assigned to areas adjacent to the CMA City~~ include Coastal Low Density, Low Density, Medium Density, and High Density Residential, ~~as well as Low Intensity Coastal and Lakes (Citrus County category) and Residential Mixed Use (Citrus County category), these areas have been predominately platted.~~ As population density may increases in these areas, Non-point source pollution may also increase. Future development ~~should provide regional sewage disposal and treatment and should provide additional stormwater treatment (i.e., greater storage and filtering).~~ is required to connect to central water and sewer and is subject to stormwater management permitting requirements that must meet NPDES requirements.

State, Regional, and Local Regulatory Programs

State pollution regulation is largely embodied within the Florida Department of Environmental Protection (FDEP). FDEP cooperates with the Army Corps of Engineers (ACOE) and the water management district to regulate dredge and fill in waters of the state and jurisdictional wetlands. FDEP also regulates pollution discharges, establishes water quality standards and minimum treatment requirements, issues permits, licenses water operations, and administers wastewater construction grants.

FDEP is also responsible for selling and leasing state owned submerged lands if "not contrary to the public interest". The proposed use of the submerged lands must be consistent with the conservation of fish, marine wildlife, or other natural resources.

The Southwest Florida Water Management District (SWFWMD) regulates stormwater discharge and water withdrawal, diversion, storage, and consumption. SWFWMD is the primary regional agency responsible for monitoring water quality associated with freshwaters entering estuarine system. SWFWMD regulates stormwater controls and wetlands. Their Save Our Rivers (SOR) Program established a funding source and mechanism for purchasing environmentally sensitive lands necessary for water management, water supply, and conservation and protection of water resources. This program through the preservation/conservation of these lands will assist in the improvement and maintenance of freshwater entering estuaries.

Archaeological and Historic Resources of the Coastal Area

Inventory

Crystal River has a number of historical structures that date back to the 1800s; ~~however none are situated within the CMA~~. There are other historic sites in town, such as the Bayview Cemetery and the Old Cedar Mill site. Archaeological resources can be found near surface waters and the Crystal River Archaeological State Park (~~see Map CM-7~~). [9J-5.012 (2)(e)]. The Department of State, Division of Historic Resources maintains the Florida Master Site File, an archive for Florida archaeological and historic sites reported to the Department of State. Many of the sites and structures merit protection because of their significance to the City.

Impact of Present and Future Land Use Trends

Current land use trends demonstrate no impact of historic and archaeological resources within the ~~Coastal Management Area City, as no historic and archaeological resources exist within the CMA~~. A large portion of the Crystal River Archaeological State Park is adjacent to the ~~CMA Crystal River~~, only part of which is within City Limits. Much of the land adjacent to the eastern section ~~of the CMA, as well as~~ the Crystal River Archaeological State Park, is Vacant and Low Density Residential. However, Future Land Uses may indirectly impact historic and archaeological sites. In the area adjacent to the eastern side of the Crystal River Archaeological State Park ~~and the eastern part of the CMA~~, the Future Land Use category is Medium Density Residential.

Resource Protection

Currently, only the Crystal River Indian Mounds, designated as a U.S. National Historic Landmark on September 29, 1970, are protected by Federal status. This protection status is referred to as the National Register of Historic Sites and Places (National Historic Preservation Act of 1966 - P.L. 87-665 Public Law 89-665 and Executive Order 11593: Protection and Enhancement of the Cultural Environment).

The Florida Archives and History Act, ~~Section~~ Chapter 267, F.S., provides misdemeanor penalties for appropriating, destroying or altering an archaeological site on State lands without permission. ~~In addition, Section 380, F.S., provides a measure of protection through the Development of Regional Impact Review process.~~

Coastal Hazards

Map ~~CM-6~~ CM-3 – ~~Topography and Flood-Prone Areas, The Crystal River Area Flood Insurance Rate Map~~ illustrates the various FEMA-based flood designations ~~for Coastal Management Area~~ for areas at high risk of flooding. On October of 2018, FEMA issued preliminary flood map data to Citrus County. The preliminary data was presented to include new or revised Flood Insurance Rate Map (FIRM), Flood Insurance Study (FIS) reports and Database. The new map, which includes the City of Crystal River, became effective on January 15, 2021. The maps added approximately 3,800 lots to the Special Flood Hazard Area in Citrus County, increasing the highest base flood elevations up to seven feet in some areas. The majority of the City is located within the 100-year floodplain and requires evacuation in the event of a 100-year storm or Category 1 hurricane event. Therefore, hurricane preparedness and a workable evacuation plan are essential for the City of Crystal River to protect human life and to reduce and mitigate damage from natural disasters.

The information in this section is taken mostly from the ~~2010 Statewide Regional Evacuation Study~~ 2017 Florida Statewide Regional Evacuation Study Program (SRESP), Volume 4-8 Tampa Bay Region prepared by the ~~Withlacoochee-Tampa Bay~~ Regional Planning Council in conjunction with ~~all of Florida's Regional Planning Councils and~~ the Florida Department Division of Emergency Management. The study includes a ~~Behavioral Analysis, Technical Data Report, Transportation Analysis, and a Storm Tide Atlas~~ Hurricane Evacuation Study along with an Evacuation Transportation Analysis.

Hurricane Vulnerability

In the ~~2010 SRES~~ 2017 Florida Statewide Regional Evacuation Study, the SLOSH model (Sea, Lake and Overland Surges from Hurricanes) Basin from the National Hurricane Center was utilized in predicting the magnitude of storm surge for various scenarios of storm sizes, strengths, and directions. Digital elevation models, hydrographic features, and data from the Cedar Key Basin SLOSH grid were processed to produce an atlas of storm surge inundation areas ~~(see Map CM-8). [9J-5.012 (2)(e)(1)].~~ Storm surge is a potential threat on the coastline of Citrus County. The SLOSH analysis indicates that a Category 5 storm surge could affect properties up to 10.5 miles from the coastline. Based on these areas of inundation, Evacuation Zones were created (see Map ~~CM-10~~ 4). Also, the population at risk was determined for various hurricane intensities, and the facilities vulnerable to hurricane-related flooding were identified relative to the CHHA. (see Map ~~CM-12~~ 5).

Hurricane Evacuation

The ~~Coastal Management Area and the rest of the~~ entire City ~~are is located~~ within Citrus County's Evacuation Zone A. The current County program for planning, managing and enforcing hurricane evacuations is administered by Citrus County Sheriff's Emergency Management and through the guidelines of the County's ~~Peacetime~~-Emergency Management Plan. The Coastal, Lakes and River Management Element of the Citrus County Comprehensive Plan details vulnerability levels, evacuation routes and zones, shelter designation, location and capacity, and evacuation times that apply to the County's ~~142,000~~ estimated 149,000 + residents. Therefore, any hurricane preparedness or emergency management plan developed or adopted by the City will be in coordination with the County plans already in effect.

In order to quantify the hurricane evacuation times as well as hurricane response and recovery needs, it is essential to know the population-at-risk, or, how many people must be evacuated from the hazards associated with a tropical storm or hurricane. First, it is necessary to enumerate the entire population residing within the areas predicted by the SLOSH model to require total evacuation from storm tide flooding under the five evacuation levels (Evacuation levels A, B, C, D, and E). Second, it is also necessary to quantify all mobile homes and RVs throughout the region -- even in areas not vulnerable to storm tide. These structures are particularly vulnerable to property damage and their inhabitants vulnerable to potential injury and loss of life due to hurricane force winds. Because the entire City of Crystal River is located within the Hurricane Evacuation Zone A, the entire City is included in Citrus County's ~~population-at-risk~~ vulnerable population calculations. ~~[9J-5.012 (2)(e)(1)]~~

Evacuating Population

The ~~population-at-risk~~ vulnerable population is the number of persons residing in evacuation areas or mobile home residents who would be directly affected by ~~a future evacuation order~~ the evacuation level (see Table CM-3). In every evacuation, however, a percentage of persons who live outside of the hurricane-vulnerable areas and who do not live in mobile homes or substandard housing will evacuate. ~~Whether this is the result of confusion, a desire to be extra cautious, or the desire to avoid the impacts of storm aftermath, this phenomenon, termed shadow evacuation, was documented in the Withlacoochee Region during the post Hurricane Charley, Frances, and Jeanne surveys. These people are commonly referred to as shadow evacuees.~~

Table CM-3. Citrus County ~~Population-at-Risk~~ Vulnerable Population
from Hurricanes by Evacuation Level, ~~2010-2015~~ 2017-2020 & Projected 2030

	Evacuation Zone A	Evacuation Zone B	Evacuation Zone C	Evacuation Zone D	Evacuation Zone E
Citrus County, 2010-2017*					
Site-built Homes	14,702 <u>17,755</u>	7,549 <u>8,717</u>	1,319 <u>6,812</u>	3,241 <u>15,037</u>	1,958 <u>8,297</u>
Mobile/Manuf. Homes	6,338 <u>12,937</u>	4,384 <u>7,069</u>	891 <u>5,149</u>	1,130 <u>12,904</u>	723 <u>16,941</u>
TOTAL	21,040	11,933	2,211	4,371	2,681

	Evacuation Zone A	Evacuation Zone B	Evacuation Zone C	Evacuation Zone D	Evacuation Zone E
	<u>30,692</u>	<u>15,786</u>	<u>11,961</u>	<u>27,941</u>	<u>25,237</u>
Citrus County, 2015 2020*					
Site-built Homes	<u>16,100</u> <u>25,058</u>	<u>8,268</u> <u>12,332</u>	<u>1,445</u> <u>10,602</u>	<u>3,549</u> <u>25,896</u>	<u>2,144</u> <u>24,106</u>
Mobile/Manuf. Homes	<u>6,942</u> <u>6,028</u>	<u>4,802</u> <u>3,951</u>	<u>976</u> <u>1,619</u>	<u>1,238</u> <u>3,139</u>	<u>792</u> <u>1,754</u>
TOTAL	<u>23,042</u> <u>31,085</u>	<u>13,070</u> <u>16,283</u>	<u>2,421</u> <u>12,221</u>	<u>4,787</u> <u>29,035</u>	<u>2,936</u> <u>25,860</u>
Citrus County, 2030**					
Site-built Homes	<u>27,442</u>	<u>13,505</u>	<u>11,611</u>	<u>28,361</u>	<u>26,400</u>
Mobile/Manuf. Homes	<u>5,455</u>	<u>3,575</u>	<u>1,465</u>	<u>2,840</u>	<u>1,587</u>
TOTAL	<u>32,897</u>	<u>17,080</u>	<u>13,076</u>	<u>31,201</u>	<u>27,987</u>

Note: Based on 2006 population projections from the University of Florida's Bureau of Economic and Business Research (BEBR). Source: *2017 SRESP, Volume 4-8 Tampa Bay Region; ** Projected by calculating percentage of population growth rates for Citrus County.

There will also be a percentage of persons inside the evacuation areas who will not evacuate. After the destruction in South Florida following Hurricane Andrew, it was expected that more people would evacuate than ever before. The post 2004 and 2005 season survey seems to contradict this assumption—at least in the Withlacoochee area, which has been spared a hurricane strike for so many years. Regardless, it is expected that there will be a difference in the population at risk and the actual evacuation population.

It is important to consider the impact that special needs population, as well as the elderly, handicapped, and hospitalized may have on evacuation. In 2006, Florida's Economic and Demographic Research estimated that there were 44,171 (approximately 32% of the County population) elderly residents in Citrus County (see Table CM-4). This number was projected to increase by 4,088 (to 48,259, approximately 32% of the County population) by 2010, and by another 7,551 (to 55,810, approximately 34% of the County population) by 2015. This is correlated to the ongoing trend of large numbers of retirees migrating to Florida. It was also estimated that approximately 24% of Citrus County's population were with a disability. Approximately half of the disabled population in Citrus County is age 65 and over.

Table CM-4. Civilian Non-Institutionalized Population 5 Years and Over by Disability Status¹, 2006—Citrus County

Citrus County	Disability Status			Disability Status (%)		
	With	Without	Total	With	Without	Total

¹ In response to evidence suggesting that mail respondents reported certain disabilities in error in the 2000 Census and in the initial years of the ACS, the Census Bureau introduced changes to the ACS questionnaire starting in 2003. Initial review of the data shows that the question redesign had the expected effect on mail respondents, lowering the rates of disability overall by reducing over-reporting in go-outside-home disability and employment disability after the change. This change affected primarily the respondents in the age range from 16 to 64 years, and makes comparisons between results of the 2000 Census and the 2006 ACS inappropriate. The 2006 ACS is believed to have more reliable results.

Citrus County	Disability Status			Disability Status (%)		
5 to 15 years	666	12,533	13,199	5.05%	94.95%	100.00%
16 to 20 years	195	7,482	7,677	2.54%	97.46%	100.00%
21 to 64 years	14,729	55,444	70,173	20.99%	79.01%	100.00%
65 to 74 years	5,452	13,407	18,859	28.91%	71.09%	100.00%
75 and over	10,534	10,631	21,165	49.77%	50.23%	100.00%
Total	31,576	99,497	131,073	24.09%	75.91%	100.00%

Note: Based on 2006 population estimates and projections from the University of Florida's Bureau of Economic and Business Research (BEER)

Special needs assistance is provided by the Citrus County Sheriff's Emergency Management in coordination with Florida Department of Health, Citrus County Unit. A Special needs shelter is opened during emergency events for residents with specific health and medical conditions and those requiring transportation assistance. The Special Needs Program helps to provide assistance in sheltering, evacuation, and transportation for registered residents during times of disaster with resources available within Citrus County. The Special Needs Shelter is located at Forest Ridge Elementary School which is located outside of the CHHA and designated evacuation zones.

Roadways and Evacuation Routes

Both surge and freshwater flooding are real dangers in Crystal River. Many roads can be affected by flooding because of Citrus County's coastal lowlands (see Map CM-96 and CM-10). [9J-5.012 (2)(e)(1)]. It is important for Emergency Managers to consider elevation of roads, potential depth of water from flooding, and the physical conditions of roadways and evacuation routes in determining early closures and re-routing.

Shelter Demand and Inventory

Table CM-5. Citrus County Public Shelter Capacity and Demand
for Base and Operational Scenarios [9J-5.012 (2)(e)(1)]

Capacity	Evacuation Level				
	A	B	C	D	E
Base Scenarios 2010					
4,750	4,638	4,919	6,862	11,394	12,523
Base Scenarios 2015					
4,750	5,078	5,385	7,513	12,478	13,716
Operational Scenarios 2010					

	Evacuation Level				
4,750	3,252	3,617	5,454	9,973	11,855
Operational Scenarios 2015					
4,750	3,559	3,957	5,972	10,921	12,983

~~Note: Based on 2006 population estimates and projections from the University of Florida's Bureau of Economic and Business Research (BEBR)~~

Table CM-4. Citrus County Public Shelter Capacity and Demand
for Base and Operational Scenarios

	Evacuation Level				
Capacity	A	B	C	D	E
Base Scenarios 2017					
4,222	4,819	5,208	7,219	12,062	13,374
Base Scenarios 2020					
4,222	5,246	5,583	7,744	12,940	14,346
Base Scenarios 2030 - Projected					
4,222	5,745	6,114	8,481	14,172	15,711
Operational Scenarios 2017					
4,222	3,494	3,875	5,794	10,604	12,684
Operational Scenarios 2020					
4,222	3,748	4,156	6,216	11,378	13,607
Operational Scenarios 2030 – Projected					
4,222	4,105	4,552	6,807	12,461	14,902

Note: Capacity is reduced for shelters unusable in Evacuation Levels D and E

Source: 2017 SRESP, Volume I, Chapter 5, Tampa Bay Region (Regional Shelter Analysis); 2030 Projected by calculating annual percentage growth rates.

In the Behavioral Analysis of the SRES 2017 Florida Statewide Regional Evacuation Study, planning assumptions were identified to assist in the development of the anticipated Evacuation Population and Public Shelter Demand under different storm scenarios (see Table CM-4). Base Scenarios include 100% evacuation of the population-at-risk and shadow evacuation. Operational Scenarios use planning assumptions determined by the behavioral analysis which are considered to be a more realistic set of assumptions. Although they do not reflect 100% evacuation of vulnerable residents, there is a significant percentage of shadow evacuation especially in the major storm threats.

Citrus County's listed hurricane evacuation shelters (see Table CM-5) are located outside the storm surge inundation areas. Schools and churches make up the majority of listed shelters. Citrus High School maintains a limited number of spaces for special needs shelter described as a temporary emergency facility capable of providing care to residents whose medical condition

exceeds the capabilities of the Red Cross Shelter but is not severe enough to require hospitalization. The Health Department medical staff supports these shelters.

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Table CM-6. Citrus County Shelter Inventory and Vulnerability Analysis

NAME	ADDRESS	CITY	RISK CAP @ 20 sq-ft	Special Needs Cap @60 sq-ft	Pet Friendly	Agency Support	Function	Vulnerability			
								Surge	Evac Zone	Flood	Wild- fire
Academy Of Environ- Sciences	12695 W Fort Island Trail	Crystal River	-	-	No	-SD	School	2	A	✓	
Beverly Hills Lions Club	72 Beverly Hills Center	Beverly Hills	350	-	No	ARC	School				✓
Citrus County Renaissance Center	3620 W. Educational Path	Inverness	-	91	No	-DOH	Community Ctr				✓
Citrus County Superintendent's Office	1007 W Main St	Inverness	-	-	No	-SD	School				
Citrus High School	600 West Highland Blvd	Inverness	501		No	-SD	School				
Citrus Springs Elementary	3570 West Century Blvd	Citrus Springs	1,500	-	No	-SD	School				✓
Citrus Springs Middle	150 W Citrus Springs Blvd	Citrus Springs	1,449	-	No	ARC	School				✓
Crest School	260 S Panther Pride Dr	Leeanto	1,271	-	No	-SD	School				✓
Crystal River High School	1205 Ne 8th Ave	Crystal River	-	-	No	-SD	School	TS	A	✓	
Crystal River Middle School	344 Ne Crystal Street	Crystal River	-	-	No	-SD	School	+	A	✓	✓
Crystal River Primary School	947 Ne 6th St	Crystal River	-	-	No	-SD	School	TS	A	✓	✓
Cypress Creek Academy	2855 W Woodland Ridge Dr	Leeanto	-	-	No	-SD	School				
East Citrus Community Center	9907 E Gulf To Lake Hwy	Inverness	-	-	No	ARC	Community Ctr			✓	✓
First Assembly Church	4201 South Pleasant Grove Road	Inverness	800	-	No	ARC	Church				✓
First Baptist Church	8545 E Magnolia	Floral City	400	-	No	ARC	Church				✓
First Baptist Of Inverness	123 S Seminole Avenue	Inverness	200	-	No	ARC	Church				✓
First Christian Church	1005 Hillside Court	Inverness	400	-	No	ARC	Church				✓
First Lutheran Church	1900 W Highway 44	Inverness	400	-	No	ARC	Church				
First Presbyterian Church	206 Washington Avenue	Inverness	400	-	No	ARC	Church				✓
First United Methodist	8631 West Bradshaw Blvd	Homosassa	-	-	No	-ARC	Church	+	A	✓	✓
Floral City Community Center	8370 E. Orange Avenue	Floral City	200	-	No	ARC	Community Ctr				✓

Table CM-6. Citrus County Shelter Inventory and Vulnerability Analysis

NAME	ADDRESS	CITY	RISK CAP @ 20-sq-ft	Special Needs Cap @60 sq-ft	Pet Friendly	Agency Support	Function	Vulnerability			
								Surge	Evac Zone	Flood	Wild- fire
Floral City Elementary	8457 E Marvin Street	Floral City	543	-	No	ARC	School				✓
Forest Ridge Elementary	2927 North Forest Ridge	Hernando	2,800	-	No	ARC	School				✓
Hernando Elementary	2353 N Croft Avenue	Hernando	600	-	No	-SD	School				✓
Highlands Emergency Center	4325 S Little Al Point	Inverness	400	-	No	ARC					✓
Homosassa Elementary	10935 W Yulee Dr	Homosassa	-	-	No	-SD	School	TS	A	✓	✓
Hope Evangelical Lutheran	9425 N Citrus Springs Blvd	Citrus Springs	150	-	No	ARC	Church				✓
Inverness Middle School	1950 North Us Highway 41	Inverness	2,157	-	No	-SD	School				✓
Inverness Primary School	206 South Lime Avenue	Inverness	1,299	-	No	-SD	School				
Lecanto High School	3810 W Education Path	Lecanto	3,400	-	No	ARC	School				✓
Lecanto Middle School	3800 W Education Path	Lecanto		100	No	DOH	School				✓
Lecanto Primary School	3790 W Education Path	Lecanto	1,869	-	No	ARC	School				✓
Main Street Baptist Church	960 S Highway 41	Inverness	400	-	No	ARC	Church				
Marine Science Station	12646 W Fort Island Tr	Crystal River	-	-	No	-SD	School	TS	A	✓	✓
Our Lady Of Fatima	550 S Highway 41	Inverness	400	-	No	ARC	Church				✓
Pleasant Grove Elementary	630 Pleasant Grove Road	Inverness	600	-	No	ARC	School				✓
Riverside Christian Church	7771 N Carl G. Rose Hwy	Hernando	100	-	No	ARC	Church			500	✓
Rock Crusher Elementary	814 S Rock Crusher Road	Crystal River	1,500	-	No	ARC	School	3	B		✓
St. Elizabeth Seton Hall	1180 Country Club B	Dunnellon	450	-	No	ARC	Church				✓
St. Margaret Episcopal	114 N Oseeola Avenue	Inverness	100	-	No	ARC	Church				✓
V.F.W. Leroy Rokks	1930 S Highway 200	Hernando	200	-	No	ARC	Community Ctr				✓
Withlacoochee VoTech	1201 W Main Hwy 44 West	Inverness	2,075		No	-DOH	School				
TOTAL			4,750	191							

Those shaded in green may not be used in higher intensity storms. Those in **bold** type are included in the total. Other shelters are not included in the total because they are either secondary or may not be ARC 4496 compliant. —ARC = American Red Cross, —DOH = County Health Department, —SD = County School District

Table CM-5. Citrus County Shelter Inventory and Vulnerability Analysis

<u>NAME</u>	<u>ADDRESS</u>	<u>CITY</u>	<u>RISK CAP @ 20 sq ft</u>	<u>Special Needs Cap @60 sq ft</u>	<u>Pet Friendly</u>	<u>Agency Support</u>	<u>Function</u>	<u>Vulnerability</u>			
								<u>Surge</u>	<u>Evac Zone</u>	<u>Flood</u>	<u>Wild- fire</u>
<u>Beverly Hills Lions Club</u>	<u>72 Beverly Hills Center</u>	<u>Beverly Hills</u>	<u>43</u>		<u>No</u>	<u>ARC</u>	<u>School</u>				<u>✓</u>
<u>Central Ridge Elementary</u>	<u>185 W Citrus Springs Blvd</u>	<u>Citrus</u>			<u>No</u>		<u>School</u>				
<u>Citrus County Renaissance Center</u>	<u>3620 W. Educational Path</u>	<u>Inverness</u>			<u>No</u>	<u>DOH</u>	<u>Community Ctr</u>				<u>✓</u>
<u>Citrus High School</u>	<u>600 West Highland Blvd</u>	<u>Inverness</u>	<u>588</u>	<u>128</u>	<u>No</u>	<u>SD</u>	<u>School</u>				
<u>Citrus Springs Elementary</u>	<u>3570 West Century Blvd</u>	<u>Citrus</u>			<u>No</u>	<u>SD</u>	<u>School</u>				<u>✓</u>
<u>Citrus Springs Middle</u>	<u>150 W Citrus Springs Blvd</u>	<u>Citrus Springs</u>	<u>1,341</u>		<u>No</u>	<u>ARC</u>	<u>School</u>				<u>✓</u>
<u>Crest School</u>	<u>260 S Panther Pride Dr</u>	<u>Lecanto</u>			<u>No</u>	<u>SD</u>	<u>School</u>				<u>✓</u>
<u>First Baptist Church of Crystal River</u>	<u>700 N Citrus Ave</u>	<u>Crystal River</u>	<u>73</u>		<u>No</u>		<u>Church</u>				
<u>First Lutheran Church</u>	<u>1900 W Highway 44</u>	<u>Inverness</u>	<u>51</u>		<u>No</u>	<u>ARC</u>	<u>Church</u>				
<u>First United Methodist of Inverness</u>	<u>3896 S Pleasant Grove Rd</u>	<u>Inverness</u>	<u>165</u>		<u>No</u>		<u>Church</u>				
<u>Floral City Elementary</u>	<u>8457 E Marvin Street</u>	<u>Floral City</u>			<u>No</u>	<u>ARC</u>	<u>School</u>				<u>✓</u>
<u>Forest Ridge Elementary</u>	<u>2927 North Forest Ridge</u>	<u>Hernando</u>	<u>1,718</u>		<u>No</u>	<u>ARC</u>	<u>School</u>				<u>✓</u>
<u>Good Shepherd Lutheran Church</u>	<u>439 E Norvell Bvmt Hwy</u>	<u>Hernando</u>	<u>40</u>		<u>No</u>		<u>Church</u>				
<u>Hernando Elementary</u>	<u>2353 N Croft Avenue</u>	<u>Hernando</u>			<u>No</u>	<u>SD</u>	<u>School</u>				<u>✓</u>
<u>Hope Evangelical Lutheran</u>	<u>9425 N Citrus Springs Blvd</u>	<u>Citrus Springs</u>	<u>50</u>		<u>No</u>	<u>ARC</u>	<u>Church</u>				<u>✓</u>
<u>Inverness Middle School</u>	<u>1950 North US Highway 41</u>	<u>Inverness</u>			<u>No</u>	<u>SD</u>	<u>School</u>				<u>✓</u>
<u>Inverness Primary School</u>	<u>206 South Lime Avenue</u>	<u>Inverness</u>			<u>No</u>	<u>SD</u>	<u>School</u>				
<u>Lecanto High School</u>	<u>3810 W Education Path</u>	<u>Lecanto</u>			<u>Yes</u>	<u>ARC</u>	<u>School</u>				<u>✓</u>
<u>Lecanto Middle School</u>	<u>3800 W Education Path</u>	<u>Lecanto</u>			<u>No</u>	<u>DOH</u>	<u>School</u>				<u>✓</u>
<u>Lecanto Primary School</u>	<u>3790 W Education Path</u>	<u>Lecanto</u>			<u>No</u>	<u>ARC</u>	<u>School</u>				<u>✓</u>
<u>Mount Olive Missionary Baptist Church</u>	<u>2105 N Georgia Rd</u>	<u>Crystal River</u>	<u>25</u>		<u>No</u>		<u>Church</u>				
<u>TOTAL (4,222)</u>			<u>4,094</u>	<u>128</u>							

Source: 2017 SRESP, Volume I, Chapter 5, Tampa Bay Region (Regional Shelter Analysis) ARC = American Red Cross, DOH = County Health Department, SD = County School District

Clearance Times & Evacuation Level of Service

The City will continue efforts to reduce Hurricane Evacuation times through implementation of controls on land use density in the coastal area. In addition, proposed development projects in the ~~Hurricane-Vulnerable Area CHHA~~ should be reviewed using a traffic-modeling program to assure that emergency evacuation times are not increased.

Level of Service Standards for hurricane evacuations were developed using the clearance times referenced in the ~~Withlacoochee Hurricane Evacuation Study, 2004~~ 2017 Florida Statewide Regional Evacuation Study Program. Clearance time is the time required to clear the roadway of all vehicles evacuating in response to a hurricane situation. Clearance time begins when the first evacuating vehicle enters the road network (as defined by the Hurricane Evacuation Behavioral Curve) and ends when the last evacuating vehicle reaches an assumed point of safety (refer to ~~Withlacoochee Hurricane Evacuation Study, 2004~~ 2017 Florida Statewide Regional Evacuation Study Program for further detail). Clearance time does not relate to the time any one vehicle spends traveling on the road network and does not include time needed for local officials to assemble and make a decision to evacuate. Clearance time is only one major factor involved in issuing an evacuation order or advisory. The other major factor is the time until arrival of sustained tropical storm winds.

~~Rules 9J-5.012(3) (b) 6 and 7 and 9J-5.012(3) (b), Florida Administrative Code, Florida Statutes, section 163.3178 Coastal Management,~~ requires that the comprehensive plan include one or more specific objectives that directs population concentrations away from known or predicted coastal high-hazard areas and that maintains or reduces hurricane evacuation times. Section 163.3178(9)(a) (8), *Florida Statutes* states that local governments' ~~may elect to comply with rule 9J-5.012(3) (b) 6 and 7, Florida Administrative Code, by meeting the following requirements~~ comprehensive plan shall be found in compliance with state coastal high-hazard provisions if:

1. the adopted level of service for out-of-county evacuation is maintained for a category 5 storm event as measured on the Saffir-Simpson scale;
2. A 12-hour evacuation time to shelter is maintained for a category 5 storm event as measured on the Saffir-Simpson scale and shelter space reasonably expected to accommodate the residents of the development contemplated by a proposed comprehensive plan amendment is available; or
3. Appropriate mitigation is provided that will satisfy numbers 1 and 2 above. Appropriate mitigation shall include, without limitation, payment of money, contribution of land, and construction of hurricane shelters and transportation facilities. Required mitigation may not exceed the amount required for a developer to accommodate impacts reasonably attributable to development. A local government and developer shall enter into a binding agreement to memorialize the mitigation plan.

(b) For those local governments that have not established a level of service for out-of-county hurricane evacuation by following the process in paragraph (a), the level of service shall be no greater than 16 hours for a category 5 storm event as measured on the Saffir-Simpson scale.

In order to meet the requirements of ~~the Florida Administrative Code section 163.3178(8), Florida Statutes~~, the City adopts an out-of-county evacuation time not to exceed 16 hours for a category 5 storm event as measured on the Saffir-Simpson scale and establishes appropriate mitigation measures for evaluating any future development or proposed comprehensive plan amendment within the Coastal High Hazard Area. The out-of-county level of service standard is based on the analysis of evacuation times prepared by Citrus County in the Coastal, Lakes, River Management Element of the County Comprehensive Plan, 2014.

In-Out-of-County Hurricane Evacuation Level of Service (LOS)

The in-out-of-county clearance times for Citrus County are shown in Table ~~4-10 CM-6~~. Clearance times refer to the amount of time needed to give adequate notice for evacuation to areas outside of Citrus County. It is expected that residents of Crystal River need similar time to evacuate as provided in the County's plan; therefore, the County's analysis is included as data and analysis to support the adopted level of service.

The Level of Service Standard (LOS) for out-of-county Hurricane Evacuation is ~~sixteen (16)~~ hours. The out-of-county evacuation time is defined as the time it takes for county residents to evacuate the county. The sixteen (16) hour LOS standard for a category 5 storm event is referred to in ~~House Bill 1359 section 163.3178, Florida Statutes~~, and is considered the established minimum for new projects developing in the coastal area for communities without established LOS standards for out-of-county hurricane evacuation. ~~By coincidence, the clearance times provided in Table 4-10 support a 16-hour LOS standard. The 16-hour LOS standard is consistent with the average of the long response time for each hurricane category for both the low seasonal occupancy and high seasonal occupancy for the county. The most recent information provided for in-out of county clearance times was updated in the 2017 Florida Statewide Regional Evacuation Study Program. The study found that Citrus County has the highest in-county clearance time of 55.5 hours for the Level E scenario due to the influence of trips evacuating from other counties within the region in a northbound direction. Clearance time to shelter shows clearance times ranging from 19 to 20 and one-half hours.~~

The clearance time to shelter is the time to safely evacuate vulnerable residents (including visitors) to a "point of safety" within the county based on a specific hazard, behavioral assumptions, and evacuation scenario. Calculated from the point in time when the evacuation order is given to the point in time when the last vehicle reaches a point of safety within the county. Key points to remember for clearance time to shelter include:

- All in-county trips reach their destination within the county outside of an evacuation zone A-E; and
- This definition does not include any out of county trips.

The in-county clearance time is the time required from the point an evacuation is given until the last evacuee can either leave the evacuation zone or arrive at safe shelter within the county

(which is not an A-E evacuation zone). This does not include those evacuees leaving the county on their own. Key points to remember for in-county clearance time include:

- All in-county trips reach their destination within the county;
- All out of county trips exit the evacuation zone, but may still be located in the county and not left yet; and
- This definition does not include out-of-county pass-through trips from adjacent counties, unless they evacuate through an evacuation zone.

**Table CM-7. Clearance Times (in hours)
Local In-County Movement, Citrus County**

Tropical Storm Category 1 Hurricane	Low Seasonal Occupancy	High Seasonal Occupancy
Rapid Response	8	3 ³ / ₄
Medium Response	9	9 ³ / ₄
Long Response	10	10 ³ / ₄

~~Worst individual household commute time Low Seasonal Occupancy—3 hours~~

~~Worst individual household commute time High Seasonal Occupancy—3 ¹/₂ hours~~

Category 2-3 Hurricane	Low Seasonal Occupancy	High Seasonal Occupancy
Rapid Response	10 ¹ / ₄	11
Medium Response	11	12
Long Response	12 ¹ / ₂	13

~~Worst individual household commute time Low Seasonal Occupancy—5 hours~~

~~Worst individual household commute time High Seasonal Occupancy—6 hours~~

Category 4-5 Hurricane	Low Seasonal Occupancy	High Seasonal Occupancy
Rapid Response	12 ³ / ₄	18 ¹ / ₄
Medium Response	13 ¹ / ₂	19
Long Response	14 ³ / ₄	20

~~Worst individual household commute time Low Seasonal Occupancy—7 ¹/₂~~

~~Worst individual household commute time High Seasonal Occupancy—13 hours~~

Note: Commute time refers to how long one vehicle may be caught in traffic making their evacuation movement

Source: Withlacoochee Regional Planning Council, *Withlacoochee Hurricane Evacuation Study Transportation Analysis*, 2004

Prepared by: Citrus County Division of Community Development, 2007.

Table CM-6 – 2017 Citrus County Evacuation Clearance Times for Base Scenario

	<u>Evacuation Level A Base Scenario</u>	<u>Evacuation Level B Base Scenario</u>	<u>Evacuation Level C Base Scenario</u>	<u>Evacuation Level D Base Scenario</u>	<u>Evacuation Level E Base Scenario</u>
<u>Clearance Time To Shelter</u>	<u>19</u>	<u>24</u>	<u>21</u>	<u>25</u>	<u>20.5</u>
<u>In-County Clearance Time</u>	<u>23.5</u>	<u>28.5</u>	<u>34.5</u>	<u>47</u>	<u>55.5</u>

Source: 2017 Florida Statewide Regional Evacuation Study

~~Based upon information contained within the draft ACOE “Hurricane Evaluation Study for the Cedar Key Basin”, in which the CMA-1 is located, it is projected that a total of 217 vehicles would be added to area evacuation routes resulting from maximum permitted residential units permitted within the CMA-1. Pursuant to methodology contained within the ACOE study, it is projected that these additional trips would cause an additional one-quarter hour in required “clearance time” for Category 1 hurricanes. This study also identifies clearance time for this area, for a Category 1 hurricane, as 8 1/2 hours. An acceptable time is 9 hours. Therefore, proposed maximum development within the CMA-1 would only increase clearance time from 8 1/2 hours to 8 3/4 hours (3% increase), below the acceptable 9 hour clearance time.~~

~~A total maximum of 761 residents are projected to be located within the CMA-1 area. In accordance with the ACOE Hurricane Evacuation Study, referenced above, it is estimated that 10% (76 residents) will require public shelter during a Category 1 hurricane event. According to the study, a total of 13,859 surplus shelter spaces exist within Citrus County. Therefore, no difficulty exists in accommodating the estimated 76 residents which will live within the CMA-1 and require public shelter. The City’s entire population having a total maximum of 3,190 residents are projected to be located within the Hurricane Evacuation Zone A. The 2017 Florida Statewide Regional Evacuation Study assumes that 100% of the population-at-risk evacuates plus a (smaller) percentage of non-vulnerable population. According to the study, the hurricane evacuation operational scenario for 2020 proposes 3,748 Citrus County residents seeking public shelter. Accordingly, in a Category 1 hurricane event the 4,222 shelter spaces that exist in Citrus County appear to be adequate. However, shelter demand for a greater hurricane event would create a shortfall of existing public shelter spaces, relying greatly on the presumption that evacuees would stay with friends, hotels/motels or travel out of county.~~

Mitigation of Property Damage

~~Approximately 40% 37 percent of Citrus County’s Repetitive Loss Properties are in Crystal River. [9J-5.012 (2)(e)(2)]. Repetitive Loss Structures include every National Flood Insurance Program (NFIP) insured property that, since 1978, and regardless of any change(s) of ownership during that period, has experienced:~~

- ~~• Four or more paid flood losses of more than \$1,000 each; or~~
- ~~• Two paid flood losses within a 10-year period that, in the aggregate, equal or exceed the current value of the insured property; or~~
- ~~• Three or more paid losses that, in the aggregate, equal or exceed the current value of the insured property.~~

~~A repetitive loss property is defined as a facility or structure that has experienced two or more insurance claims of \$1,000 or more in any give 10-year period since 1978, under the National Flood Insurance Program (NFIP). A repetitive loss property may or may not be currently insured by the NFIP. Based on the more recent information available from FEMA NFIP reports (HUDEX Report, Policy and Loss Data by Community), there are 192 such properties in Citrus County, including 185 residential properties and 7 commercial properties. According to data provided by FEMA in 2019, there are an additional 112 repetitive loss properties located in the City of Crystal River. The data provided by FEMA did not indicate the building type~~

(residential, commercial, etc.), however in 2015 there were seven commercial repetitive loss properties.

As part of the City of Crystal River's participation in the NFIP, residents and businesses are eligible to obtain flood insurance policies. Within Crystal River there were 976 flood insurance policies in effect as of September 30, 2018. These policies have a total coverage of \$212,516,700 with a total premium of \$1,580,698. The city of Crystal River joined the Community Rating System (CRS) in 2016, and is currently a Class 7 community, resulting in a 15 percent reduction in flood insurance premiums².

Additional mitigation measures taken by the City of Crystal River include requiring that the first floor of living space of any building constructed with the City must be at least one foot above the FEMA base flood elevation requirement.

In 2020, Citrus County and the Cities of Crystal and Inverness updated the *Citrus County Local Mitigation Strategy* (LMS) that addresses hurricane evacuation, shelters, and mitigation of property damage. As part of its mitigation plan, the City of Crystal River listed its priorities (included in the goals, objectives and policies of the Future Land Use Element) as listed below:

1. Reduce the number of repetitive loss properties by reviewing the current FEMA NFIP Repetitive Loss List for Citrus County to identify the correct, updated address and exact location of each individual structure. Using the National Flood Mitigation Data Collection Tool, survey property owners to determine interest and eligibility to pursue mitigation measures and identify the most appropriate mitigation measure for each structure using the priority established. Implement mitigation measures on each individual structure using the established property to mitigation future damage as funding becomes available.
2. Provide protection from increased infiltration into the sanitary sewer system during flood events through the installation of portable bypass pumps and portable generators at the lift stations.
3. Investigate, update and/or implement new location for the City Hall in the City of Crystal River.³

Measures to reduce the population's exposure to coastal storm damage include future development and redevelopment guidelines that will limit development activities within ~~the any~~ designated ~~A, B, and C~~ hurricane evacuation zones. The City's future land use classifications and "Coastal Low Density Residential" on vacant-undeveloped lands ~~within the Coastal Management Area-1~~ permit unit densities of not greater than ~~2.5 units/acre~~ 0.5 unit per acre with water and sewer or 1.0 unit per two acres without water and sewer. Additional provisions may allow up to 2.5 units per acre through the use of conservation measures as specified in the Future Land Use Element. These designations support reduced exposure to coastal hazards by not permitting high density concentrations of population or excessive public infrastructure expansion that could be at risk during a storm event.

² Citrus County Local Mitigation Strategy, 2020 Update

³ Citrus County Local Mitigation Strategy, 2020 Update, Table 4-5 – Citrus County Action Plan.

Table CM-8. 2009 Repetitive Loss Properties

Community Name	Repetitive Loss Structures	SF	2-4 Family	Other Res	Condo Assoc.	Non-Res.
Citrus County	230	212	4	4	3	7
Crystal River	145	111	10		2	22

~~Post-Disaster Planning and Coastal High-Hazard Areas~~

Post-Disaster Redevelopment

Coastal High Hazard Area (CHHA)

The Coastal, Lakes, River Management Element of the Citrus County Comprehensive Plan addresses Post-Disaster Planning within the designated Coastal High Hazard Area (CHHA) [see Map CM-5]. Land use designations within the County are restricted to reduce exposure to coastal hazards with densities “not designated to permit high density concentrations of population”. The County’s Low Intensity Coastal and Lakes designation ~~permits variable densities up to six units per gross acre~~ limits residential development for all vacant land within the CHHA to a maximum of one dwelling unit per 40 acres. It is noted that the City limits is totally located within the CHHA area. ~~The gross density permitted within the Coastal Management Area 1 is one-half dwelling unit per acre.~~ The City is predominantly platted out and development is limited to existing densities and intensities identified in the Future Land Use Element. In the City no additional mobile home units are permissible in the CHHA, aside from some vested Mobile Home Parks which will be allowed to continue as provided by law. Separate from residential and non-residential committed areas, approximately 25 percent of the City is held in public lands dedicated to conservation and abuts waterways. Mechanisms are available to reduce exposure to coastal storms and to be considered in post-disaster redevelopment include: relocation under extreme conditions, flood requirements under FEMA guidelines for structural modification (Storm Proofing and elevating, including one-foot freeboard above the minimum base flood elevation), and public acquisition.

~~The Post-Disaster Redevelopment Plan referenced in Objective 4.11 of the Citrus County Comprehensive Plan is currently being produced by the Citrus County Emergency Management Department.~~

Coastal Construction Control Line (CCCL)

The Florida Legislature finds and declares that the beaches in this state and the coastal barrier dunes adjacent to such beaches, by their nature, are subject to frequent and severe fluctuations and represent one of the most valuable resources of Florida and that it is in the public interest to

preserve and protect them from imprudent construction which can jeopardize the stability of the beach-dune system, accelerate erosion, provide inadequate protection to upland structures, endanger adjacent properties, or interfere with public beach access. Recognizing the value of its beaches, the Florida Legislature initiated the “coastal construction control line” (CCCL) Program to protect the coastal system from improperly sited and designed structures which can destabilize or destroy the beach and dune system. Where CCCLs have been established for counties in Florida, the county shall be required in its coastal management element to address redevelopment for construction activities seaward of the CCCL as established pursuant to Section 161.053 to be consistent with Chapter 161, Florida Statutes.

As of this writing, the CCCLs for the state of Florida have been established in 25 of Florida counties. Citrus County has **not** been designated with a CCCL. This is likely because the coastal area of the county does not have beaches and sand dunes but is instead formed of coastal estuaries, marshes, and marine grass beds. The County’s Coastal, Lakes, River Management Element of the Citrus County Comprehensive Plan instead identifies the CHHA and post-disaster planning and constraints have been placed on future development in this area.

Shoreline Use

Public Access

The estuarine waters on King’s Bay and the Crystal River offer an abundance of water-related and recreational opportunities (see Map CM-~~47~~). The City of Crystal River has no salt water beach shoreline access, but Hunter’s Spring Park provides a freshwater beach. State-owned waterfront properties are expected to remain in their natural state with limited water access for canoeing and fishing. Other existing public shoreline access facilities are inventoried in the Recreation and Open Space Element, which also include a projected demand for future public shoreline access facilities. These access locations along the springs and riverine system may have limited expansion possibilities, due to the presence of wetlands that edge the shoreline. However, various vacant/unimproved sites exist within the City limits which can fulfill future public access demands.

Water-Dependent and Water-Related Uses

Water-dependent uses are defined as activities which can be carried out in or adjacent to water areas because the activity requires access to the water. Examples of water-dependent uses are: waterborne transportation, recreational access, electrical generating or water supply facilities. Within the City’s ~~Coastal Management Area-1~~, water-dependent uses can include boat ramps/docks and fishing piers associated with recreation.

Water-related uses are defined as activities which are not directly dependent upon access to a water body which provide goods and services associated with water-dependent or waterway

uses. These uses may include commercial resorts, campgrounds, fish camps, dive shops, bait and tackle stores, etc. The City's need for water-dependent and water-related uses is determined on the demand placed on its water resources. The City's Community Redevelopment Area's (CRA) Waterfront District Master Plan was adopted by the City in 2013 on the Future Land Use Map to preserve the small waterfront community that has begun to redevelop in the Kings Bay area. The Waterfront District provides for water-dependent and water-related uses as identified in the Future Land Use Element of the City's Comprehensive Plan. Allocations of land uses adjacent to water bodies ~~should~~ incorporate the need for future land use impacts, resource protection requirements and reduced shoreline conflicts. Water-dependent and water-related uses should have priority over the siting of non water-dependent uses.

Public Services and Facilities

As the City of Crystal River grows and development expands current City limits with potential and planned annexations, the City is required to provide new facilities and services to new City areas. Public services and facilities are needed to support growth and development in the City of Crystal River (see Map ~~CM-12~~ CM-7); however, any future facilities such as schools or public government buildings should be located outside areas susceptible to storm damage or flooding. The Future Land Use Element of the City's Comprehensive Plan identifies areas where future development can occur. ~~Some areas within the Coastal Management Area 1 currently have access to the City Water Supply System. However,~~ To protect coastal resources and maintain water quality standards, additional review requirements in regards to public services and facilities, such as sanitary sewer, may be required of any proposed development within the City's ~~CMA~~. For example, an area planned for annexation with individual septic systems may have the potential to degrade estuarine water quality and, as such, ~~be encouraged~~ is required to connect to a central sewer system.

Transportation

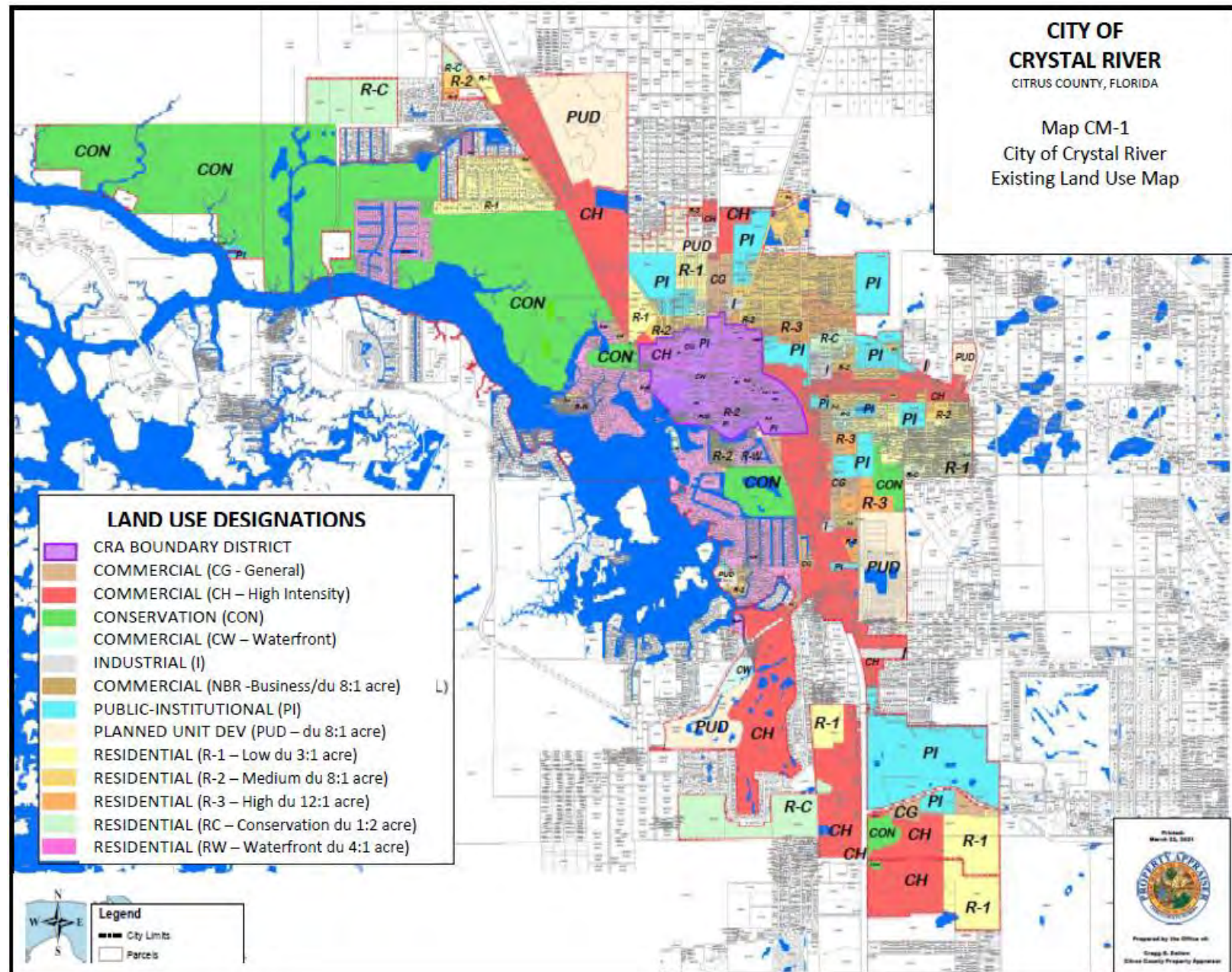
The primary focus of transportation in the Coastal Management Element is hurricane evacuation. The planning for, and construction of, new or expanded roadways within the ~~Coastal Management Area 1~~ City of Crystal River must be assessed to ensure LOS standards will not be degraded, especially the hurricane evacuation capacity. The approximate number of evacuating vehicles leaving the county is shown in the Table CM-7 using a 2020 base scenario derived from the 2017 Florida Statewide Regional Evacuation Study and subsequent years 2025 and 2030 using population growth projections.

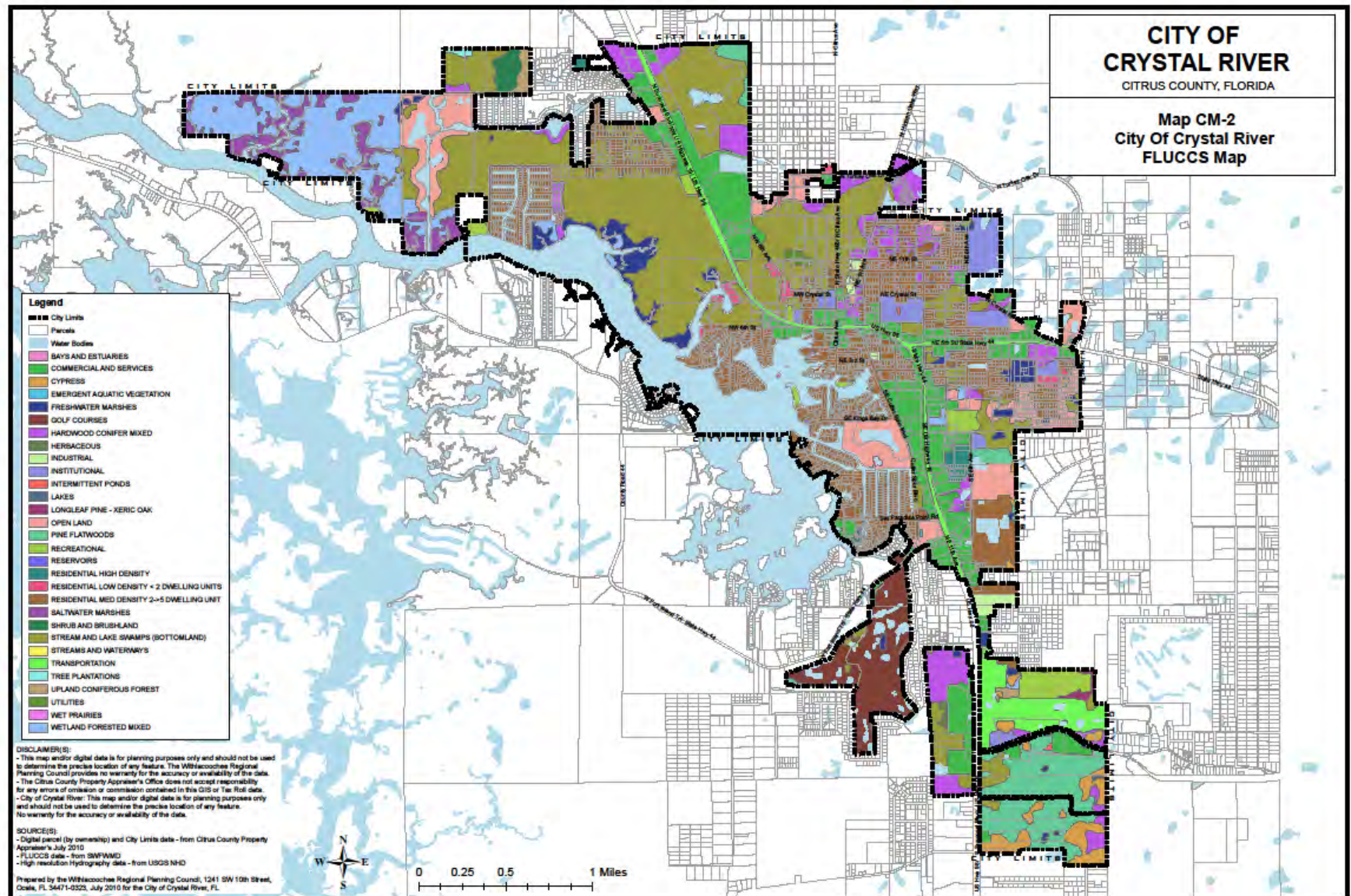
Table CM-7 – Evacuating Vehicles Leaving Citrus County by Evacuation Route – 2020-2030

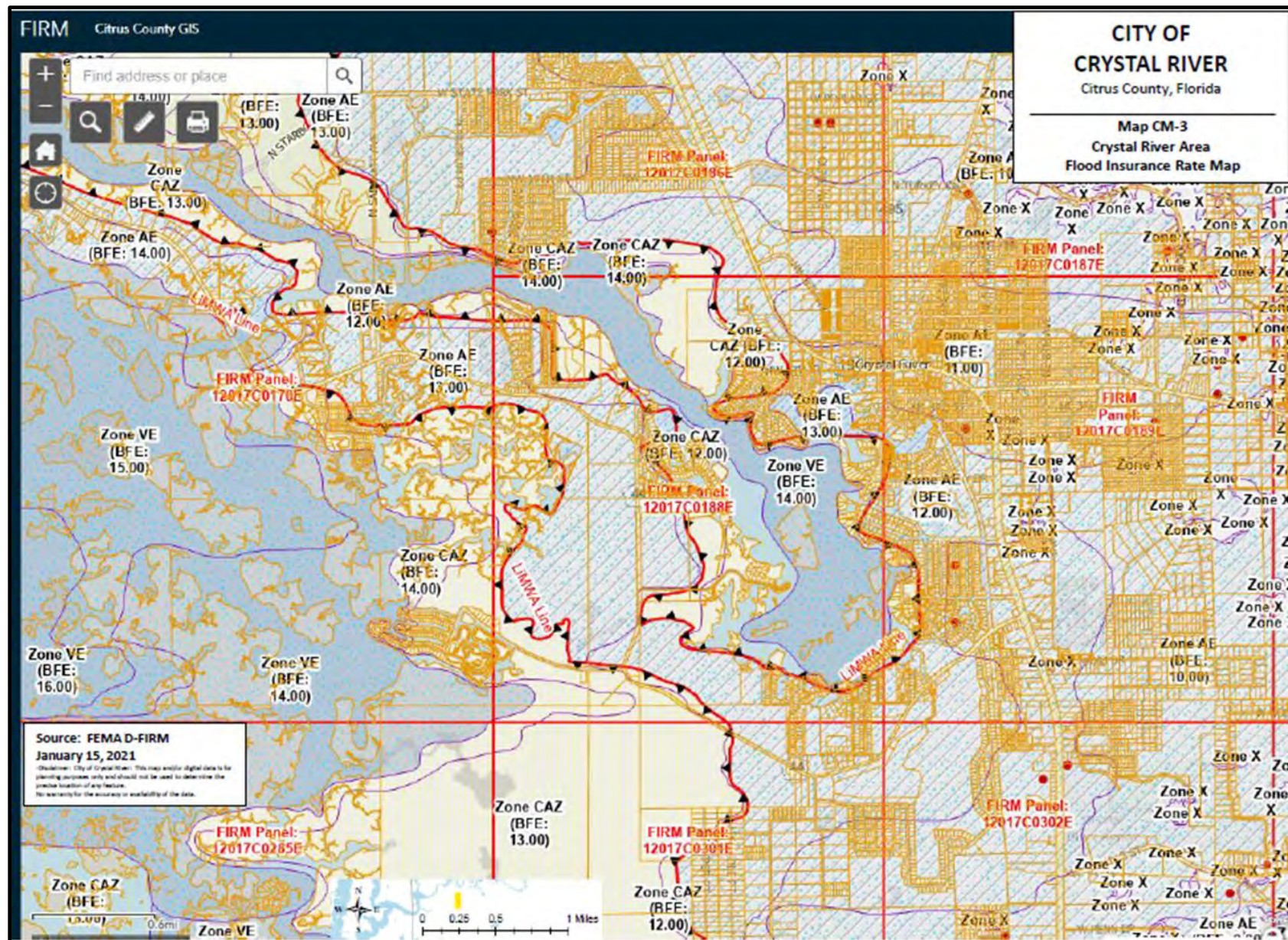
<u>2020*</u>	<u>Evac A</u>	<u>Evac B</u>	<u>Evac C</u>	<u>Evac D</u>	<u>Evac E</u>
<u>US 19 Southbound</u>	<u>400</u>	<u>500</u>	<u>400</u>	<u>400</u>	<u>100</u>
<u>US 41 Southbound</u>	<u>100</u>	<u>100</u>	<u>200</u>	<u>300</u>	<u>400</u>
<u>SR 44 Eastbound</u>	<u>2,300</u>	<u>2,800</u>	<u>4,600</u>	<u>7,700</u>	<u>10,700</u>
<u>US 41 Northbound</u>	<u>4,900</u>	<u>6,000</u>	<u>7,400</u>	<u>10,600</u>	<u>11,800</u>
<u>US 19 Northbound</u>	<u>12,400</u>	<u>14,500</u>	<u>16,900</u>	<u>18,100</u>	<u>19,600</u>
<u>Projected 2025</u>	<u>Evac A</u>	<u>Evac B</u>	<u>Evac C</u>	<u>Evac D</u>	<u>Evac E</u>

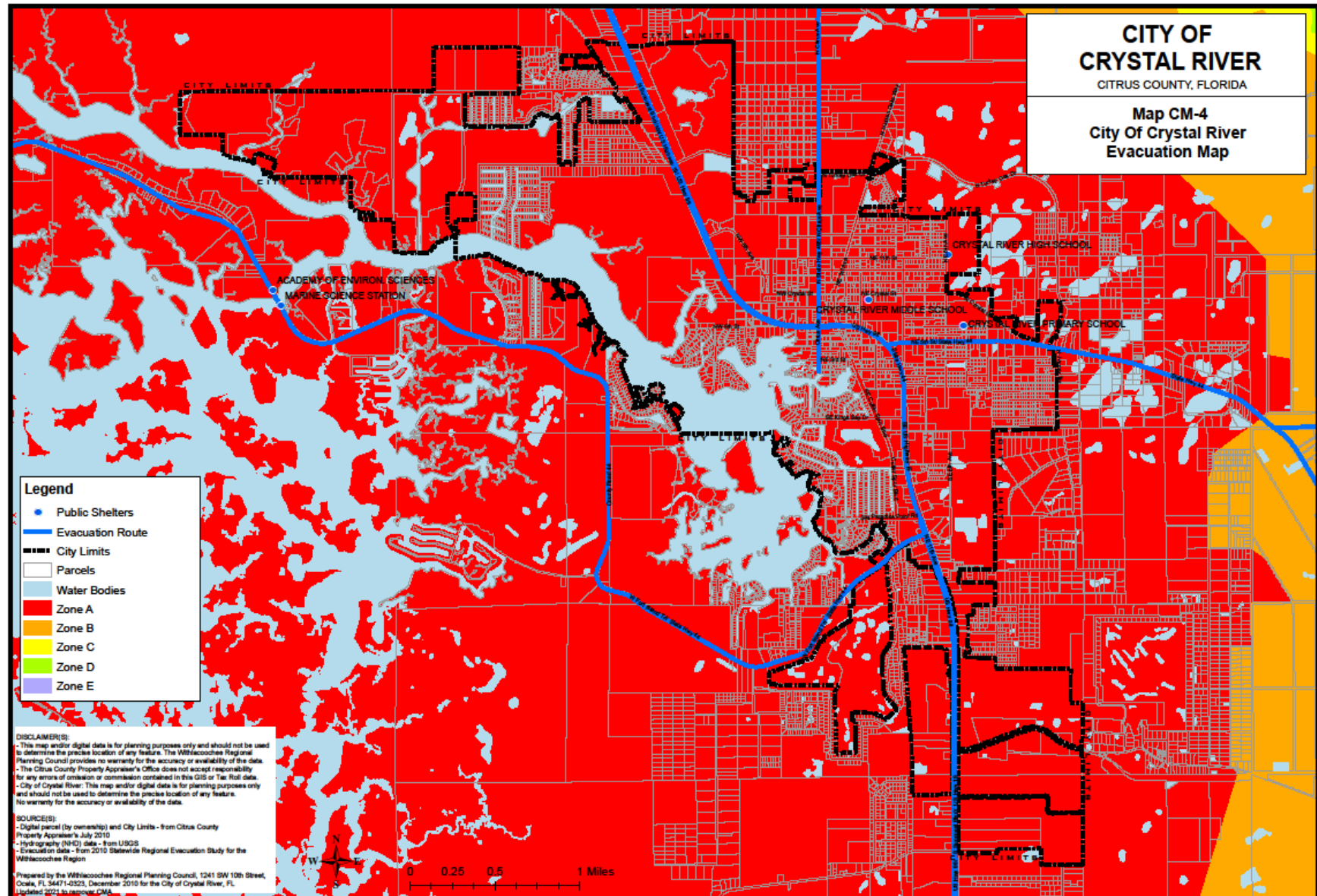
<u>US 19 Southbound</u>	<u>420</u>	<u>530</u>	<u>420</u>	<u>420</u>	<u>110</u>
<u>US 41 Southbound</u>	<u>110</u>	<u>110</u>	<u>210</u>	<u>320</u>	<u>420</u>
<u>SR 44 Eastbound</u>	<u>2,420</u>	<u>2,950</u>	<u>4,840</u>	<u>8,100</u>	<u>11,250</u>
<u>US 41 Northbound</u>	<u>5,150</u>	<u>6,310</u>	<u>7,780</u>	<u>11,150</u>	<u>12,410</u>
<u>US 19 Northbound</u>	<u>13,040</u>	<u>15,250</u>	<u>17,770</u>	<u>19,040</u>	<u>20,610</u>
<u>Projected 2030</u>	<u>Evac A</u>	<u>Evac B</u>	<u>Evac C</u>	<u>Evac D</u>	<u>Evac E</u>
<u>US 19 Southbound</u>	<u>440</u>	<u>550</u>	<u>440</u>	<u>440</u>	<u>110</u>
<u>US 41 Southbound</u>	<u>110</u>	<u>110</u>	<u>220</u>	<u>330</u>	<u>440</u>
<u>SR 44 Eastbound</u>	<u>2,520</u>	<u>3,070</u>	<u>5,040</u>	<u>8,430</u>	<u>11,720</u>
<u>US 41 Northbound</u>	<u>5,370</u>	<u>6,571</u>	<u>8,100</u>	<u>11,610</u>	<u>12,920</u>
<u>US 19 Northbound</u>	<u>13,580</u>	<u>15,880</u>	<u>18,510</u>	<u>19,820</u>	<u>21,460</u>

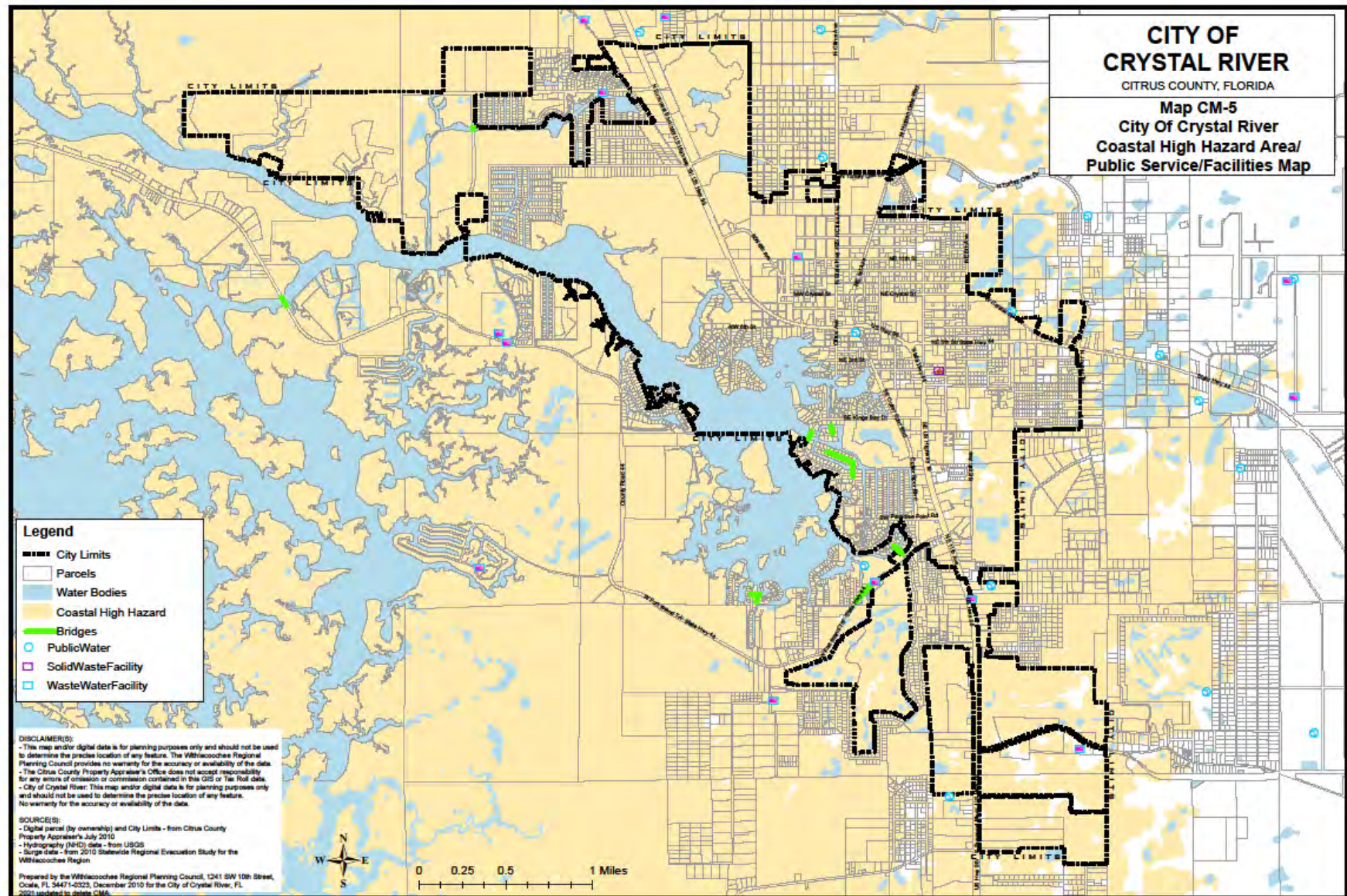
*Source: Statewide Regional Evacuation Study Program, Volume 4-8 Tampa Bay, Table IV-14; Years 2025 and 2030 estimated using County linear pop projections – BEBR Med, December 2020.

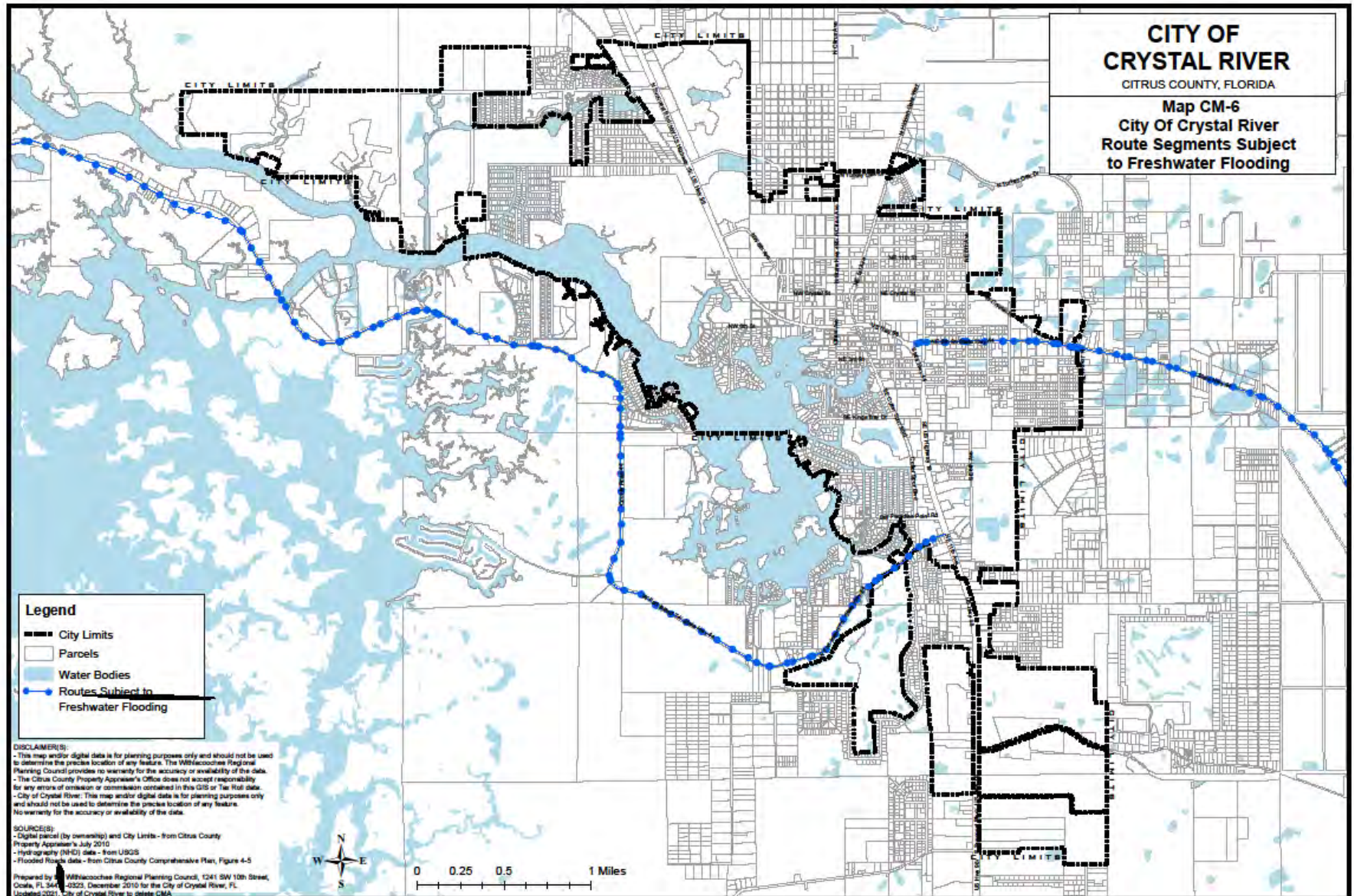


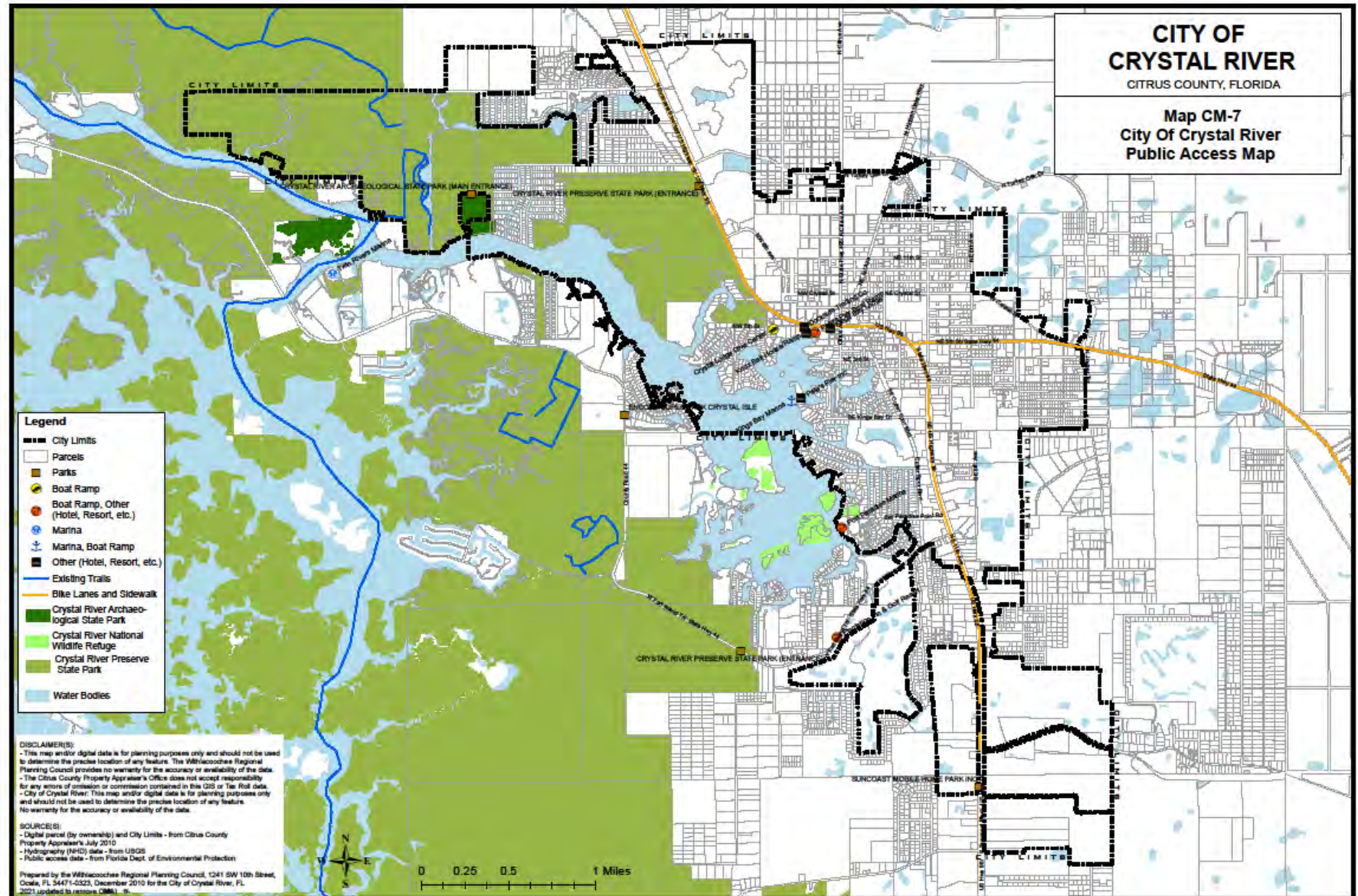


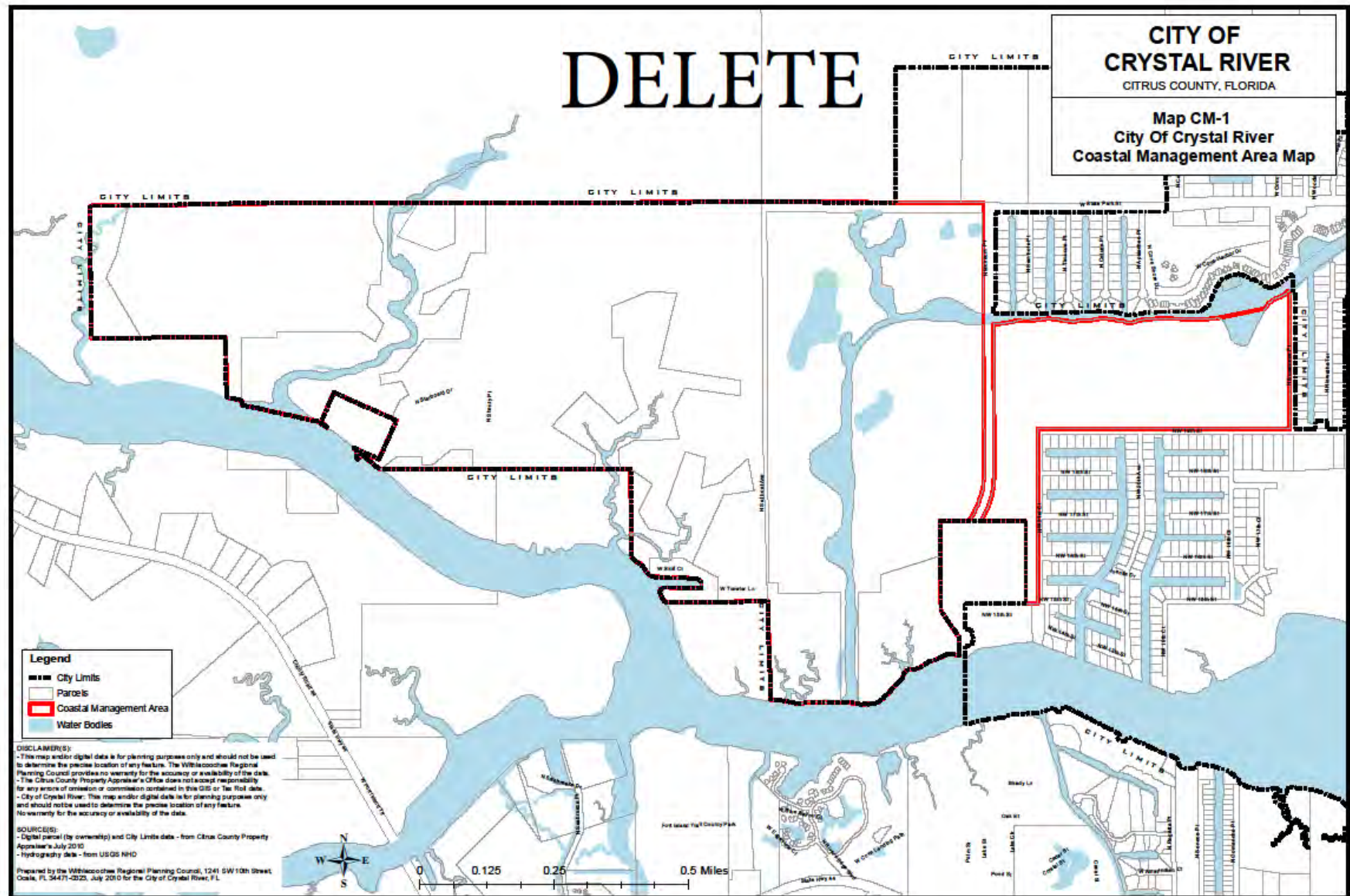


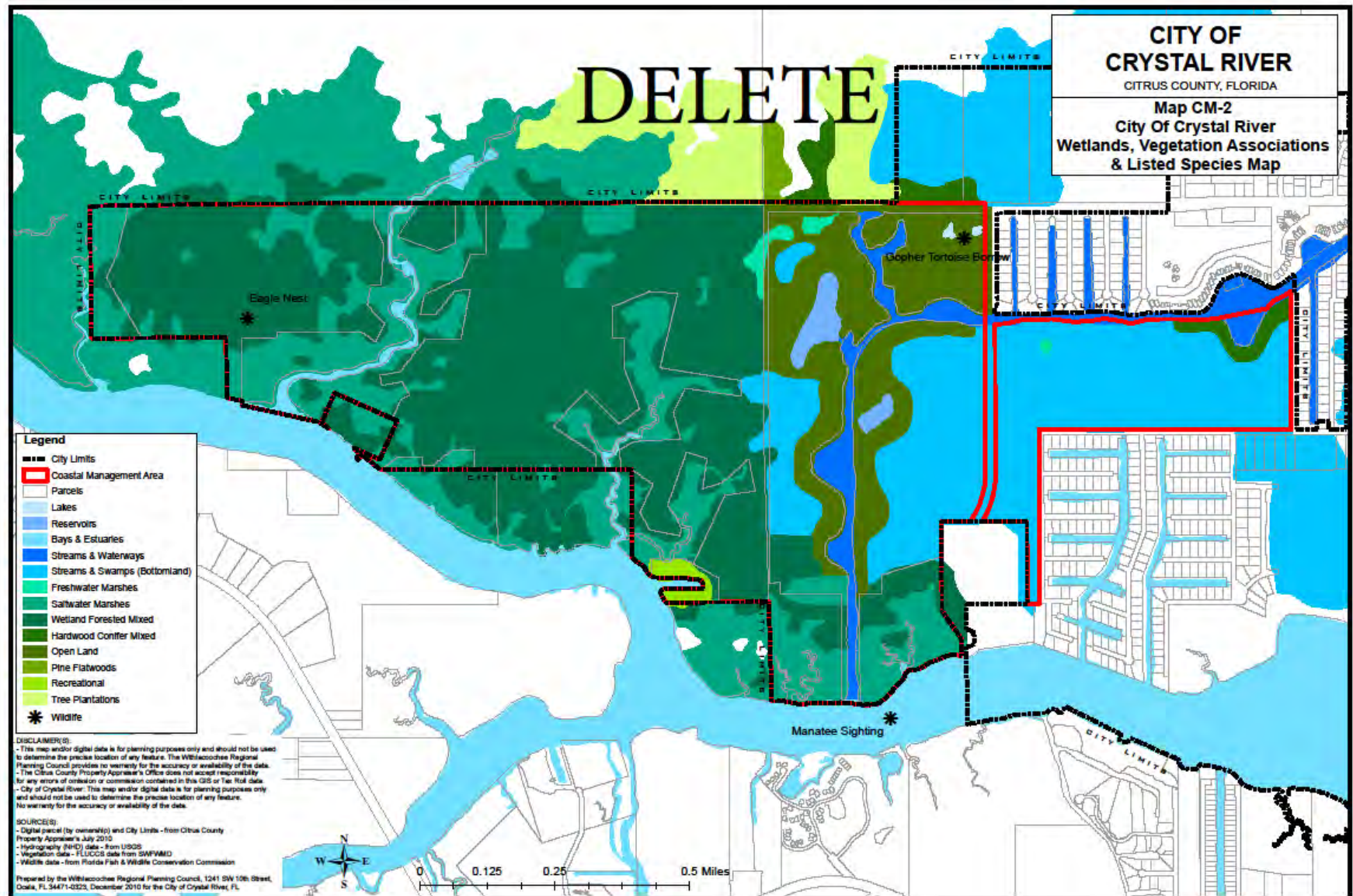


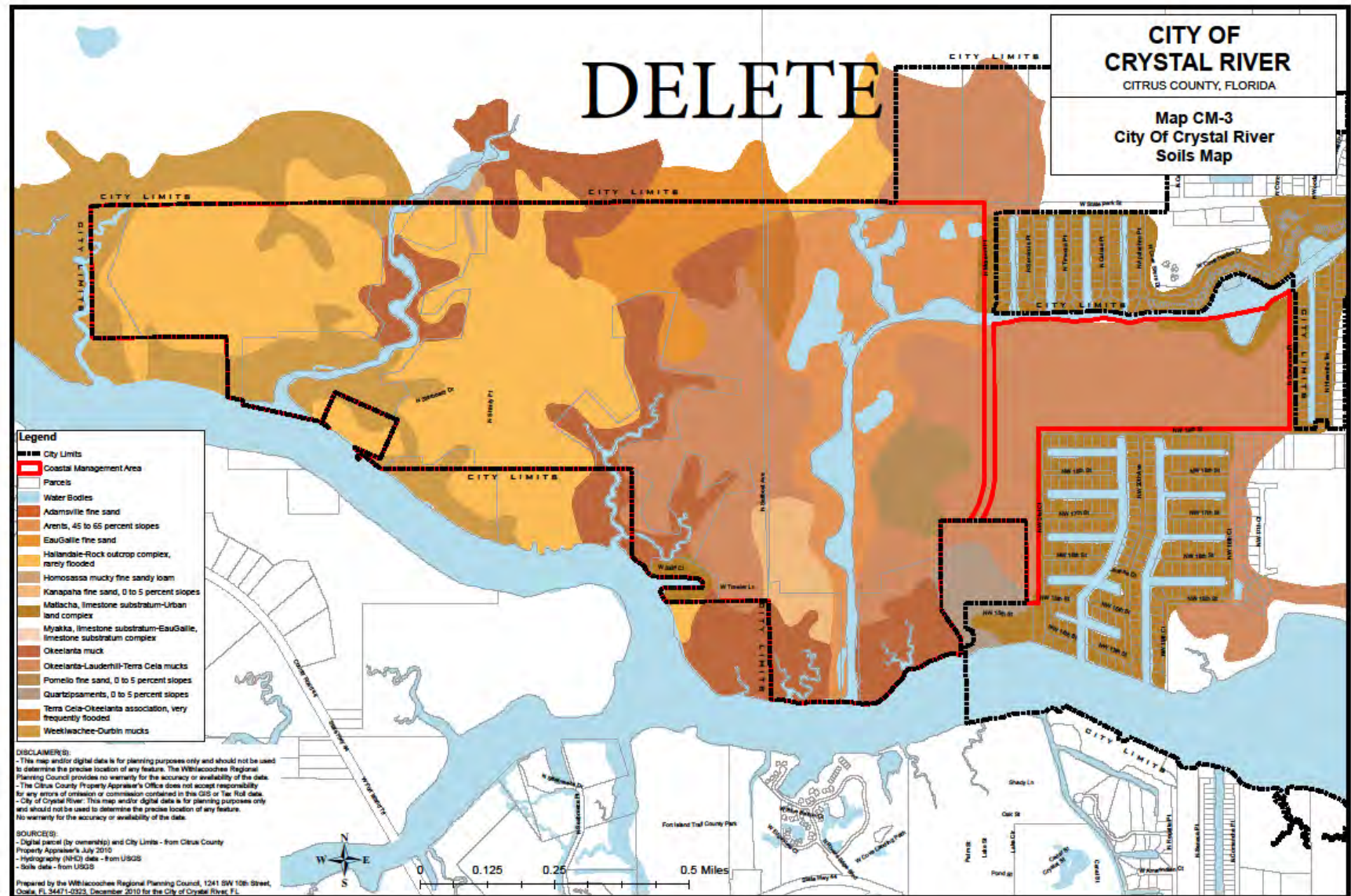


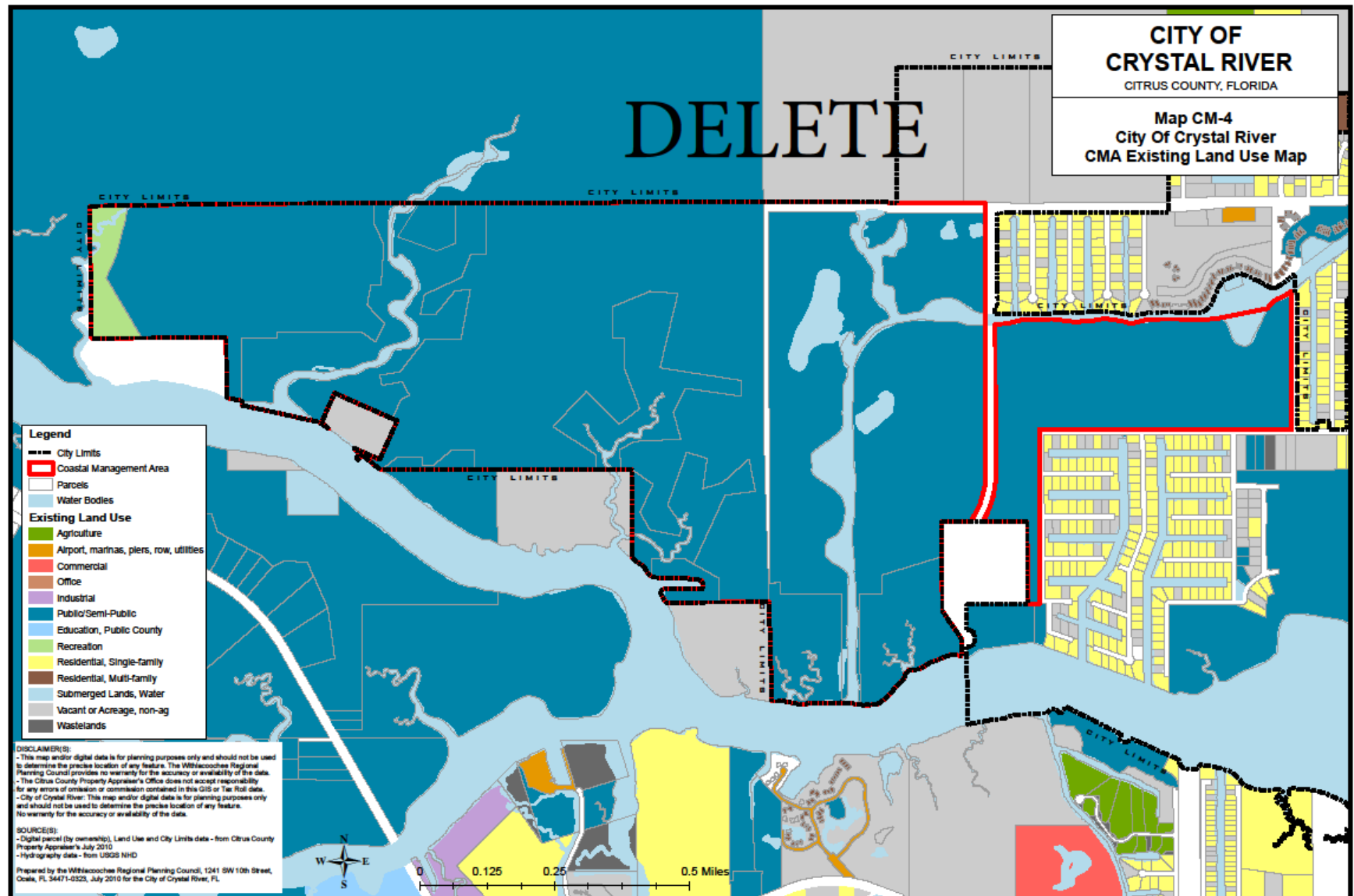


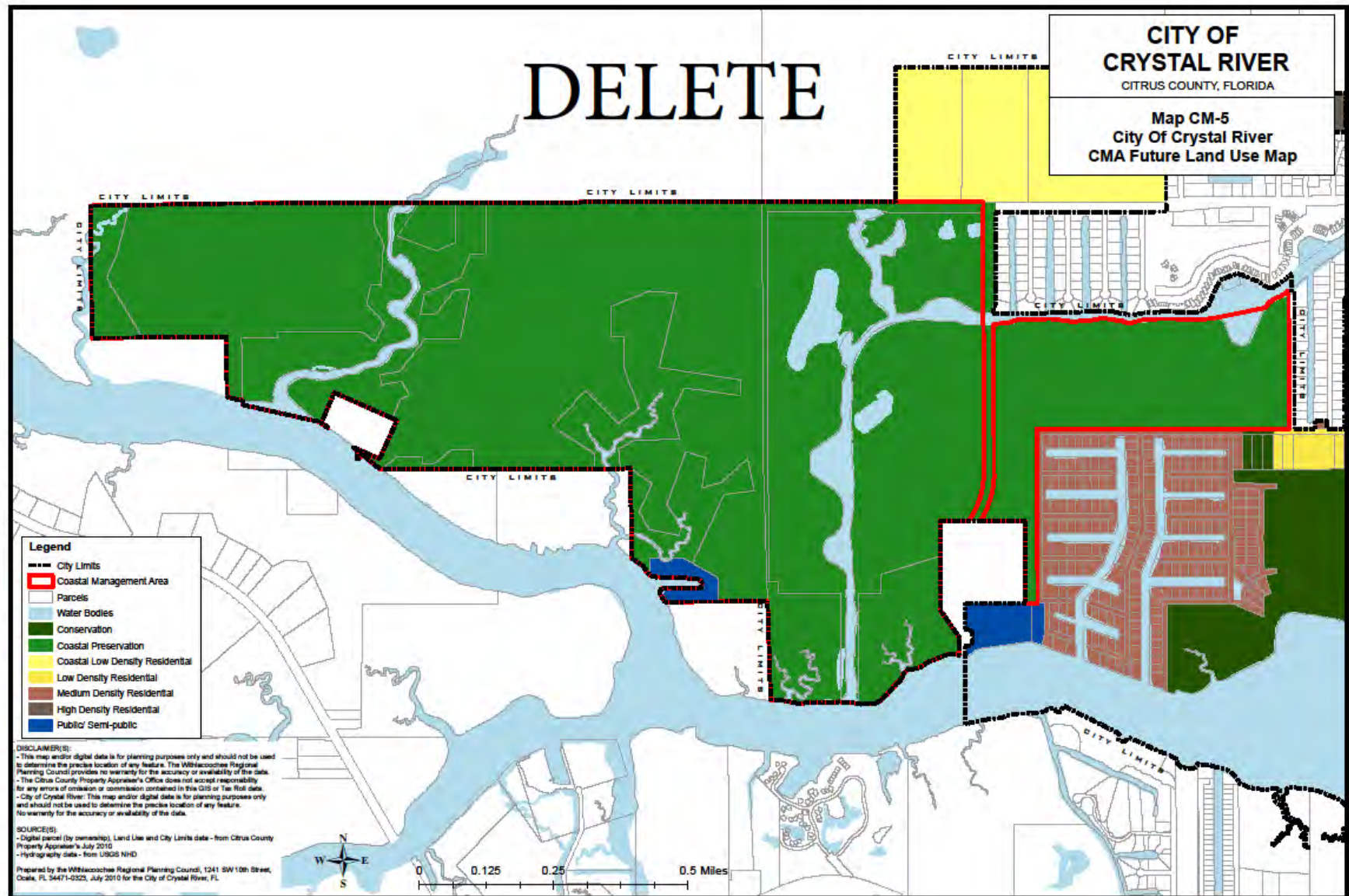


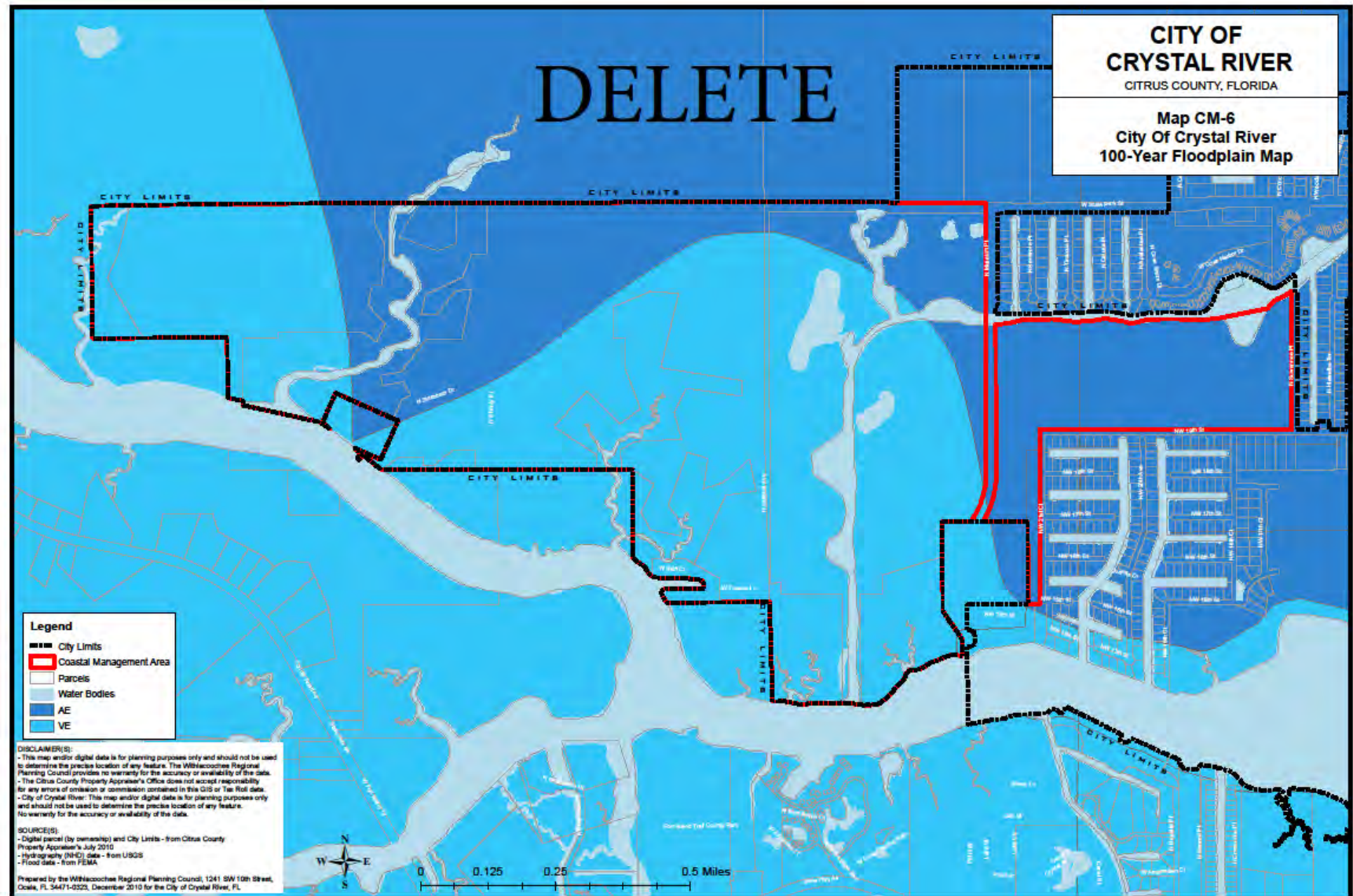


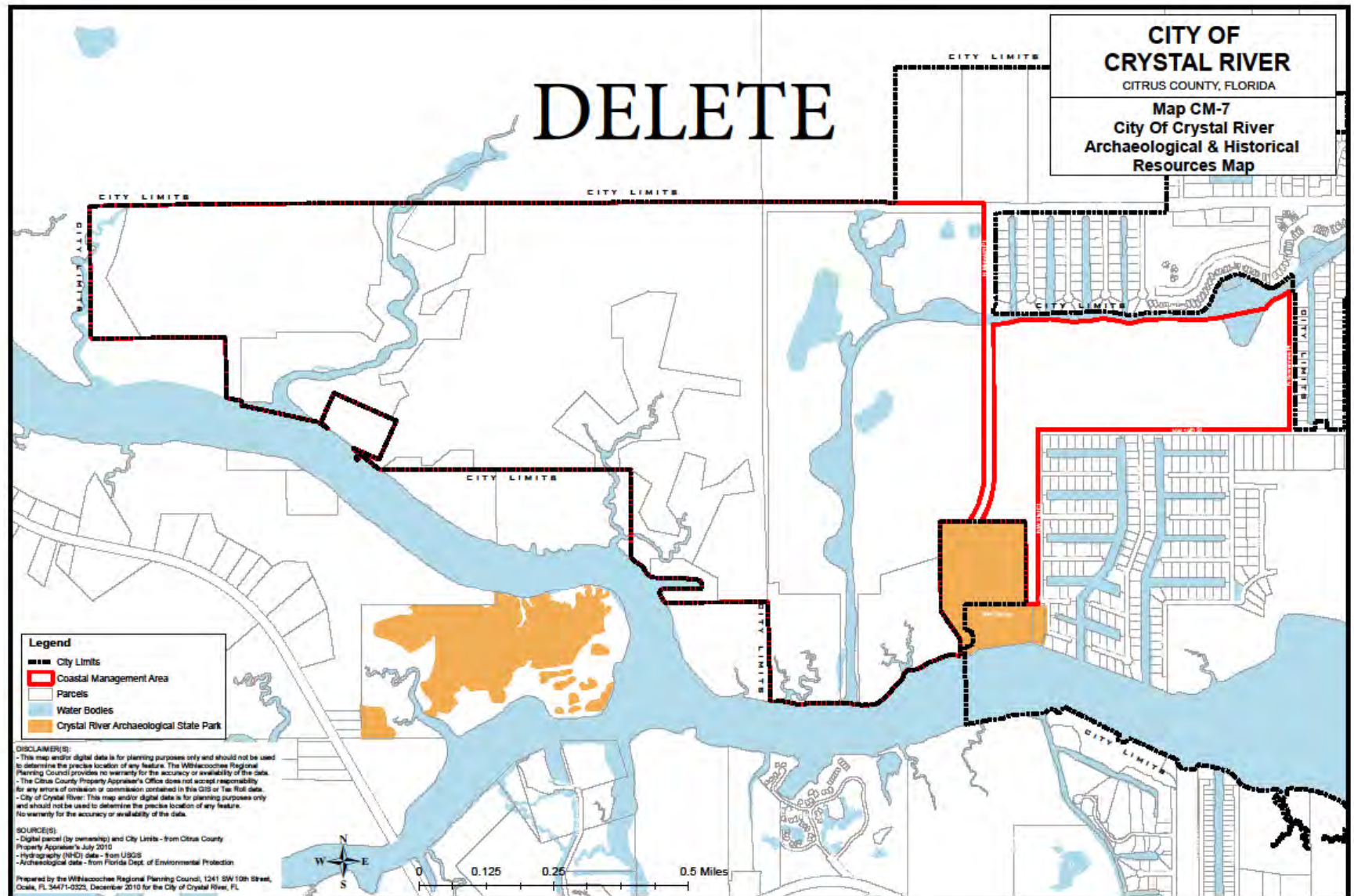


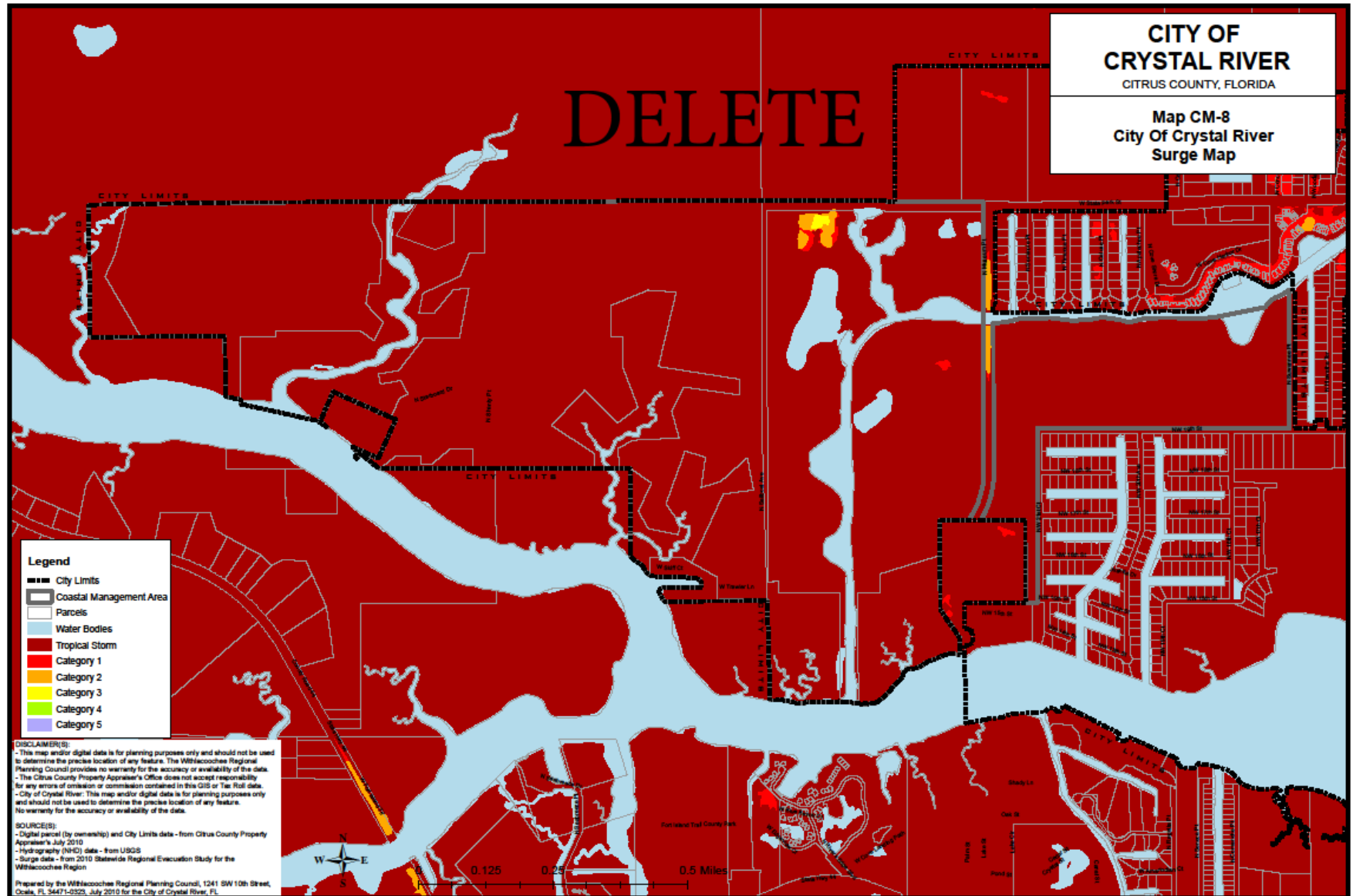


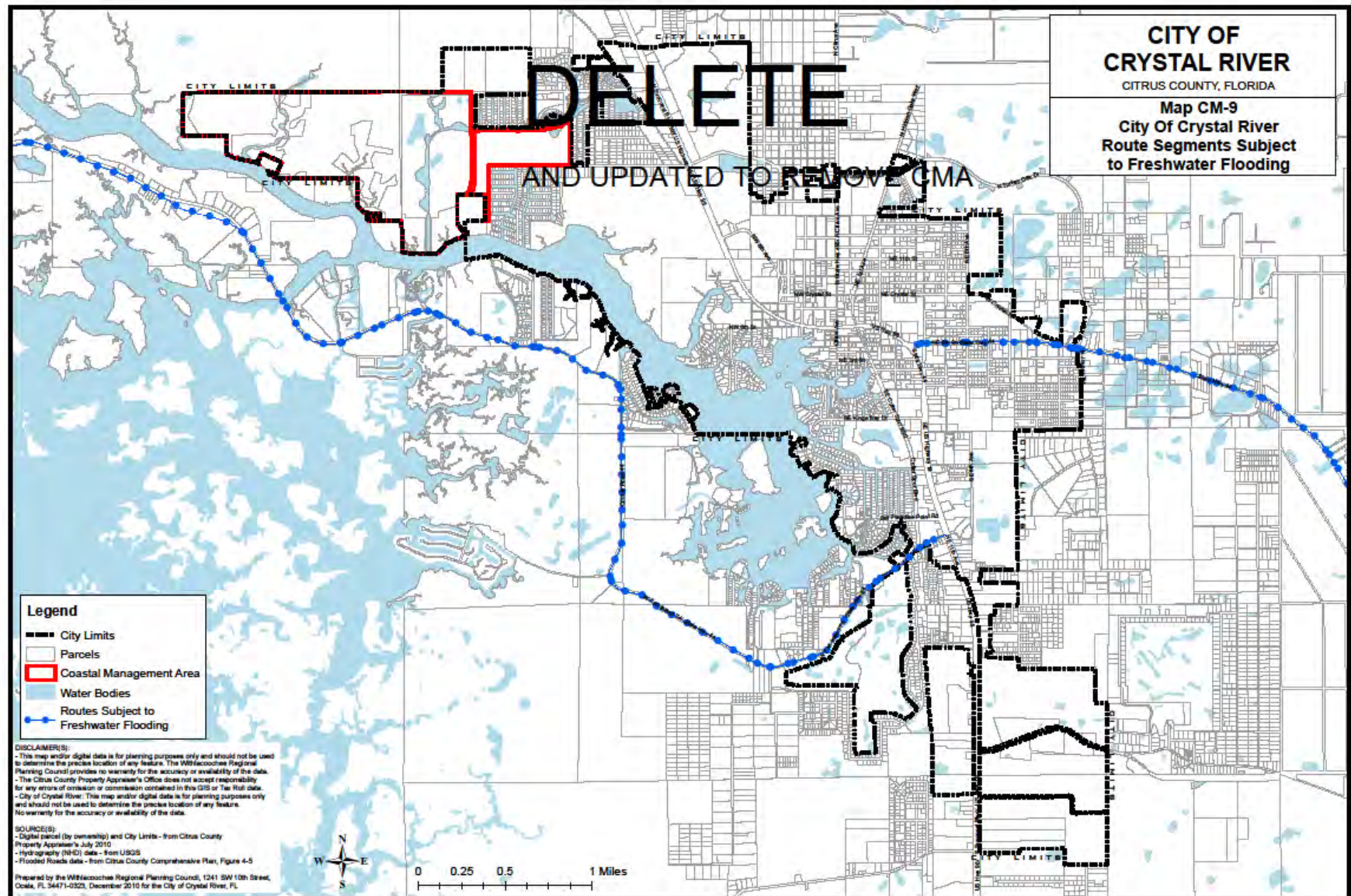


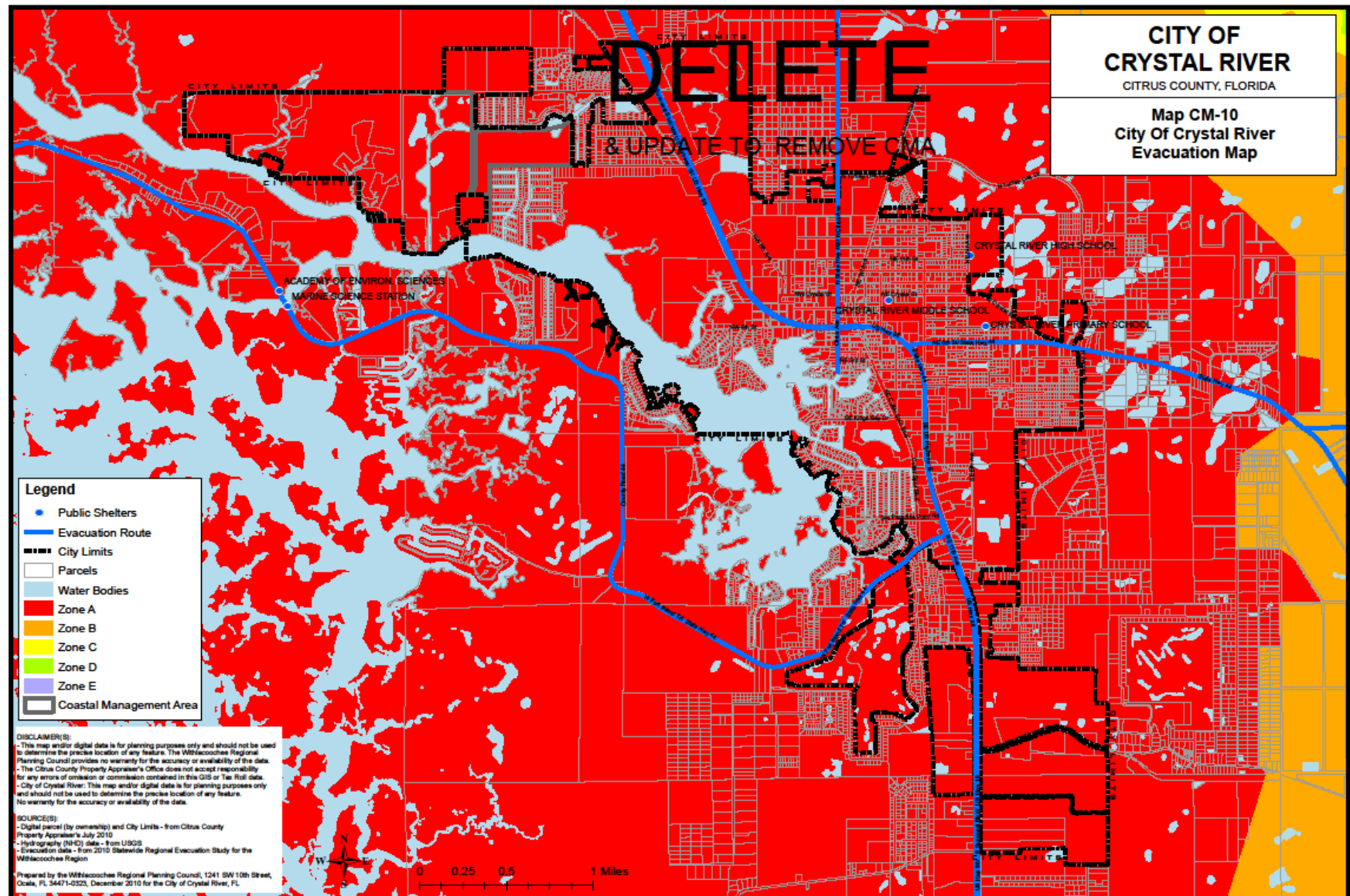


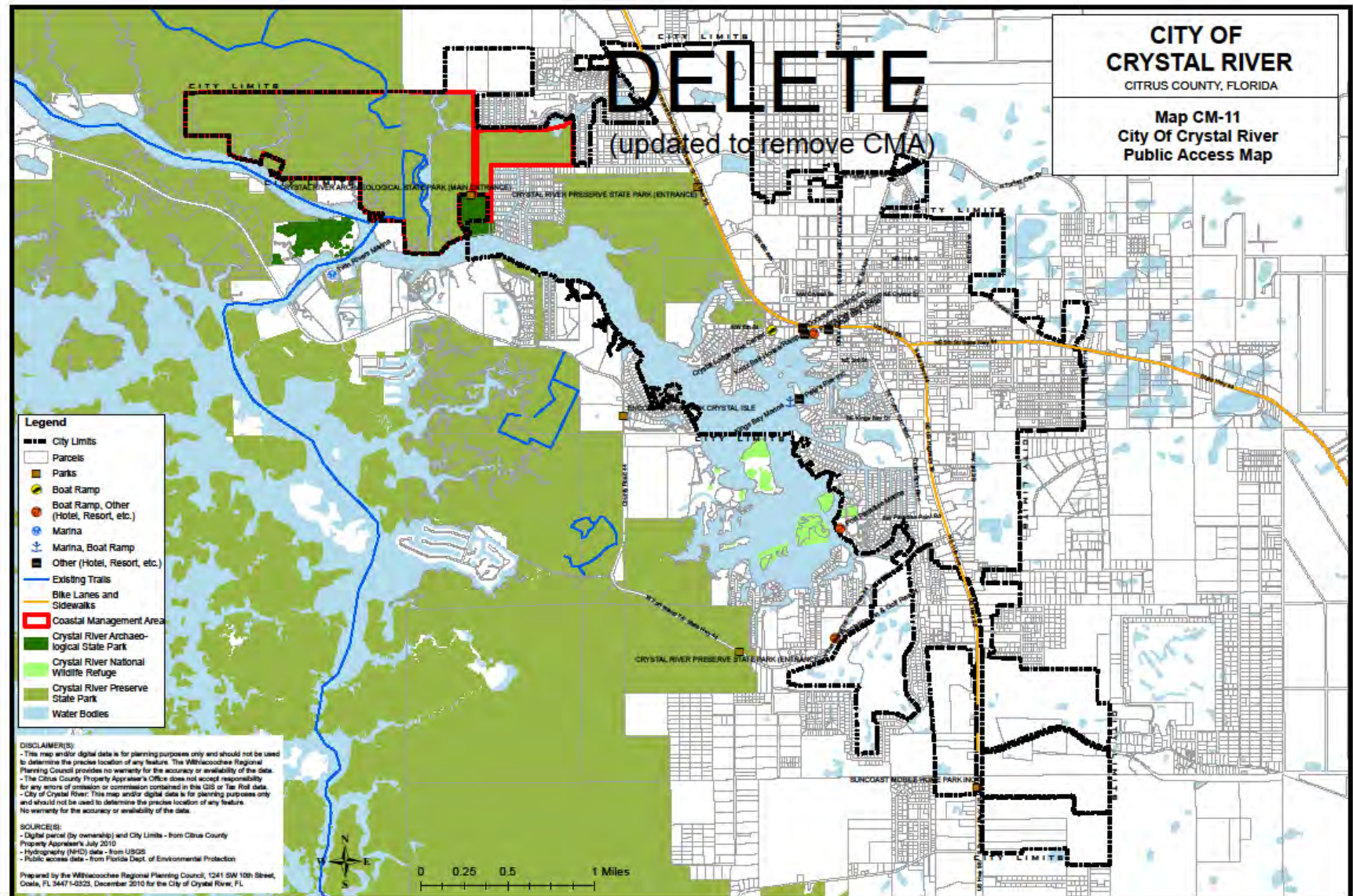


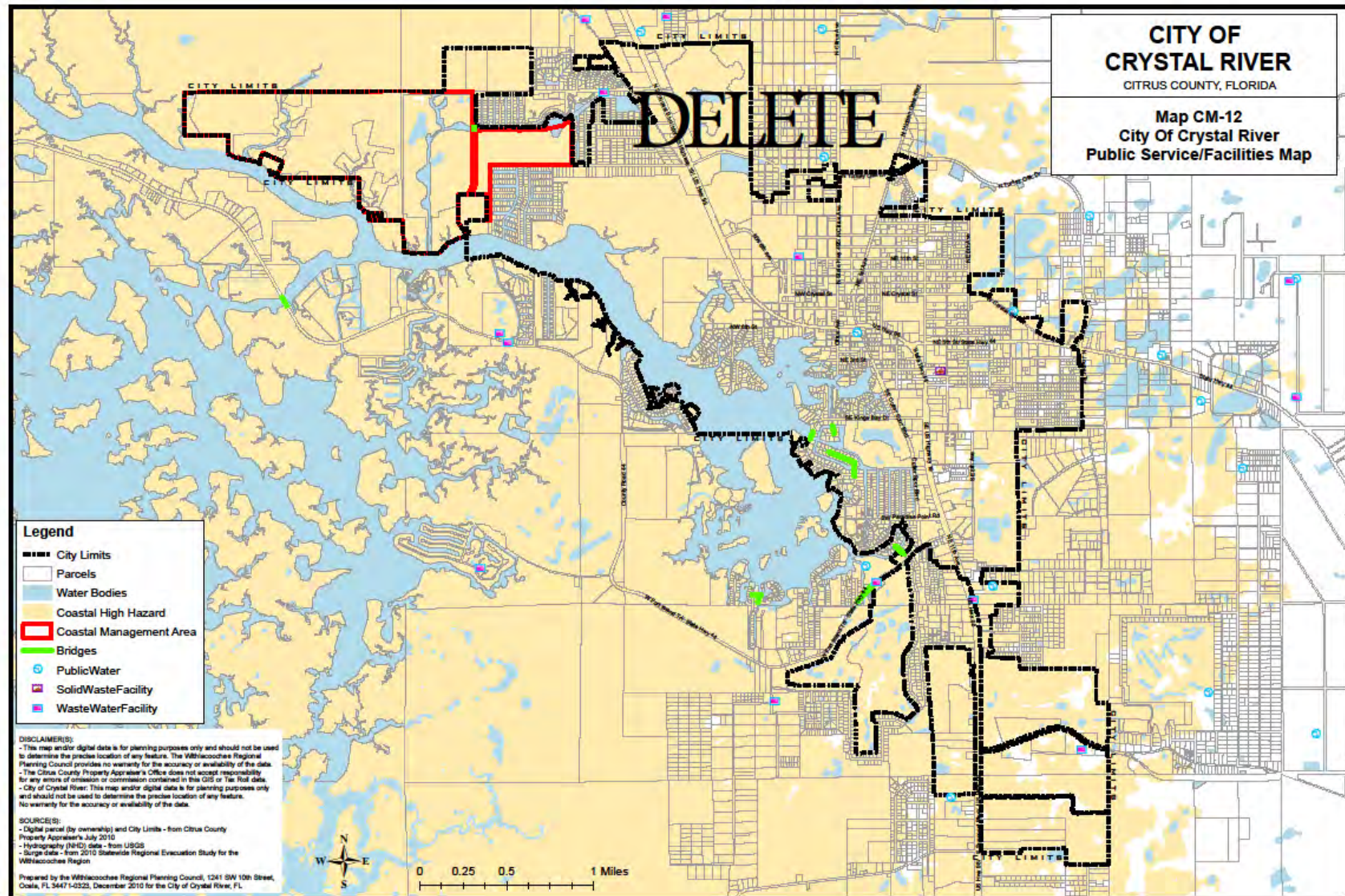












DRAFT WITH STRIKE-THROUGH AND UNDERLINE
COASTAL MANAGEMENT ELEMENT
GOALS, OBJECTIVES, AND POLICIES

GOAL 1: Coastal Resources – Conserve, protect and manage the coastal resources within the ~~Coastal Management Area of the~~ City, including the wetland and upland ecosystem so as to maintain and enhance native habitats, floral and faunal species, diversity, water quality and natural surface water characteristics.

OBJECTIVE 1.1: Ensure the protection and enhancement of significant vegetative communities which support wildlife through preserving the diversity and viability of Coastal habitat areas.

POLICIES:

- A) The City of Crystal River shall prohibit non water-dependent development activities which will adversely affect submerged areas containing sea grass habitats.
- B) The City shall require preservation, restoration and/or enhancement of altered natural communities with such areas to be landscaped with native vegetation as a condition of development approval.
- C) The City shall protect habitat areas of species listed by the State of Florida and U.S. Fish and Wildlife Service (USFWS) as Endangered, Threatened or Species of Specific Concern, when such species are sighted consistent with enforcement of land development regulations regarding environmentally sensitive lands.
- D) The City shall continue to coordinate with all applicable State of Florida resource protection agencies through ~~participation in the Withlacoochee Regional Planning Council (WRPC)~~ cooperation with the Tampa Bay Regional Planning Council (TBRPC) and other appropriate resource programs.

GOAL 2: Land Use – To conserve, protect and restore coastal resources within the ~~Coastal Management Area~~ City by managing growth and land use so as not to damage or destroy those resources.

OBJECTIVE 2.1: Establish the location, extent, and distribution of land uses consistent with the protection of coastal resources.

POLICIES:

- A) The City shall regulate land uses which have demonstrated adverse impact on coastal resources, such that those impacts are mitigated.

- B) The City shall limit residential densities to the maximum density ~~established of one unit per two (2) gross acres~~ in the Coastal Low Density Residential land use category for those areas not previously platted.
- C) Sites ~~within the Coastal Management Area~~ proposed for development shall be examined, through the use of best available data and analysis, for the presence of listed species' habitat. For sites ~~4 (four)~~ 5 (five) acres or larger, the City's Land Development Code shall contain criteria to require that a biological survey for endangered, threatened, special concern or commercially exploited species be conducted and reviewed by appropriate agencies to assess development impacts on these species. All development approvals will be conditioned on an agreement that provides for the preservation of habitat adequate to maintain viable populations.
- D) The City shall require that significant environmental or ecological features, wildlife habitat, environmental system corridors or conservation areas be protected through a variety of mechanisms conservation, easements, acquisitions, density transfers, transfer of development rights (TDRs), purchase of development rights or land exchanges.

OBJECTIVE 2.2: The City shall develop standards for appropriate densities, intensities, buffer zones, resource protection, and location for development adjacent to aquatic and natural preserves and wildlife refuges, to protect the natural character, scenic values and public benefit of these areas.

POLICIES:

- A) The City shall undertake a program to identify, review, and prepare recommendations for lands designated for development which are inconsistent or incompatible with the protection of conservation of coastal resources.
- B) The City shall consider the use of innovative or alternative zoning districts or techniques to protect coastal resources in its rezoning program following adoption of any land use amendment ~~within the Coastal Management Area adjacent to aquatic and natural preserves and wildlife refuges~~. Such techniques may include overlay districts, floating zones, bonus ordinances performance standards, fast-tracking of development applications, quality development programs, Transferable Development Rights or other incentive-based methods.
- ~~C) The City shall maintain a database and information system on land use and acreage within the Coastal Management Area.~~

- D) The City shall cooperate and coordinate with other local governments, state agencies and Citrus County in maintaining appropriate land use categories, standards, criteria and land development regulations for protection of coastal resources.

OBJECTIVE 2.3: The City shall give priority for shoreline land use to water-dependent uses over water-related land uses, and shall be based on type of water-dependent use, adjacent land use, water quality, impact on habitat and impact on coastal resources.

POLICIES:

- A) When reviewing applications for re-zoning, Plan amendments or development orders within the ~~Coastal Management Area~~ WC-Waterfront Commercial District, shoreline land uses shall have the following priorities:
1. Water-dependent uses such as fish, shellfish and wildlife production, protection and conservation of coastal and natural resources, recreation, public access, marinas and navigation, and water-dependent utilities and industry, which do not create a significant adverse impact upon the water or land use.
 2. Water-enhanced uses such as recreation, commercial, and industrial uses.
 3. Water-dependent residential uses such as homes with private docks or launch facilities.
 4. Nonwater-dependent or related activities such as intensive urban residential, nonwater-dependent industry and commerce.
 5. ~~Of lowest priority are those uses which are nonwater dependent, nonwater-enhanced, which result in a reduction of coastal resources. [9J-5.012(3)(c)(9)]~~
- B) Per the Manatee Protection Element, no new marinas shall be sited within Crystal River city limits or within Kings' Bay unless a facility of similar size is removed. Therefore, these standards apply in the event a new marina is approved as a replacement, or where an expansion of an existing facility is initiated:
1. Marinas shall be located in areas where the least dredging, filing, and maintenance are required and where aquatic resources shall not be adversely affected.

2. Sufficient upland shall exist to accommodate needed support facilities such as adequate parking, dry storage, work areas, stormwater management facilities and other nonwater-dependent uses.
 3. Marinas and docking facilities shall be located in areas which require minimal or no dredging or filing to provide access by either canal, channel or road.
 4. The marina areas and navigation access channels shall not be dredged to depths greater than necessary to prevent prop dredging.
 5. Marina basins shall be located where there is an existing basin and access channel and adequate depths to accommodate the proposed use.
 6. Facilities shall be designed to not adversely affect existing circulation patterns.
 - ~~7. Any buffer zones established by FDEP's Shellfish Environmental Assessment Section shall be maintained and, where necessary, enhanced or expanded.~~
 8. Marinas shall not be permitted in areas where approved or conditionally approved shellfish harvesting would be severely impacted and/or sections permanently closed to shellfish harvesting.
 9. Prior to the operation of any new marina fueling facility or expansion of an existing facility, a fuel management/spill contingency plan shall be developed. The plan shall describe methods to be used in dispensing fuel and all the procedures, methods and materials to be used in the event of a spill.
 10. Sewer pump-out service and facilities shall be available and accessible to all new boat slips constructed or renovated, inside marinas.
 11. All new or expanded marinas shall provide water quality monitoring data which complies with state water quality standards under a program approved by the FDEP.
 12. All new or expanded marinas shall prepare a hurricane preparedness plan subject to review by ~~the DCA's and~~ Citrus County's Division of Emergency Management.
- C) The City shall require adherence to the location and building standards for wetlands and shoreline projection as specified in the City of Crystal River Land Development Code for proposed development within 150 feet of King's Bay, Crystal River, and all navigable tributaries and surface waters of the State of Florida.

OBJECTIVE 2.4: Restrict overdevelopment within the ~~Coastal Management Area~~ City through required conformance with the Future Land Use Plan and implementation of flood damage prevention regulations.

POLICIES:

- A) Require that land development applications for proposed development ~~within the Coastal Management Area~~ address not exceed density limitations and meet performance standards established by the City's Comprehensive Plan and Land development Code.
- B) Require that land development applications, except for a single dwelling unit on an existing lot of record, ~~within the Coastal Management Area~~ be planned in a specific manner which is compatible with site environmental characteristics through the use of ~~the Planned Unit Development (PUD) zoning or conservation subdivision requirements~~ stormwater management plans.
- C) Require the ability for clustering of uses for land development projects located within ~~Coastal Management Area~~ uplands of properties containing wetlands through implementation of Planned Unit Development (PUD) zoning requirements.
- D) Prohibit the siting of new or the expansion of existing mobile homes ~~and/or recreational vehicle parks within Coastal Management Area~~ within the City CHHA, except in mobile home parks in existence at the adoption of this regulation and being authorized by the Department of Health may continue as long as they otherwise remain lawful.
- E) Prohibit the siting of park models (park trailer recreational vehicles as defined by Chapter 320.01 Florida Statutes) to the west side of US Highway 19 within the CHHA. (Park trailers may be allowed within an approved RV Park PUD located to the east of US Highway 19.)
- F) ~~Prohibit~~ Limit the siting of new acute care medical facilities or any other facilities which house nonambulatory persons ~~within Coastal Management Area~~ to the east side of US Highway 19.
- G) Prohibit the generation, storage or disposal of hazardous waste materials in excess of 100 kilograms per month, as defined and listed in 40 Code of Federal Regulations (CFR) 264 260.10, and as adopted in Chapter ~~47-30~~ 62-730 Florida Administrative Code, (F.A.C).

OBJECTIVE 2.5: Protect and preserve historic and archeological resources within ~~the Coastal Management Area of~~ the City of Crystal River, consistent with the other elements.

POLICIES:

- A) Cooperate with state, regional and agency programs for open space, recreation, preservation or conservation.
- ~~B) Cooperate with state, regional and agency programs to locate historical resources through 5 year updates of the historical resources inventory developed for the Comprehensive Plan support document and participation in on going and future inventories produced by other agencies.~~
- C) Coordinate applications for development approval with the Florida Department of State, Division of Historical Resources to ensure proper identification and protection of archaeological and historical resources.
- D) Prohibit the destruction or disturbance of any known historical resource sit without the consent of the City of Crystal River and the Florida Department of State, Division of Historical resources.
- E) Encourage the re-use of historic resources ~~within the Coastal Area,~~ which are deemed appropriate for public viewing, through specific site planning mechanisms such a density transfer bonuses and variances from setbacks and maintenance of open space.
- F) Require that know historic resources shall be designated on site plans submitted as part of the development review process.
- G) Nominate eligible historic and archaeological resources to the National Register of Historic Place.

GOAL 3: Water Quality - To protect, enhance and improve the quality of the estuarine environment within Coastal Management Area of the City of Crystal River.

OBJECTIVE 3.1: Meet or exceed state estuarine water quality standards for designated classification and uses of coastal water bodies.

POLICIES:

- A) Encourage the use of altered, isolated wetlands which are not of high enough quality to warrant preservation, in conjunction with stormwater management plans, as a means to limit off-site stormwater discharge into coastal waters through the development review process.
- B) Restrict the use of public funds to construct infrastructure that would subsidize development in the coastal high hazard area, except to ~~sever~~ serve development

consistent with the Future Land Use Map or to correct existing water quality/public health or safety problems.

- C) Require all activities permitted and monitored by FDEP and SWFWMD as a source of water pollution ~~within the Coastal Area~~ to establish and implement a stormwater management system ~~that complies with Chapters 17-3, 17-15 and 40D-4, F.A.C that meets or exceeds the latest SWFWMD and State standards for water quality and peak discharge.~~
- D) Continue to require the use of best management practices that limit the amount of sediment, reaching all surface waters, through land development regulations. These practices shall be used in agriculture, silviculture, construction, dredge and fill operations, and stormwater management systems.
- E) Continue to upgrade the City's sewage treatment plant and a concerted effort and commitment shall be made to utilize the highest level of treatment possible.
- F) Use alternative methods of effluent disposal such as reuse and land spreading/spray irrigation to reduce nutrient loadings to the rivers and estuaries.

GOAL 4: Hurricane evacuation levels of service shall be adopted to provide for the safety of residents and visitors in the event of evacuations.

OBJECTIVE 4.1: The City shall maintain or reduce hurricane evacuation times by requiring that new developments not degrade the existing evacuation Level of Service (LOS).

POLICIES:

- ~~A) The Hurricane Evacuation Level of Service Standards is as follows:
 - 1. In county sixteen (16) hours.
 - 2. Out of county forty eight (48) hours for category 5 storm event.~~
- A) The Level of Service (LOS) for out-of-county hurricane evacuation shall be no greater than 16 hours for a category 5 storm event.
- B) No new hurricane shelters shall be located within the Category 5 hurricane evacuation area.
- C) The Coastal High-Hazard Area (CHHA) is defined as the area below the elevation of the category 1 storm surge line as established by a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model. All proposed Comprehensive

Plan Amendments and new developments within the CHHA must meet the following criteria:

1. The adopted LOS for “out of county” hurricane evacuation is maintained for a category 5 storm event as measured on the Saffir-Simpson scale.
 2. A 12 hour evacuation time to shelter is maintained for a category 5 storm event as measured on the Saffir-Simpson scale and shelter space reasonably expected to accommodate the residents of a development contemplated by the proposed comprehensive plan amendment is available; or
 3. Appropriate mitigation is provided that will satisfy Policy C1. Or 2). Appropriate mitigation shall include, without limitation, payment of money, contribution of land, and construction of hurricane shelters and transportation facilities not to exceed the amount required for a developer to accommodate impacts reasonably attributable to development.
 - a. City shall enter into a binding contract with the developer detailing with any required mitigation.
 - b. If the LOS for the host evacuees has not be established the LOS shall not exceed 16 hours for a category 5 event.
- D) City shall assess and adopt regulations in the ~~hurricane vulnerable zone~~ CHHA which:
1. limit new development in ~~coastal~~ Velocity Flood areas and prohibits additional mobile home units; and/or
 2. allow new development ~~in coastal areas~~ provided that mitigating measures are established which do not increase hurricane evacuation times;
 3. promote land acquisition; and/or
 4. establish a fee in lieu program and use those funds generated by fees to support future shelter development.

OBJECTIVE 4.2: Shelter for Protection. The City of Crystal River shall designate hurricane evacuation shelters to protect the population evacuated from the Hurricane Vulnerability Zone.

- A) The City of Crystal River, in cooperation with Citrus County, other Coastal Cities and the American Red Cross, shall ~~designate~~ identify appropriate and adequate hurricane emergency shelter facilities to accommodate the population within the Hurricane Vulnerability Zone ~~under a Category 3 storm for all identified evacuation zones~~.
- B) New hurricane emergency shelter space shall not be located in the ~~Hurricane Vulnerability Zone~~ Coastal High Hazard Area.

OBJECTIVE 4.3: Mitigation of Property Damage. The City shall minimize danger to life and property in the Hurricane Vulnerability Zone and Coastal High Hazard Area.

POLICIES:

- A) If constructed, all public facilities in the Hurricane Vulnerability Zone shall be floodproof to ensure minimum damages from storms and hurricanes.
- B) ~~A new residential development of 25 units or more in the Hurricane Vulnerability Zone shall be required to~~ The City, through coordination with the County Sheriff's Office, shall provide on its website continuing information to residents concerning hurricane evacuations and shelters.
- C) A new residential development of 25 units or more in the Hurricane Vulnerability Zone shall be required to formulate an emergency hurricane preparedness plan for that development. Prior to the issuance of the first Site Development Permit, the plan shall be reviewed by the Citrus County Director of Emergency Operations for Consistency with the County Emergency Plan.
- D) All development in the ~~Hurricane Vulnerability Zone~~ flood hazard areas as designated on the Flood Insurance Rate Map (FIRM) shall be consistent with the ~~federal flood hazard requirements~~ Federal Emergency Management Agency (FEMA) requirements for elevation or floodproofing.
- E) ~~Establish a post-disaster management plan by 2014, which includes temporary measures to reduce impact upon hazard-prone areas.~~

OBJECTIVE 4.4: Post-Disaster Redevelopment. In order to reduce the exposure of human life and public/private property to natural hazards, a post-disaster redevelopment plan shall be consistent with the Citrus County Plan ~~(when adopted)~~.

POLICIES:

- A) The City's post-disaster redevelopment plan shall be consistent with the adopted Citrus County Plan ~~(when adopted)~~.
- B) The post-disaster redevelopment plan shall ~~outline reconstruction procedures~~ provide operational strategies and roles and responsibilities for implementation that will guide decisions affecting long term recovery and redevelopment of the community after a disaster and ~~should~~ include:
- Recovery Task Force (appointed body);
 - Guidelines for determining feasibility of repairing and reconstruction damaged structures including standards to which reconstruction should be complete;

- Post-disaster, timetable outlining recovery, redevelopment, relocation, and hazard mitigation priorities;
 - Identification of those areas which have the highest potential for damage on past experiences and studies' and establish policies for evaluating the possibility of relocating or structurally modifying public infrastructure located in those areas;
 - Identification of funding sources or funding mechanisms which may be needed to replace, repair, and/or relocate damaged public infrastructure; and
 - Identification of the feasibility of public acquisition following a natural disaster. Acquisition should address areas adjacent to public holdings and those areas with a history of frequent storm impacts.
- C) Immediate repair and cleanup actions needed to protect the public health and safety include repairs to potable water, wastewater, and power facilities; removal of debris; stabilization or removal of structures about to collapse; and minimal repairs to make dwellings habitable. These actions shall receive first priority in permitting decisions. Long-term redevelopment efforts activities shall be postponed until the Recovery Task Force has completed its duties.
- D) Structures which suffer repeated damage to pilings, foundations, or load-bearing walls shall be required to modify the structure to correct the reoccurring damage.
- E) The recommendations of interagency hazard mitigation reports shall be considered for incorporation in the City's Comprehensive Plan.

OBJECTIVE 4.5: Conformance with ~~ACOE and WRPC~~ the Florida Division of Emergency Management and Tampa Bay Planning Regional Council's Florida Statewide Regional Evacuation Study Program (Hurricane Evacuation Studies). The City shall revise as necessary the Comprehensive Plan and related land development regulations to incorporate ~~the final~~ findings of the ~~ACOE and WRPC~~ Hurricane Evacuation Studies upon completion as updated.

GOAL 5: Shoreline Use – Maintain and improve public access to the sovereign lands of the ~~Coastal Management Area~~ City of Crystal River.

OBJECTIVE 5.1: Increase public access to the Coastal Area's natural resources through expansion or refurbishing of existing facilities, or acquisition or new property, which will be consistent with the public's needs and the natural resource capacity of the selected area.

POLICIES:

- A) Acquire shoreline areas along the Crystal River for public access through federal, state, regional and/or locally funded land acquisition programs, or as part of the development review process.
- B) Manage all public access facilities in a manner consistent with federal, state, regional and local environmental regulations.
- C) Limit vehicular access to publicly-owned shoreline areas along the Crystal River to designated parking areas except for maintenance and natural resource enhancement/restoration activities.

GOAL 6: Public Services and Facilities – Public services and facilities shall be adequate and available to serve both current and future residents.

OBJECTIVE 6.1: The City of Crystal River shall ensure that the provision of roads, potable water, sanitary sewer, drainage and solid waste facilities and services required to maintain the adopted Level of Service standards shall be consistent and phased with the level of development proposed in the Future Land Use Element.

POLICIES:

- A) Transportation – Ensure through required capital improvements the adopted Level of Service standards.
- B) Potable Water – Ensure through capital improvements and development review, sufficient water resources to provide potable water to meet the needs of the Coastal Area population.
- C) Wastewater – Provide sufficient treatment capacity and effluent disposal methods to meet the demand projected by growth and development consistent with adopted water quality standards.
- D) Stormwater Management – Ensure through monitoring programs and development approvals that stormwater management systems do not degrade coastal resources.
- E) Solid Waste – No solid waste disposal facilities shall be constructed ~~within the Coastal Management Area~~ west of US Highway 19.
- F) Public Buildings – Ensure through capital improvement planning and site selection that public buildings meet the needs of population growth and are located outside of areas most susceptible to damage from storms or flooding.

- G) Extension of Infrastructure – Ensure that the cost of the extension of infrastructure to serve a development is to be borne by the developer.

GOAL 7: Intergovernmental Coordination – Foster and encourage intergovernmental coordination ~~within Coastal Management Area~~ between the City of Crystal River, Citrus County and regional, state, and federal governmental entities.

OBJECTIVE 7.1: Pursuant to the Intergovernmental Coordination element of the City of Crystal River Comprehensive Plan, the City shall coordinate the implementation of the Coastal Management element with the plans of all adjacent local governments and with any local, regional, and state agencies that directly provide services or have jurisdiction within the City limits.

POLICIES:

- A) The City shall file a written request with Citrus County to receive copies of the proposed Comprehensive Plans or plan amendments for review and shall forward to the County copies of proposed Comprehensive Plans and Plan Amendments.
- B) The City shall coordinate its planning activities implemented with the Comprehensive Plan of Citrus County, the long-range Plan of the Citrus County School Board, other units of local government providing services, but not having regulatory authority over the use of land, the ~~Withlacoochee~~ Tampa Bay Strategic Regional Policy Plan, and the State Comprehensive Plan.
- C) The City shall make information available to the public on all development plans and proposals and services provided by City government.
- D) The City shall make staff available to participate in intergovernmental coordination activities with other governmental, public, and private entities.
- E) The City shall review the potential impact of all projects proposed in the City by other units of governments, both within and adjacent to the City.
- F) The City shall ensure that evacuation routes shall be designated in such a way as to distribute traffic demand to provide optimum utilization of available roadway facilities.