



Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720

JARED W. PERDUE, P.E.
SECRETARY

December 4, 2025

Emily W. Johnson, AICP
Senior Planner
Growth Management Department
201 SE 3rd Street, Second Floor
Ocala, FL 34471
Email: ewjohnson@ocalafl.gov

Subject: City of Ocala Proposed Comprehensive Plan Amendment 25-01ESR

Dear Ms. Johnson,

Pursuant to Section 163.3184(3), Florida Statutes (F.S.), in its role as a reviewing agency identified in Section 163.3184(1)(c), F.S., the Florida Department of Transportation (FDOT) reviewed the proposed amendment Ocala 25-01ESR.

The Proposed Large-Scale Comprehensive Plan Amendment, locally designated as Case FLUP25-0001, is a privately initiated Future Land Use (FLU) Map amendment proposing to amend the Future Land Use Element of the Comprehensive Plan by deleting Policies 18.13 and 18.24, which pertain to development conditions on a portion (75.93 acres) of the subject properties, which comprise 251.09 acres in total. The applicant is requesting to delete the two Policies to allow for the two parcels in their entirety (comprising approximately 251.09 acres) to be developed as a mixed-use Planned Development (PD) consistent with the underlying Medium Intensity/Special District future land use category. It should be noted that the FLUM amendment does not impact the entirety of the two (2) subject parcels (Parcel A covers 25.51-acre portion of the 174.23-acre parcel – 23812-001-00 and Parcel B covers 50.42-acre portion of the 76.86-acre parcel, PID 2380-000-001). The properties, subject to these Policy conditions, are located in the 3000 and 4000 to 4300 blocks of SW 43rd Court.

This proposed amendment will yield a change in density/intensity that will result in an increase to the trip generation potential of the properties. The proposed amendment will result in a **net increase of 262,335 Daily trips and 6,996 P.M. peak hour trips**. Please see the table below for the Daily trip generation potential:

Ocala CPA 25-01 Trip Generation Table

Scenario	Parcel Portion	FLU	Density/Intensity		Acreage	Yield		ITE 12th Edition LUC	Daily Trip Generation
Adopted	A	Planned Unit Development	12	DU/Acre	25.51	306	DU	220*	1,843
	B	Retail Services	0.75	FAR	50.42	1,647.2	KSF	820	59,942
	Total Adopted								61,785
Proposed	A	Medium Intensity/ Special District	30	DU/Acre	25.51	765	DU	220*	4,427
	B		4.00	FAR	50.42	8,785.2	KSF	820	319,693
	Total Proposed								324,120
Net Trip Generation (Proposed - Adopted)									262,335

**Land Use Code 220 – Multi-family Residential (Low-Rise) was assumed based on concepts from the Marion County Comprehensive Plan FLU Element, which indicate multi-story low-rise buildings.*

In accordance with Section 163.3184(3)(b)(4)(c), Florida Statutes, the focus of the Department's review was on major transportation issues, including adverse impacts to transportation resources or facilities of state importance. These facilities would include the Strategic Intermodal System (SIS). FDOT has determined the proposed amendment has the potential to adversely impact transportation resources or facilities of state importance. For the purposes of this amendment, these facilities include SR 200, SR 40, and I-75 (a SIS facility).

First, it should be noted that the City of Ocala adopted the 2035 Vision Comprehensive Plan in 2013, which included a consolidated list of new FLU categories. As a result, the adopted policies (which are currently being proposed for deletion) refer to outdated FLUs which are no longer applicable. The adopted policies also included stipulations that the development would be limited subject to concurrency and traffic review. While the proposed amendment is only for deletion of the redundant policies, the staff report provided indicates that further restrictions and safeguards will be imposed through the forthcoming amendments, including further analysis of levels of service and public facilities.

The FDOT notes that the maximum development potential of the proposed land use designations results in unrealistically high development levels (which the staff report acknowledges and states that this will be reduced based on forthcoming amendments and associated analysis and restrictions). Furthermore, the Department notes that the trip generation potential in the analysis table (provided on the previous page of this letter) is not reflective of any proposed buildout scenarios. It is based purely on the maximum development potential (entitlements) allowed by the land use(s).

Roadway Analysis:

FDOT has assessed state facilities within a 3-mile radius of the subject parcels. An independent preliminary roadway analysis was performed (shown on the following page) for SR 200, SR 40, and I-75:

- **A segment of SR 40, from NW 60th Ave to the I-75 NB Ramps and one segment of I-75, from CR 484 to SR 200, were found to exceed capacity in the City's 2035 horizon year of their comprehensive plan (in background conditions).** As indicated in the City's staff report for this amendment, *analysis of any build-out conditions will be conducted in the future upon development plan proposal(s).*

Technical Assistance Comments:

1. As noted in the original Policies 18.13 and 18.24, the Department would like to see the following implemented for future developments:
 - a. The property owner/developer will be required to submit a traffic analysis that is consistent with the City's Traffic Study Guidelines and Concurrency Management System requirements.
 - b. The property owner/developer will be required to provide all necessary traffic and capacity improvements as determined by the traffic analysis or provide (as to required improvements for which proportional share payments would be applicable by the City's Code of Ordinances) required proportionate share contribution payments.
2. In accordance with Section 163.3180(5)(h)1.a, F.S., consultation with FDOT is required for comprehensive plan amendments that affect the Strategic Intermodal System (SIS) for those municipalities who still utilize transportation concurrency. FDOT requests that the City continues to coordinate with the FDOT's Planning Department when the applicant submits a TIA with a proposed buildout plan. The purpose for such coordination with the Department is to identify important state resources and facilities that may be adversely impacted in the future if the

amendments are adopted, discuss analysis methodology, and potential mitigation strategies for the local government to consider as part of the amendments.

We appreciate the opportunity to review the proposed amendment. Please transmit a copy of the amendment, along with the supporting data and analysis, to the District upon its adoption. The Department reserves the right to comment if the proposed amendment changes between transmittal and adoption.

Thank you for coordinating the review of this proposed amendment with FDOT. If you have any questions, you may contact me in the Planning Department at 386-943-5421 or by email at tiffany.hill@dot.state.fl.us. I will also serve as the contact for any future TIA collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tiffany Hill', with a stylized flourish at the end.

Tiffany Hill
Planning Supervisor II

cc: Donna Harris, FL Commerce
Steven Buck, FDOT



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Ocala CPA 25-01ESR:

Roadway Level of Service Analysis (Existing and 2035 Background Conditions)

FACILITY	FROM	TO	LOS STANDARD	LANES 2024	LANES 2045	CONTEXT CLASS FUTURE	AADT 2024	MSV DAILY 2024	LOS DAILY 2024	AADT 2035	MSV DAILY 2035	LOS DAILY 2035
SR-200	SW 60th Ave	SW 60th St	D	6	6	C3C	39,000	54,100	C	48,429	54,100	D
SR-200	SW 60th St	I-75 NB Ramps	D	6	6	C3C	44,005	54,100	C	50,812	54,100	D
SR-200 / SW College Rd	I-75 NB Ramps	SW 32nd Ave	D	6	6	C3C	47,000	54,100	C	52,238	54,100	D
SR-200 / SW College Rd	SW 32nd Ave	SW 27th Ave	D	6	6	C3C	37,000	56,805	C	43,286	56,805	C
SR-200 / SW College Rd	SW 27th Ave	SW 17th St	D	6	6	C3C	35,500	56,805	C	45,714	56,805	C
SR-200 / SW College Rd	SW 17th St	W of SW MLK Jr Ave	D	6	6	C3C	28,000	56,805	C	37,429	56,805	C
SR-200 / SW College Rd	W of SW MLK Jr Ave	SW 12th Ave	D	5	6	C3C	28,000	47,618	C	31,143	56,805	C
SR-40	SW 80th Ave	E of NW 68th Ave	D	4	4	C3R	24,500	39,165	C	33,667	39,165	C
SR-40	E of NW 68th Ave	NW 60th Ave	D	4	4	C3C	24,500	38,430	C	33,667	38,430	D
SR-40	NW 60th Ave	I-75 NB Ramps	D	4	4	C3C	29,500	38,430	C	39,714	38,430	F
SR-40 / Silver Springs Blvd	I-75 NB Ramps	NW 27th Ave	D	4	4	C3C	31,000	36,600	D	36,238	36,600	D
SR-40 / Silver Springs Blvd	NW 27th Ave	NW 9th Ave	D	4	4	C4	22,500	36,100	C	25,905	36,100	D
I-75 / SR-93	CR 484	SR 200	D	6	6	LA	140,500	122,800	F	148,226	122,800	F
I-75 / SR-93	SR 200	SR 40	D	6	6	LA	100,500	122,800	D	106,026	122,800	D
I-75 / SR-93	SR 40	US 27	D	6	6	LA	99,500	122,800	D	104,974	122,800	D