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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

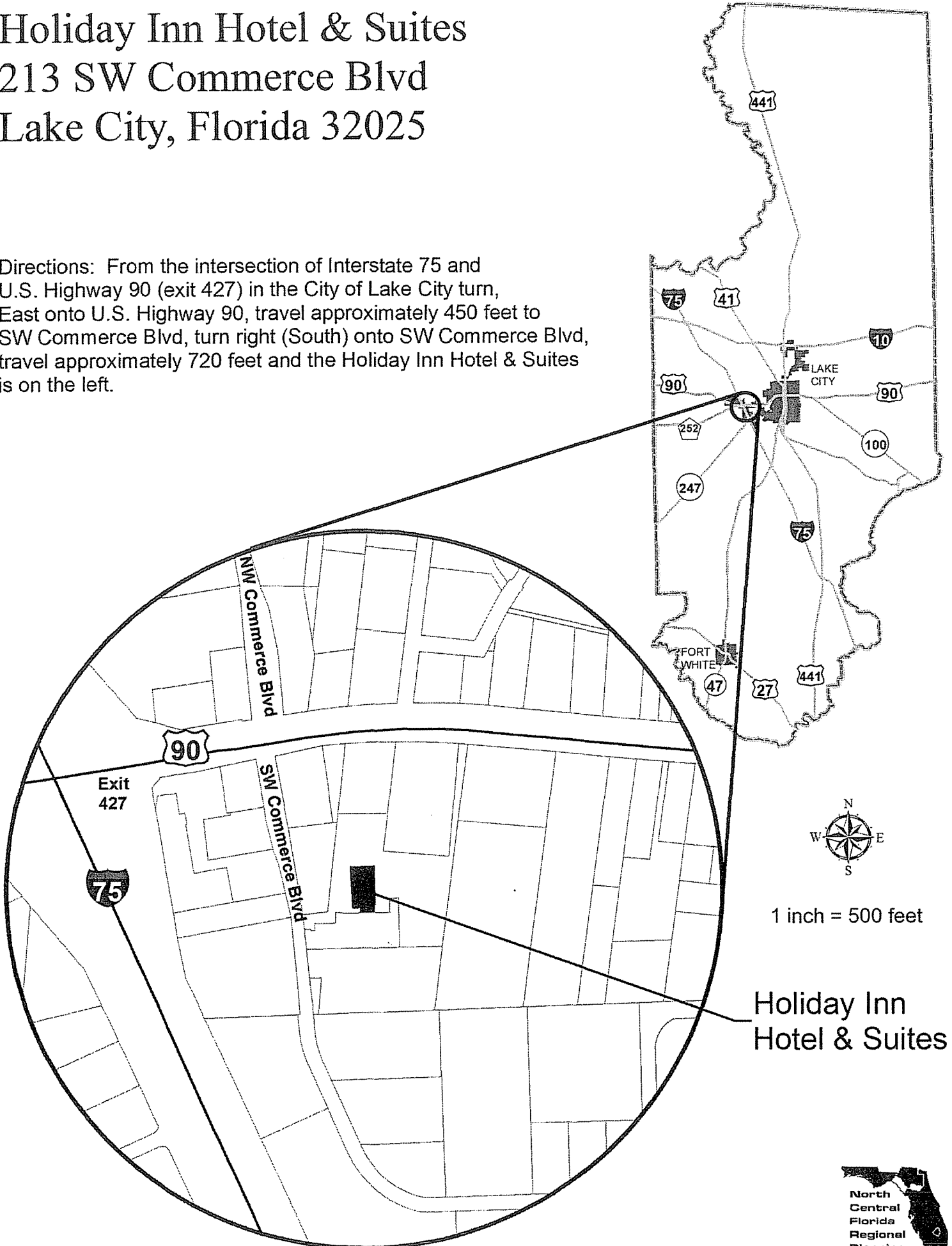
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **May 24, 2012**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(Location Map on Back)

Holiday Inn Hotel & Suites

213 SW Commerce Blvd
Lake City, Florida 32025

Directions: From the intersection of Interstate 75 and U.S. Highway 90 (exit 427) in the City of Lake City turn, East onto U.S. Highway 90, travel approximately 450 feet to SW Commerce Blvd, turn right (South) onto SW Commerce Blvd, travel approximately 720 feet and the Holiday Inn Hotel & Suites is on the left.





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AGENDA

CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites
Lake City, Florida

May 24, 2012
6:00 p.m.

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<u>Local Government Comprehensive Plan Amendments</u>	
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III. STAFF-LEVEL REVIEW ITEMS	
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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

CLEARINGHOUSE COMMITTEE

MINUTES

Holiday Inn Hotel & Suites
Lake City, Florida

April 26, 2012
6:00 p.m.

MEMBERS PRESENT

Sandra Haas, Chair (via telephone)
Donnie Hamlin
Thomas Hawkins, Vice-Chair
Carolyn Spooner
Wesley Wainwright
Steven Witt

MEMBERS ABSENT

Thomas Collett
Jason Holifield
Michael Williams

STAFF PRESENT

Steven Dopp

The meeting was called to order at 6:15 p.m. by Vice-Chair Hawkins. Mr. Dopp requested that the following item received by Council staff after the agenda and meeting packet were distributed to Committee members be added to the Committee agenda:

#64 - Union County Comprehensive Plan Draft Amendment (DEO No. 12-1ESR)

ACTION: It was moved by Commissioner Spooner and seconded by Commissioner Hamlin to add item #64, Union County Comprehensive Plan Draft Amendment (DEO No. 12-1ESR) to the agenda and to approve the agenda as amended. The motion carried unanimously.

I. APPROVAL OF MARCH 22, 2012 MEETING MINUTES

ACTION: It was moved by Mayor Witt and seconded by Commissioner Hamlin to approve the March 22, 2012 minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

#62 - City of Newberry Comprehensive Plan Adopted Amendments (DEO No. 12-1ESR)

Mr. Dopp stated that the staff report finds the comprehensive plan as amended does not create significant adverse impacts to regional facilities, Natural Resources of Regional Significance or create significant adverse extrajurisdictional impacts.

ACTION: It was moved by Commissioner Wainwright and seconded by Commissioner Spooner to approve the staff report as circulated. The motion carried unanimously.

#64 - Union County Comprehensive Plan Draft Amendment (DEO No. 12-1ESR)

Mr. Dopp stated that the staff report finds the comprehensive plan as amended does not create significant adverse impacts to regional facilities, Natural Resources of Regional Significance or create significant adverse extrajurisdictional impacts.

ACTION: It was moved by Commissioner Spooner and seconded by Commissioner Wainwright to approve the staff report as circulated. The motion carried unanimously.

The meeting adjourned at 6:20 p.m.

Sandra Haas, Chair

Date

COMMITTEE-LEVEL ITEMS

**FLORIDA REGIONAL COUNCILS ASSOCIATION
LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENT REVIEW FORM 01**

Regional Planning Council: North Central Fl
Review Date: 5/24/12
Amendment Type: Adopted Amendment

Regional Planning Council Item No. 69
Local Government: City of Alachua
Local Government Item No. Not Applicable
State Land Planning Agency Item No. 12-2ESR

Date Mailed to Local Government and State Land Planning Agency: 5/25/12 (estimated)

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENT

The item amends the City Comprehensive Plan Vision Element by updating the vision statement and updating goals that implement the vision statement (see attached).

1. ADVERSE EFFECTS TO SIGNIFICANT REGIONAL RESOURCES AND FACILITIES IDENTIFIED IN THE STRATEGIC REGIONAL POLICY PLAN

The amendment is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance or regional facilities as the amendment does not result in increased intensities or densities of use.

Vision Element Goal III.1 is amended to encourage business development along U.S. Highway 441, which is identified and mapped in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network. Vision Element Goal III.3 is amended to encourage various modes of transportation including trails and sidewalks, increased interconnectivity to reduce adverse impact to the transportation infrastructure.

Although the amendment does not result in an increased intensity or density of use, Vision Element Goal III.1 is revised to encourage additional development along U.S. Highway 441. The 2010 Florida State Highway Level of Service Report published by the Florida Department of Transportation projects that a segment of U.S. Highway 441 from NW 173rd Street to Interstate Highway 75 will operate at Level of Service F by the year 2025.

The North Central Florida Strategic Regional Policy Plan Policies 5.1.1 through 5.1.4 establish minimum level of service standards for segments of the regional road network (see attached). Minimum level of service standards identify a level of service where traffic volumes which exceed the standard constitute an adverse impact to the Regional Road Network.

Regional Policy 5.1.1 considers impacts to Regional Road Network to be adequately mitigated within municipalities, urban service areas, and urban development areas where the local government comprehensive plan contains goals and policies which implement Transportation Best Practices. Transportation Best Practices are discussed in pages V-34 through V-36 of the regional plan (see

attached). Regional Policy 5.1.2 of the regional plan establishes a minimum level of service standard of E for municipalities, urban service areas, and urban development areas where the local government comprehensive plan does not implement Transportation Best Practices.

The Traffic Circulation Element of the City Comprehensive Plan incorporates some of the Transportation Best Practices identified in the regional plan. It is recommended that the City consider incorporating additional Transportation Best Practices as goals and policies in its Comprehensive Plan to mitigate potential adverse impacts to the Regional Road Network.

2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION

Adverse extrajurisdictional impacts are not anticipated to occur as a result of the amendment.

Request a copy of the adopted version of the amendment?

Yes _____	No _____
Not Applicable	_____X_____

It is recommended that these findings be forwarded to the City and the Florida Department of Economic Opportunity.

EXCERPTS FROM CITY COMPREHENSIVE PLAN AMENDMENT

ORDINANCE 12 13

AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA, RELATING TO THE AMENDMENT OF THE CITY'S COMPREHENSIVE PLAN; AMENDING THE CITY'S COMPREHENSIVE PLAN VISION ELEMENT TO UPDATE THE VISION STATEMENT AND TO UPDATE THE GOALS THAT IMPLEMENT THE VISION STATEMENT; PROVIDING A REPEALING CLAUSE; PROVIDING SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

RECITALS

WHEREAS, the Community Planning Act (Section 163.3161 *et seq.*), Florida Statutes, requires each local government to maintain a comprehensive plan; and

WHEREAS, the City Commission of the City of Alachua adopted its Comprehensive Plan on January 22, 1992, by Ordinance No. O-91-23 and updated its Comprehensive Plan on September 13, 2004; and

WHEREAS, a duly advertised public hearing was conducted on the proposed amendment on January 10, 2012, by the Planning and Zoning Board, sitting as the Local Planning Agency (LPA), and the LPA reviewed and considered comments received during the public hearing concerning the application and made its recommendation to the City Commission; and

WHEREAS, the City Commission considered the recommendations of the LPA at a duly advertised public hearing on February 13, 2012, provided for and received public participation, and approved the amendment for transmittal to the Florida Department of Economic Opportunity (DEO) and reviewing agencies; and

WHEREAS, the DEO has reviewed the proposed amendment and issued its comments letter on March 16, 2012; and

WHEREAS, the City Commission considered the comments received from the DEO and reviewing agencies; and

WHEREAS, the City Commission held a duly advertised public hearing on adoption of the proposed amendment and provided for and received public participation, and approved the amendment on April 23, 2012, with no changes since the transmittal hearing; and

WHEREAS, for reasons set forth in this ordinance that is hereby adopted and incorporated herein as findings of fact, that the City Commission finds and declares that the enactment of this amendment is in the furtherance of the public health, safety, morals, order, comfort, convenience, prosperity, or general welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE PEOPLE OF THE CITY OF ALACHUA, FLORIDA:

Section 1. Incorporation of Recitals

The above recitals are true and correct and hereby incorporated in this ordinance.

Section 2. Comprehensive Plan Amendment to the Future Land Use Element

The Vision Element of the Comprehensive Plan is hereby amended as follows:

VISION 2020

I. INTRODUCTION

The City of Alachua has adopted a vision statement and goals to achieve the vision. The City of Alachua held a Visioning Charrette on May 14, 2011 in order to update the Vision Element. The goals, objectives and policies of the Comprehensive Plan are constructed in an effort to help achieve the long-term vision of the City.

II. VISION STATEMENT

The City of Alachua will be a vibrant, growing, economically and culturally diverse community, which takes great pride in the fact that it has maintained its strong sense of community, its small-town

atmosphere, a strong recreation program, the charm of its downtown, and has preserved and protected its heritage and environment. It is proud of the state of the art educational facilities, which work hand-in-hand with Alachua's employers to make certain that its young people have challenging career opportunities at home. Alachua will become a leader in innovative techniques to ensure quality, well-planned growth and provide for a safe and convenient transportation environment. Alachua will be a place where housing choices are available to meet the needs of all citizens. Alachua will strive to be continually recognized by its peers as an example of what can happen when citizens, business communities, schools, and government work together for the common good.

III. GOALS TO IMPLEMENT THE VISION

GOAL 1: Economic Development: The City of Alachua has a unique business climate. The City is home to corporations, technology incubators, local businesses, and start-up companies. The City will maintain its focus on a welcoming business environment and encourage business development in the downtown area and along the U.S. 441 corridor. Alachua desires to continue to be a home to innovative businesses and an employment center where jobs are provided at every level. The City will continue to encourage the growth and development of established industries, such as biotechnology, and encourage the diversification and expansion of commercial businesses which provide integral services to the City's residents.

GOAL 2: Community, Cultural and Recreational Development: The City of Alachua has a very strong sense of community involvement, as evidenced by community events and festivals which promote cultural arts and recreational activities, such as the Spring Arts Festival, Fall Harvest Festival, 4th of July Celebration and the Girl's Babe Ruth World Series of Softball Tournament. The City will foster the cultural growth and enhancement of the community by supporting cultural arts programs and outreach. The City will maintain its strong recreation program and encourage a diversity of recreational programs to meet the needs of all citizens.

GOAL 3: Transportation Mobility: The City of Alachua transportation system includes a heavily traveled U.S. 441 corridor and a walkable downtown Main Street. The City will promote a safe, convenient and aesthetically pleasing transportation environment that provides for various modes of transportation. The City will encourage multi-modal enhancements and trail systems. The expansion of sidewalks and sidewalk continuity will be directed to areas where pedestrian walkability is desirable, with particular focus upon providing greater pedestrian connectivity within and between the downtown commercial and residential areas. The City will continue to pursue the interconnectivity of development in order to reduce negative impacts upon transportation infrastructure.

GOAL 4: Housing: The City of Alachua has a variety of housing options, from historic downtown neighborhoods to large lot agrarian developments. The City supports the provision of safe, affordable housing for all income levels. The City will encourage mixed-use development with affordable housing, workforce housing, senior housing, housing for the disabled and enhancements that strengthen and upgrade neighborhoods, thereby maintaining a liveable community for all age groups.

Section 3. Codification of and Correction of Scrivener's Errors

The City Manager or designee, without public hearing, may authorize the correction of typographical errors which do not affect the intent of this ordinance. A corrected copy shall be posted in the public record.

Section 4. Ordinance to be Construed Liberally

This ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed to be in the best interest of the public health, safety and welfare of the citizens and residents of the City of Alachua, Florida.

Section 5. Repealing Clause

All ordinances or parts of ordinances in conflict herewith are, to the extent of the conflict, hereby repealed.

Section 6. Severability

It is the declared intent of the City Commission of the City of Alachua that, if any section, sentence, clause, phrase, or provision of this ordinance is for any reason held or declared to be unconstitutional, void, or inoperative by any court or agency of competent jurisdiction, such holding of invalidity or unconstitutionality shall not affect the remaining provisions of this ordinance, and the remainder of the ordinance after the exclusions of such part or parts shall be deemed to be valid.

Section 7. Effective Date

This ordinance shall become effective immediately upon passage and adoption. The effective date of this plan amendment, unless timely challenged, shall be 31 days after the state land planning agency notifies the City that the plan amendment package is complete in accordance with Chapter 163.3184, Florida Statutes. If timely challenged, this amendment shall become effective on the date the state land planning agency or Administrative Commission enters a final order determining this adopted amendment to be in compliance in accordance with Chapter 163.3184, Florida Statutes. No development orders, development permit, or land uses dependent on this amendment may be issued or commenced before this plan amendment has become effective.

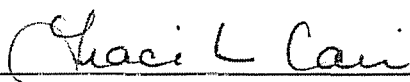
PASSED on first reading the 13th day of February, 2012.

PASSED and **ADOPTED**, in regular session, with a quorum present and voting, by the City Commission, upon second and final reading this 23rd day of April, 2012.

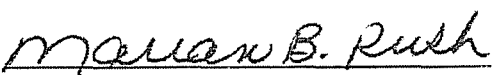
CITY COMMISSION OF THE
CITY OF ALACHUA, FLORIDA


Gib Coerper, Mayor

ATTEST:


Traci L. Cain, City Manager/Clerk

APPROVED AS TO FORM


Marian B. Rush, City Attorney

ORDINANCE 12 13

AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA, RELATING TO THE AMENDMENT OF THE CITY'S COMPREHENSIVE PLAN; AMENDING THE CITY'S COMPREHENSIVE PLAN VISION ELEMENT TO UPDATE THE VISION STATEMENT AND TO UPDATE THE GOALS THAT IMPLEMENT THE VISION STATEMENT; PROVIDING A REPEALING CLAUSE; PROVIDING SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

RECITALS

WHEREAS, the Community Planning Act (Section 163.3161 et seq.), Florida Statutes, requires each local government to maintain a comprehensive plan; and

WHEREAS, the City Commission of the City of Alachua adopted its Comprehensive Plan on January 22, 1992, by Ordinance No. O-91-23 and updated its Comprehensive Plan on September 13, 2004; and

WHEREAS, a duly advertised public hearing was conducted on the proposed amendment on January 10, 2012, by the Planning and Zoning Board, sitting as the Local Planning Agency (LPA), and the LPA reviewed and considered comments received during the public hearing concerning the application and made its recommendation to the City Commission; and

WHEREAS, the City Commission considered the recommendations of the LPA at a duly advertised public hearing on February 13, 2012, provided for and received public participation, and approved the amendment for transmittal to the Florida Department of Economic Opportunity (DEO) and reviewing agencies; and

WHEREAS, the DEO has reviewed the proposed amendment and issued its comments letter on _____, 2012; and

WHEREAS, the City Commission considered the comments received from the DEO and reviewing agencies; and

WHEREAS, the City Commission held a duly advertised public hearing on adoption of the proposed amendment and provided for and received public participation, and approved the amendment on _____, 2012, with no changes since the transmittal hearing; and

WHEREAS, for reasons set forth in this ordinance that is hereby adopted and incorporated herein as findings of fact, that the City Commission finds and declares that the enactment of this amendment is in the furtherance of the public health, safety, morals, order, comfort, convenience, prosperity, or general welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE PEOPLE OF THE CITY OF ALACHUA, FLORIDA:

Section 1. Incorporation of Recitals

The above recitals are true and correct and hereby incorporated in this ordinance.

Section 2. Comprehensive Plan Amendment to the Future Land Use Element

The Vision Element of the Comprehensive Plan is hereby amended as follows (text that is underlined is to be added and text that is shown as ~~strikethrough~~ is to be removed):

VISION ~~2010~~2020

I. INTRODUCTION

The City of Alachua has adopted a vision statement and goals to achieve the vision. ~~The Alachua City Commission adopted the Vision 2010 plan on October 7, 2002.~~ The City of Alachua held a Visioning Charrette on May 14, 2011 in order to update the Vision Element. The goals, objectives and policies of the Comprehensive Plan are constructed in an effort to help achieve the long-term vision of the City.

II. VISION STATEMENT

The City of Alachua will be a vibrant, growing, economically and culturally diverse community, which takes great pride in the fact that it has maintained its strong sense of community, its small-town atmosphere, a strong recreation program, the charm of its downtown, and has preserved and protected its heritage and environment. It is proud of the state of the art educational facilities, which work hand-in-hand with Alachua's employers to make certain that its young people have challenging career opportunities at home. Alachua will become a leader in innovative techniques to ensure quality, well-planned growth and provide for a safe and convenient transportation environment. Alachua will be a place where housing choices are available to meet the needs of all citizens. Alachua will strive to be continually recognized by its peers as an example of what can happen when citizens, business communities, schools, and government work together for the common good.

III. GOALS TO IMPLEMENT THE VISION

GOAL 1: Economic Development: The City of Alachua has a unique business climate. The City is home to corporations, technology incubators, local businesses, and start-up companies. The City will maintain its focus on a welcoming business environment and encourage business development in the downtown area and along the U.S. 441 corridor. The US 441 corridor is beginning to develop into a "corporate corridor" with businesses, such as Sabine and JA Webster, and corporate campuses such as the Progress Corporate Park and Alachua Professional Center. Alachua desires to continue to be a home to innovative businesses and an employment center where jobs are provided at every level. The City will continue to encourage the growth and development of established industries, such as biotechnology, and encourage the diversification and expansion of commercial businesses which provide integral services to the City's residents, that want to be partners with the community.

GOAL 2: Community Enhancement: Cultural and Recreational Development: The City of Alachua has a very strong sense of community involvement, as evidenced through by community events and festivals which promote cultural arts and recreational activities, such as the Spring Arts Festival, Fall Harvest Festival, 4th of July Celebration and the Girl's Babe Ruth World Series of Softball Tournament. ~~such as~~

~~the Fourth of July celebration, and through the volunteer support of the City's recreation program. Goals and implementation strategies are adopted for Community Facilities, Housing, Downtown, Neighborhoods, Infill and Cultural Activities. The City will foster the cultural growth and enhancement of the community by supporting cultural arts programs and outreach. The City will maintain its strong recreation program and encourage a diversity of recreational programs to meet the needs of all citizens.~~

~~GOAL 3: Strengthen City Services: The citizens of the City of Alachua have concerns about city services. Specifically included in the vision plan are goals and strategies to enhance codes enforcement efforts, improve the electric utility, improve stormwater management facilities, and develop a mass transit system.~~

~~Transportation Mobility: The City of Alachua transportation system includes a heavily traveled U.S. 441 corridor and a walkable downtown Main Street. The City will promote a safe, convenient and aesthetically pleasing transportation environment that provides for various modes of transportation. The City will encourage multi-modal enhancements and trail systems. The expansion of sidewalks and sidewalk continuity will be directed to areas where pedestrian walkability is desirable, with particular focus upon providing greater pedestrian connectivity within and between the downtown commercial and residential areas. The City will continue to pursue the interconnectivity of development in order to reduce negative impacts upon transportation infrastructure.~~

~~GOAL 4: Preservation of the Natural Environment: The rural character of the City of Alachua is one of its most important assets. Many people live in Alachua because of its rolling hills and small town charm. In an effort to preserve the rural character of Alachua, the community adopted goals and strategies to preserve open space and farmlands.~~

~~Housing: The City of Alachua has a variety of housing options, from historic downtown neighborhoods to large lot agrarian developments. The City supports the provision of safe, affordable housing for all income levels. The City will encourage mixed-use development with affordable housing, workforce housing,~~

senior housing, housing for the disabled and enhancements that strengthen and upgrade neighborhoods, thereby maintaining a liveable community for all age groups.

Section 3. Codification of and Correction of Scrivener's Errors

The City Manager or designee, without public hearing, may authorize the correction of typographical errors which do not affect the intent of this ordinance. A corrected copy shall be posted in the public record.

Section 4. Ordinance to be Construed Liberally

This ordinance shall be liberally construed in order to effectively carry out the purposes hereof which are deemed to be in the best interest of the public health, safety and welfare of the citizens and residents of the City of Alachua, Florida.

Section 5. Repealing Clause

All ordinances or parts of ordinances in conflict herewith are, to the extent of the conflict, hereby repealed.

Section 6. Severability

It is the declared intent of the City Commission of the City of Alachua that, if any section, sentence, clause, phrase, or provision of this ordinance is for any reason held or declared to be unconstitutional, void, or inoperative by any court or agency of competent jurisdiction, such holding of invalidity or unconstitutionality shall not affect the remaining provisions of this ordinance, and the remainder of the ordinance after the exclusions of such part or parts shall be deemed to be valid.

Section 7. Effective Date

This ordinance shall become effective immediately upon passage and adoption. The effective date of this plan amendment, unless timely challenged, shall be 31 days after the state land planning agency notifies the City that the plan amendment package is complete in accordance with Chapter 163.3184, Florida Statutes. If timely challenged, this amendment shall become effective on the date the state land planning agency or Administrative Commission enters a final order determining this adopted amendment to be in

compliance in accordance with Chapter 163.3184, Florida Statutes. No development orders, development permit, or land uses dependent on this amendment may be issued or commenced before this plan amendment has become effective.

PASSED on first reading the 13th day of February, 2012.

PASSED and **ADOPTED**, in regular session, with a quorum present and voting, by the City Commission, upon second and final reading this _____ day of _____, 2012.

CITY COMMISSION OF THE
CITY OF ALACHUA, FLORIDA

Gib Coerper, Mayor

ATTEST:

APPROVED AS TO FORM

Traci L. Cain, City Manager/Clerk

Marian B. Rush, City Attorney

**EXCERPTS FROM THE
NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN**



proportion of the trips on the failing road network are attributable to the project. The percentage is multiplied by the costs of the transportation projects needed to restore level of service for the failing facilities to determine an amount of money, which is the developer's proportionate-fair share payment.

e. Transportation Planning Best Practices

While north central Florida local governments are financially unable to fund traditional transportation concurrency, adverse impacts to the regional road network can be minimized through sound transportation planning. Transportation Planning Best Practices for north central Florida local governments could include enhancing road network connectivity, providing parallel local routes to the Regional Road Network, incorporating access management strategies, and developing multimodal transportation systems. By relying on transportation planning best practices, urban development can still be directed to incorporated municipalities, urban service areas, and urban development areas while minimizing transportation infrastructure costs and declines in level of service. Examples of policy areas which could be addressed in local government comprehensive plans to implement these transportation planning best practices include the following.

Enhance Road Network Connectivity by

Establishing a comprehensive system of street hierarchies with appropriate maximum spacing for local, collector, and arterial street intersection and arterial spacing, including maximum intersection spacing distances for local, collector, and arterial streets;

Establishing a thoroughfare plan and right-of-way preservation requirements to advance the development of arterial and collector streets throughout the jurisdiction;

Limiting or discouraging the use of cul-de-sacs and dead-end streets, limiting the maximum length of cul-de-sacs and dead end streets, and encouraging the use of traffic calming devices and strategies as an alternative to dead end streets and cul-de-sacs;

Encouraging street stubs for connections to future development requiring connections to existing street stubs/dead end streets when adjacent parcels are subdivided/developed in the future, and requiring developments to connect through to side streets at appropriate locations;

Encouraging the creation of paths that provide shortcuts for walking and cycling where dead-end streets exist, mid-block bike paths and pedestrian shortcuts, and limiting the maximum spacing between pedestrian/bicycle connections as well as; or

Limiting or discouraging gated communities and other restricted-access roads.

Provide Parallel Local Routes and Other Alternative Local Routes to the Regional Road Network.

Planning and mapping parallel roadway and cross street networks to provide a clear framework for implementing alternative routes to the Regional Road Network;



Adding segments of the parallel roadway and cross street networks to the capital improvements program;

Encouraging developer participation in implementing the system through fair share agreements as a condition of development approval for Regional Road Network concurrency mitigation; or

Encouraging the establishment of a long-term concurrency management system plan for accomplishing the parallel local routes and interparcel cross-access in selected areas.

Promote Access Management Strategies by

Requiring large commercial developments to provide and/or extend existing nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on the Regional Road Network;

Requiring shopping centers and mixed-use developments to provide a unified access and circulation plan and require any outparcels to obtain access from the unified access and circulation system;

Properties under the same ownership or those consolidated for development will be treated as one property for the purposes of access management and will not received the maximum potential number of access points for that frontage indicated under minimum access spacing standards;

Existing lots unable to meet the access spacing standards for the Regional Road Network must obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements;

Establishing minimum access spacing standards for locally maintained thoroughfares and use these to also guide corner clearance;

Maintaining adequate corner clearance at crossroad intersections with the Regional Road Network;

Encouraging sidewalk connections from the development to existing and planned public sidewalk along the development frontage;

Encouraging cross-access connections easements and joint driveways, where available and economically feasible;

Encouraging closure of existing excessive, duplicative, unsafe curb cuts or narrowing of overly wide curb cuts at the development site;

Encouraging safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site;



Encouraging intersection and/or signalization modifications to improve roadway operation and safety;

Encouraging the addition of dedicated turn lanes into and out of development;

Encouraging the construction of public sidewalks along all street frontages, where they do not currently exist;

Encouraging the widening of existing public sidewalks to increase pedestrian mobility and safety;

Encouraging the deeding of land for the addition and construction of bicycle lanes;

Encouraging the provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from inclement weather to encourage walking;

Encouraging the construction of new road facilities which provide alternate routes to reduce congestion; or

Encouraging the addition of lanes on existing road facilities, especially where it can be demonstrated that the road will lessen impacts to the Regional Road Network.

Develop Multimodal Transportation Systems by

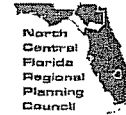
Encouraging development at densities within urban areas which support public transit;

Providing one or more park-and-ride lots to encourage carpooling and ridesharing, and the use of public transit among inter-city commuters;

Providing a system of sidewalks and/or bike paths connecting residential areas to schools, shopping, and recreation facilities;

Establishing an interlocal agreement with an existing public mass transit system provider to provide regular daily inter-city transit service for inter-city commuters; or

Establishing a local public mass transit system.



C. Regional Goals and Policies

1. Regional Road Network

REGIONAL GOAL 5.1. Mitigate the impacts of development to the Regional Road Network as well as adverse extrajurisdictional impacts while encouraging development within urban areas.

Regional Indicators

1. In 2009, 33.9 miles, or 2.7 percent, of the north central Florida Regional Road Network did not meet the minimum operating level of service standard contained in local government comprehensive plans.
2. In 2009, 23.4 miles, or 5.4 percent, of Strategic Intermodal System roadways within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
3. In 2009, 10.5 miles, or 1.3 percent, of State Highway System roads which were not part of the Strategic Intermodal System within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
4. In 2009, 9 of the 44 local governments in the region had within their jurisdiction have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans.
5. In 2009, 17 of the 44 local governments in the region are projected to have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans by the year 2025.

a. Local Government Comprehensive Plans

Table 5.17 below summarizes Regional Policies 5.1.1 through 5.1.4.

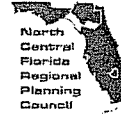


TABLE 5.17

**SUMMARY OF REGIONAL PLAN POLICIES 5.1.1 THROUGH 5.1.4
LOCAL GOVERNMENT COMPREHENSIVE PLANS**

Area	Local Government Comprehensive Plans Containing Transportation Planning Best Practices	Regional Plan Determination of Impacts
Municipalities, Urban Service Areas, Urban Development Areas	Yes	Adequately Mitigated
Municipalities, Urban Service Areas, Urban Development Areas	No	Florida Department of Transportation Level of Service E
Rural Areas	Yes	Florida Department of Transportation Level of Service E
Rural Areas	No	Florida Department of Transportation Level of Service D

Source: North Central Florida Regional Planning Council, 2011.

Policy 5.1.1. Within municipalities, urban service areas, or urban development areas where local government comprehensive plans include goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately. Such local government comprehensive plans and plan amendments within municipalities, urban service areas, or urban development areas shall not be subject to a regional planning council determination of Regional Road Network or extrajurisdictional impacts.

Policy 5.1.2. Within municipalities, urban service areas, and urban development areas where local government comprehensive plans do not include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of E as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

Policy 5.1.3. Outside municipalities, urban service areas, and urban development areas where local government comprehensive plans include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of E as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

Policy 5.1.4. Outside municipalities, urban service areas, and urban development areas where local government comprehensive plans do not include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of D as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011

**FLORIDA REGIONAL COUNCILS ASSOCIATION
LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENT REVIEW FORM 01**

Regional Planning Council: North Central Fl
Review Date: 5/24/12
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 70
Local Government: Micanopy
Local Government Item No. Not Applicable
State Land Planning Agency Item No: 12-1ESR

Date Mailed to Local Government and State Land Planning Agency: 5/25/12

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENT

The text amendment consists of numerous text amendments to all elements of the Town Comprehensive Plan. Excerpts from the draft amendments are attached. Among the proposed amendments are changes which:

Adds an Agriculture land use category which allows up to one dwelling unit per five acres;

Reduces the maximum floor area ratio for the Industrial land use category from 0.75 to 0.50;

Defines allowable uses within the Commercial and Industrial land use categories;

Retains transportation level of service standards within the Traffic Circulation Element, but deletes transportation level of service standards from Policy 1.2.1 of the Capital Improvements Element for purposes of the review of impacts as a result of new development and redevelopment to capital facilities; and

Amends Objective 1.1 of Section 3.4.3, Stormwater Drainage and Natural Groundwater Aquifer Recharge Areas, which is located in Infrastructure Element of the Comprehensive Plan, to require all new development to manage stormwater runoff so that runoff volume rates and pollutant loads do not exceed pre-development conditions.

A new Future Land Use Map is included as part of the proposed amendments; however, no changes are proposed to the land use classifications of properties portrayed on the map.

1. ADVERSE EFFECTS TO SIGNIFICANT REGIONAL RESOURCES AND FACILITIES IDENTIFIED IN THE STRATEGIC REGIONAL POLICY PLAN

The Town is located near Paynes Prairie Preserve State Park, a Natural Resource of Regional Significance as identified and mapped in the North Central Florida Strategic Regional Policy Plan. Significant adverse impacts are not anticipated to occur to Paynes Prairie as a result of the amendments as Objective 1.1 cited above will prevent surface water runoff volumes and pollutant loads resulting from new development within the Town to levels which do not exceed pre-development conditions.

A portion U.S. Highway 441, which is identified and mapped in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network, is located within the Town limits. Significant adverse impacts to this portion of U.S. Highway 441 are anticipated to occur with the deletion of minimum level of service standards for transportation concurrency. The North Central Florida Strategic Regional Policy Plan Policies 5.1.1 through 5.1.4 establish minimum level of service standards for segments of the regional road network (see attached). Minimum level of service standards identify a level of service where traffic volumes which exceed the standard constitute an adverse impact to the Regional Road Network.

Regional Policy 5.1.2 of the regional plan establishes a minimum level of service standard of E for municipalities, urban service areas, and urban development areas where the local government comprehensive plan does not establish or rely on transportation minimum level of service standards for segments of the Regional Road Network. Regional Policy 5.1.1 considers impacts to Regional Road Network to be adequately mitigated within municipalities, urban service areas, and urban development areas where the local government comprehensive plan contains goals and policies which implement Transportation Best Practices. Transportation Best Practices are discussed in pages V-34 through V-36 of the regional plan (see attached). It is recommended the Town incorporate Transportation Best Practices as goals and policies in the Comprehensive Plan to mitigate potential adverse impacts to the Regional Road Network.

2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION

Adverse extrajurisdictional impacts are not anticipated to occur as a result of the amendments.

Request a copy of the adopted version of the amendment?

Yes _____	No _____
Not Applicable	___X___

It is recommended that these findings be forwarded to the Town and the Florida Department of Economic Opportunity.

EXCERPTS FROM TOWN COMPREHENSIVE PLAN AMENDMENT

Town of Micanopy, Florida

Future Land Use Map 2030



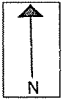
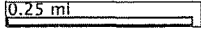
Streets

Micanopy Future Land Use

- C
- I
- R

Micanopy Town Limits

Unincorporated Alachua County



Prepared for the Town of Micanopy by
Laura J. Dedenbach, AICP, LEED Green
Associate December 19, 2011.
Future Land Use Source: Town of
Micanopy.
Parcel data and Streets Source: Alachua
County Property Appraiser's Office.

3.2 Future Land Use Element

Goal 1: Promote the Town of Micanopy as an excellent place to live. Ensure the preservation and the improvement of the quality of life that currently exists through the orderly and efficient development of land, water, and other unique resources in and around the Town of Micanopy. Preserve the heritage and values of a small, rural, Southern town.

Objective 1.1: The Town, upon adoption of this comprehensive plan, shall make available or schedule for availability the public facilities for future growth, as development occurs in order to provide for urban densities and intensities within the Town.

Policy 1.1.1:

The Town shall limit the location of higher density residential, high intensity commercial and heavy industrial uses to areas adjacent to arterial or collector roads where public facilities are available to support such higher density or intensity.

~~Policy 1.1.2:~~

~~The Town of Micanopy's zoning regulations shall provide the following:~~

Use	Zoning	Density
Residential	R-1	Less than 1 DUA*
	R-2	< or = to 2 DUA
	R-3	< or = to 2 DUA
	C-1	1 to 6 DUA**
	C-2	1 to 12 DUA***
Commercial	C-1	.75 FAR
	C-2	.75 FAR
Light Industrial	I	.50 FAR
Agriculture		

~~*—— Density to be a maximum of 1 DUA, but may be lower if environmental constraints do not support the density. Land Use densities lower than 1 DUA area designated in the land use map.~~

~~**—— 1— 3 DUA are permitted in this district as an accessory use, such as apartments located above business establishments in the downtown commercial district.~~

~~***—— 4— 12 DUA are permitted for apartment units which provide on-site sewage treatment plans.~~

~~***—— 1— 3 DUA may be permitted as an accessory use to commercial activity such as residential apartments over one story commercial;~~

~~4 – 12 DUA shall be permitted for apartment complexes with on-site sewage treatment plants; 4 – 8 DUA shall be permitted for mobile home parks.~~
 [Relocated to new Policy 1.2.1]

~~Policy 1.1.3~~ 1.1.2:

Density of development in the Town of Micanopy shall be governed by availability of Town water and adequate sewage treatment facilities as follows:

Use	Central Water	Sewage Treatment	Densities Permitted
Residential	No	Septic Tank	< or = 1 DUA
	Yes	Septic Tank	1 – 2 DUA*
	Yes	Package Plant	1 – 12 DUA

* Residential uses at a density up to 3 DUA shall be permitted commercial districts.

All Commercial uses shall be required to connect and use the Town water system, density and intensity of uses shall be governed by Chapter 10D-6 of the Florida Administrative Code.

~~Objective 1.4~~ Objective 1.2: The Town, ~~upon adoption of this comprehensive plan,~~ shall maintain and allocate the amounts and types of land uses for residential, commercial, and light industrial to meet the needs of the existing and projected future populations. ~~They~~ Land uses should be located in a manner where public utilities may be provided to serve such land uses.

~~Policy 1.1.2~~ Policy 1.2.1:

The Town of Micanopy's ~~zoning regulations shall provide~~ future land use map may contain the following categories:

Use	Zoning	Density
Residential	R-1	Less than 1 DUA*
	R-2	< or = to 2 DUA
	R-3	< or = to 2 DUA
	C-1	1 to 6 DUA**
	C-2	Less than 1 to 12 DUA***
Commercial	C-1	.75 FAR
	C-2	.75 FAR
Light Industrial	I	.50 FAR
Agriculture		1DU/5AC

* Density to be a maximum of 1 DUA, but may be lower if environmental constraints do not support the density. Land Use densities lower than 1 DUA area designated in the land use map.

*** 1 – 3 DUA are permitted in this district as an accessory use, such as apartments located above business establishments in the downtown commercial district.

*** 4 – 12 DUA are permitted for apartment units that provide on-site sewage treatment plans.

*** 1 – 3 DUA may be permitted as an accessory use to commercial activity such as residential apartments over one story commercial;

*** 4 – 12 DUA shall be permitted for apartment complexes with on-site sewage treatment plants; 4 – 8 DUA shall be permitted for mobile home parks.

~~Policy 1.4.1~~ Policy 1.2.2:

The future land use map of the Town of Micanopy shall ~~not contain~~ allow an Agriculture designations only for parcels annexing into the Town with an existing bona fide agricultural use. The purpose of an Agriculture future land use designation is to prevent the premature conversion of agricultural lands to urban land uses. It is the intent of the Town of Micanopy, that when fully developed, the Town would not have an agricultural district within the corporate limits. The amendment of parcels within the Town at the date of adoption of this Comprehensive Plan from urban future land use to Agriculture is prohibited. However, the Town of Micanopy shall allow the agricultural use of land in any future land use category. Such encouragement shall be in the form of zoning ordinances that permit:

- (1) Commercial livestock operations may be permitted on tracts of land of 40 acres or more which are zoned residential, commercial, or light industrial.

~~Objective 1.2~~ Objective 1.3: The Town of Micanopy, ~~upon adoption of this comprehensive plan,~~ shall ~~study the community's need~~ maintain areas needed for commercial activity.

~~Policy 1.2.1~~ Policy 1.3.1:

The Town of Micanopy shall ~~recognize the potential of~~ direct commercial development to existing commercial areas:

- (1) Downtown Micanopy
- (2) US Highway 441
- (3) ~~the I-75 interchange~~

~~Policy 1.2.2~~ Policy 1.3.2:

The Town of Micanopy shall discourage the expansion of strip commercial development along arterials. Infilling in existing strip areas shall be encouraged.

Policy 1.3.3:

The US 441 Commercial District shall be a gateway corridor to the Town of Micanopy. Commercial land uses shall be allowed in a density gradient along the US 441 corridor with the most intense uses at the edges of the Town limits and a gradual reduction in intensity of use toward the intersection of US 441 and Cholokka Boulevard.

Policy 1.3.4:

The Town shall maintain flexible, innovative design regulations to reinforce the historic heritage, community character, vitality, and Town economy. The design regulations shall include, but not be limited to, rights-of-way, setbacks and buffers, building envelopes, circulation, parking, landscaping, site furnishing, landscaping, utilities, lighting, signage, fences, and architectural design.

Policy 1.3.5:

The Commercial land use category includes retail, entertainment, eating establishments, offices, medical facilities, personal services, trade services, wholesale and discount establishments, storage facilities, lodging establishments, recreational vehicle parks, fueling facilities, rental establishments, and facilities for repair and maintenance of vehicles and equipment.

A. Uses such as the sale, repair, storage, or maintenance of vehicles (cars, boats, trucks, motorcycles) shall be permissible only when determined to be compatible with adjacent residential uses.

B. Uses that use, generate, store, or handle hazardous wastes shall be permissible only when approved as a special use in order to ensure appropriate location, handling, storage, and disposal of the hazardous wastes.

C. Recreational vehicle parks shall be subject to special design standards to ensure compatibility and safe layout of the vehicle sites and park amenities.

D. All commercial uses shall meet the following compatibility requirements:

a) Buffers will be provided to ensure compatibility between commercial and residential uses.

b) Dumpsters will be located to avoid negative impacts to adjacent residential uses.

c) Outdoor lighting will be designed and located to avoid direct illumination of adjacent properties.

- d) Parking lots will be designed and located to avoid negative impacts from vehicle lights and noise to adjacent residential properties.

~~Objective 1.3~~ Objective 1.4: The Town of Micanopy, ~~upon adoption of this comprehensive plan,~~ shall continue its present Industrial area.

~~Policy 1.3.1~~ Policy 1.4.1:

~~Industrial areas shall not intrude upon commercial or residential districts and to that end industrial areas shall:~~

- ~~(1) Be located on major arterials,~~
~~(2) Have vegetative buffering (possibly to include berms) necessary to achieve auditory and visual separation from arterials and surrounding land uses.~~

The Industrial land use category may include industrial service uses, office/business parks, biotechnology and other technologies, business incubators, a limited amount of retail sales and services, light manufacturing, and construction industry uses either as allowed uses or with special exceptions.

Policy 1.4.2:

The Town shall develop performance standards for industrial uses in order to address the following:

- A. Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage roads and/or shared access;
B. Buffering from adjacent existing/ potential uses;
C. Open space provisions and balance of proportion between gross floor area and site size;
D. Adequacy of pervious surface area in terms of drainage requirements;
E. Placement of signage;
F. Adequacy of site lighting and intrusiveness of lighting upon the surrounding area;
G. Safety of on-site circulation patterns (patron, employee and delivery vehicles, trucks), including parking layout and drive aisles, and points of conflict;
H. Landscaping, as it relates to the requirements of the Comprehensive Plan and Land Development Regulations;
I. Unique features and resources which may constrain site development, such as soils, existing vegetation and historic significance; and

J. Performance based zoning requirements that may serve as a substitute for or accompany land development regulations in attaining acceptable site design.

~~Policy 1.3.2~~ Policy 1.4.3:

Industrial areas shall have water and sewer treatment consistent with state standards.

~~Policy 1.3.3~~ Policy 1.4.4:

Industrial developments shall not be out of scale with the service levels or infrastructure of the Town of Micanopy.

~~Objective 1.4: The Town, upon adoption of this comprehensive plan, shall allocate the amounts and types of land uses for residential, commercial, and industrial to meet the needs of the existing and projected future populations. They should be located in a manner where public utilities may be provided to serve such land uses.~~

~~Policy 1.4.1:~~

~~The future land use map of the Town of Micanopy shall not contain an agriculture designations. It is the intent of the Town of Micanopy, that when fully developed, the Town would not have an agricultural district within the corporate limits. Such encouragement shall be in the form of zoning ordinances that permit:~~

- ~~(1) Commercial livestock operations may be permitted on tracts of land of 40 acres or more which are zoned residential, commercial, or industrial.~~

~~Objective 1.5: The Town, upon adoption of this comprehensive plan, shall regulate the location of land development consistent with topography and soil conditions and the availability of facilities and services.~~

Policy 1.5.1:

The Town shall restrict development within unsuitable areas due to flooding, improper drainage, steep slopes, rock formations, and adverse earth formations, unless acceptable methods are formulated by the developer and approved by the Town to solve the problems created by the unsuitable land conditions.

Policy 1.5.2:

Sewage treatment should be flexibly developed to safe guard the environment through cost-effective technology.

Policy 1.5.3:

The Town of Micanopy shall prohibit development within sinkhole areas and shall prohibit the primary discharge of drainage runoff into sinkholes.

Policy 1.5.4:

The Town of Micanopy shall discourage development areas lying within the 100-year floodplain through such policies as:

- (1) requiring residential landowners whose property lies within of the 100-year floodplain to construct outside the floodplain;
- (2) ~~developing~~ maintaining a floodplain ordinance to reduce floodplain uses to agricultural, forest, and wildlife management and such other uses as would not likely to be severely disrupted by flooding.
- (3) ~~joining continuing to participate~~ in the National Flood Insurance Program and regulate development and the installation of utilities in flood hazard areas in conformance with the programs requirements.

Policy 1.5.5:

~~The Town of Micanopy shall presume that the Development Constraint Areas will require a study by the developer to indicate what affect the propose development will have on the environmentally sensitive lands. These conditions shall be addressed:~~

- ~~(1) Sinkholes there shall not no development within 50 feet, and mitigation proposals shall be provided within 200 feet~~
- ~~(2) Soils mitigation proposals shall be provided to minimize adverse impacts~~
- ~~(3) Floodprone development impacts on adjacent areas, as well as to the proposed development shall be assessed. In addition, mitigation plans shall be provided.~~

Policy 1.5.5:

Wetlands, surface waters, flood prone areas, significant vegetative communities, and wildlife habitat shall be protected from the impacts of development. Where presence of such areas is indicated, a field investigation and surveys shall be required to determine the actual condition and boundaries of the areas. Where such areas appear to be either marginally environmentally sensitive or prevent the reasonable use of land, the Town Commission may permit modifications to the boundaries of said areas. In so doing the Town Commission shall consider the degree to which the proposed modifications will interfere with the natural drainage systems, the ability of the natural flood storage system to operate, and any adverse impacts on significant wetland ecosystems that might result. The development rights from wetland, surface water, flood prone areas, significant vegetative communities, and wildlife habitat shall be transferred onto developable upland portions of the property.

Objective 1.6: ~~The Town, upon adoption of this comprehensive plan,~~ shall require that proposed development be approved only where the public facilities meet or exceed the adopted level of service standards.

Policy 1.6.1:

The Town shall establish procedures for the review of proposed development to determine its impact on the level of service standards for public facilities. Building permits shall be issued only when the necessary facilities and services are in plan in accordance with the Concurrency Management System found in the Capital Improvement Element.

Policy 1.6.2:

To promote orderly, timely, and efficient growth the Town of Micanopy shall seek a compactly settled Town by promoting growth in those areas where public facilities and services are available or planned.

Objective 1.7: ~~The Town, upon adoption of this comprehensive plan,~~ shall adopt land development regulations such as energy saving techniques and concentrating on the Town as the center of social and economic activities to implement the Comprehensive Plan.

Policy 1.7.1:

The Town of Micanopy shall provide for co-phasing of land development and transportation system development. Development will only be allowed in properly designated areas when the increased traffic generated by such developments is shown not to exceed the designated levels of service of roads servicing that development. If a development will increase traffic flow beyond the designated level of service of a roadway servicing the development, plans for improving such service and funding for construction must be assured by the Town, the developer, or both, before development approval is given.

Policy 1.7.2:

The Town will require new residential developments in conventional subdivisions to connect into and mirror the Town's existing gridded roadway network providing multiple travel routes for vehicles, bicyclists, and pedestrians. develop a planned network of streets and highways which provide for expansion with a minimum of impact to existing developed areas. Exceptions to this requirement include residential developments that are designed as conservation subdivisions, clustered subdivisions, co-housing, and subdivisions with active agriculture or equestrian operations.

Policy 1.7.3:

Each new, sizable residential development will contain both park space provided by the developer depending on the number of dwellings, projected number of children,

~~Policy 1.10.1~~ 1.9.1:

The Town has established criteria for designating historic structures and sites and further, establishes guidelines for the maintenance and adaptive reuse of historic structures and sites.

~~Policy 1.10.2~~ 1.9.2:

The Town shall continue to maintain a listing of all known prehistoric and historic sites within the Town. This list shall be updated as new information regarding the prehistoric or historic significance of a site is identified and provided to the Town by the state historical officer.

~~Policy 1.10.3~~ 1.9.3:

The Town of Micanopy has established a Historic Preservation Board to:

- (1) to continue to conduct an inventory of historically significant buildings, landmarks, streetscapes, and neighborhoods in the Town of Micanopy;
- (2) to review existing guidelines for the restoration of historically significant structures utilizing the adopted standards for rehabilitation of the Secretary of Interior of the United States;
- (3) to continue to advise the Town of Micanopy on the ways and means of preserving and enhancing historic and cultural resources.

~~Objective 1.11~~ 1.10: The Town, ~~upon adoption of this comprehensive plan,~~ shall protect natural resources and environmentally sensitive lands (including but not limited to wetlands and floodplains).

~~Policy 1.11.1~~ 1.10.1:

~~The Town shall provide for the protection of public potable water supply wells by limiting approval of land uses within the cone of influence, as a wellfield protection area.~~

The Town of Micanopy shall protect its public potable water wells by establishing the following wellfield protection areas:

- (1) The first 500-foot radius around the well shall remain a zone of exclusion where no development activities shall be permitted.
- (2) From a radius of 1,000 feet around the well, land uses shall be regulated to prohibit:
 - (a) Landfills,
 - (b) Facilities for the bulk storage, handling, or processing of materials on the Florida Substance List,
 - (c) Activities that require the storage, use, or transportation of restricted substances, agricultural chemicals, petroleum products, hazardous toxic waste, medical waste, etc.

Facilities Element.

OBJECTIVE 1.19

~~Upon adoption of this comprehensive plan, the Town shall attain public, private and civic support for the acquisition, development, operation and maintenance of recreational opportunities and open space areas.~~

Policy 1.19.1

~~The Town shall establish cooperative policies with other units of government, the Florida Department of Natural Resources, Water Management District, School Board and community organizations to meet recreation demands.~~

[Moved to Recreation & Open Space Element]

3.3 Traffic Circulation Element

Goal 1: A safe, convenient, and efficient motorized and non-motorized transportation system that is coordinated with the Town's land uses shall be available for all residents and visitors to the Town.

~~Objective 1.1: The Town of Micanopy, upon adoption of this comprehensive plan, shall correct any deficiencies to existing roadways.~~

~~Policy 1.1.1:~~

~~The Town of Micanopy will undertake a survey of existing downtown parking facilities to determine need.~~

~~Objective 1.2 1.1: The Town of Micanopy, upon adoption of this comprehensive plan, shall correct any deficiencies to existing roadways shall establish safe, convenient, and efficient level of service standards, capital improvement priorities, and access management standards.~~

~~Policy 1.2.1 1.1.1:~~

The Town hereby follows the following peak hour Acceptable Level of Service (ALOS) Standards for each listed facility type:

Criteria

- A. Arterial Roadways – ALOS Standard of “C”
- B. Collector Roadways – ALOS Standard of “C”
- C. Limited Access Facilities – ALOS Standard of “C”

Policy ~~1.2.2~~ 1.1.2:

The Town adopts the following peak hour ALOS for specific ~~constrained~~ roadway facility segments indicated below:

Roadway Segment	Lower LOS Standards
East Entrance on US 441	C
West Entrance on CR 239	C
SW Entrance on CR 25A	C
North Entrance on CR 234	C

Policy ~~1.2.3~~ 1.1.3:

Proposed future roadway projects shall be evaluated and ranked in order of priority according to the following criteria:

Criteria:

- A. Whether the project is needed to protect public health and safety.
- B. To fulfill the Town's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities.
- C. Whether the project increases efficiency of use of existing facilities, prevent or reduces future improve-cost, provides service to developed areas lacking full service, or promotes "infill" development.
- D. Whether the project represents a logical extension of facilities and services within a designated urban service area.

Policy ~~1.2.4~~ 1.1.4:

The Town shall emphasize any new roadway projects needed to address existing deficiencies, dependent upon the availability of public funds.

Policy ~~1.2.5~~ 1.1.5:

The Town shall adopt minimum right-of-way requirements for new roadways containing the following criteria:

Criteria:

- A. Arterial Roadways – 242 foot right-of-way
- B. Collector Roadways – 100 foot right-of-way
- C. Local Roadways – ~~60~~ 50-foot right-of-way with curb & gutter

Policy 1.1.6:

The Town shall control the number and frequency of connections and access points of driveways and roads to arterial and collector roads. For arterial and collector roads that are County or State owned and maintained facilities, the Town shall regulate access points and connections consistent with County and State regulations.

~~Policy 1.9.1~~ 1.1.7:

The Town of Micanopy shall regulate access points or curb beaks as follows:

- 1) 1 curb break permitted for a single property;
- 2) 2 curb breaks with a minimum distance of 75 feet between curb breaks;
- 3) 3 curb breaks with a minimum distance of 150 feet between curb breaks; and,
- 4) more than 3 curb breaks with a minimum distance of 300 feet between curb breaks.

~~Objective 1.3: The Town of Micanopy, upon adoption of this comprehensive plan, will enforce roadway improvements provisions within new development projects.~~

~~Policy 1.3.1:~~

~~The Town of Micanopy shall, for any development which is required to provide a site plan or any development requiring platting, include requirements for additional right-of-way width for bicycle and pedestrian ways to be provided for all proposed collector and arterial roadways, as integrated or parallel transportation facilities.~~

~~Objective 1.4~~ 1.2: The Town of Micanopy, upon adoption of this comprehensive plan, will regulate bicycle and pedestrian ways.

~~Policy 1.4.1~~ 1.2.1:

The Town shall review all proposed development for its accommodation of bicycle and pedestrian traffic needs.

~~Policy 1.3.1~~ 1.2.2:

The Town of Micanopy shall, for any development which is required to provide a site plan or any development requiring platting, include requirements for additional right-of-way width for bicycle and pedestrian ways to be provided for all proposed collector and arterial roadways, as integrated or parallel transportation facilities.

~~Objective 1.5~~ 1.3: The Town of Micanopy will require adequate parking for motorized vehicles for all new developments.

~~Policy 1.5.1~~ 1.3.1:

The Town of Micanopy, upon adoption of this comprehensive plan, will require off-street parking for all new development in the downtown business district.

~~Objective 1.6~~ 1.4: The Town of Micanopy, upon adoption of this comprehensive plan, will emphasize safety and aesthetics for its transportation system.

Policy ~~1.6.1~~ 1.4.1:

The Town shall ~~adopt~~ maintain design criteria for architectural design, landscaping and signs along new commercial corridors, roadways and will implement a program to landscape and maintain existing town-owned median strips and rights-of-way on Town owned property.

Policy ~~1.6.2~~ 1.4.2:

The Town shall provide for the protection of existing and future rights-of-way from building encroachment by establishing right-of-way setback requirements for all structures along new or realigned collector and arterial roadways.

Policy ~~1.6.3~~ 1.4.3:

The Town shall, for any development which is required to provide a site plan or any development requiring platting, include requirements for additional right-of-way width for motorized and nonmotorized traffic for all arterial and collector roadways.

Objective ~~1.7~~ 1.5: The Town, ~~upon adoption of this comprehensive plan~~, shall provide for the integration of traffic in future subdivisions into the overall traffic flow of the Town.

Policy ~~1.7.1~~ 1.5.1:

The Town shall require that new subdivisions, over 10 acres shall dedicate in their plats ~~60~~ a minimum 50-foot rights-of-way that ~~could~~ shall connect with existing roads at the time of subdivision or at a later date when the need for alternate routes become clear.

Objective ~~1.8~~ 1.6: The Town of Micanopy, ~~upon adoption of this comprehensive plan~~, shall ~~currently~~ coordinate its traffic circulation planning efforts with the Florida Department of Transportation and the ~~County of Alachua~~ County Department of Public Works for consistency with their five-year transportation plans.

Policy ~~1.8.1~~ 1.6.1:

The Town of Micanopy shall during its capital improvement planning process for roadway improvements, review the State and County's ~~5~~ five-year plan so that such capital improvements are compatible with the State and County plans.

Policy ~~1.8.2~~ 1.6.2:

The Town of Micanopy shall evaluate the effect of the capital improvement on the concurrency management system.

Objective ~~1.9~~: ~~The Town of Micanopy, upon adoption of this comprehensive plan, shall control the number and frequency of connections and access points of driveways and roadways to arterial and collector roads.~~

Policy 1.9.1:

The Town of Micanopy shall regulate access points or curb breaks as follows:

- ~~1) 1 curb break permitted for a single property;~~
- ~~2) 2 curb breaks with a minimum distance of 75 feet between curb breaks;~~
- ~~3) 3 curb breaks with a minimum distance of 150 feet between curb breaks; and,~~
- ~~4) more than 3 curb breaks with a minimum distance of 300 feet between curb breaks.~~

Policy 1.6.3:

The Town shall establish US 441 as its gateway corridor. In order to ensure that US 441 is integrated into the Town, the Town will work with FDOT to incorporate traffic calming features, appropriately-scaled lighting, and sidewalks along the roadway. The Town also supports the location of crosswalks at functional locations, such as the intersection of US 441 and Cholakka Boulevard.

3.4 Infrastructure Element (Sanitary Sewer, Solid Waste, Drainage, Potable Water & Groundwater Aquifer Recharge Areas)

3.4.1 Potable Water

Goal 1: Micanopy shall pursue a potable water supply which does not adversely deplete the freshwater resource and is environmentally sound, safe, and efficiently distributed.

Objective 1.1: ~~Upon adoption of this comprehensive plan, the per capita consumption of residential potable water, using the year 1988 as the base year, shall not increase at a rate greater than 110 percent of the population growth.~~ The Town shall promote water conservation through a variety of techniques, including public education, water conservation programs, and rate structures.

Policy 1.1.1:

Micanopy shall ~~establish~~ utilize existing public information programs in effort to increase public awareness and acceptance and acceptance of water conservation techniques. Also, the Town shall assist the SJRWMD with the dissemination of educational materials regarding conservation of water prior to peak seasonal demand.

Policy 1.1.2:

Micanopy shall ~~establish~~ maintain a water conservation program in an attempt to reduce per capita consumption.

Policy 1.1.3:

Micanopy shall implement a water rate structure, which will discourage excessive water use.

Policy 1.1.4:

The Town of Micanopy shall maintain a rate schedule of connection and service fees at an adequate level to ensure necessary annual operation and maintenance funds, capital improvements, and renewal and replacements funds to the potable water system.

Policy 1.1.5:

Any service to an area outside the town limits shall be provided only when necessary to prevent an immediate health danger and at a rate determined by the Town Commission.

Objective 1.2: ~~Upon adoption of this comprehensive plan, t~~The potable water system for the Town of Micanopy shall continue to be maintained at acceptable water quality standards.

Policy 1.2.1:

Micanopy shall meet the water quality standards contained in the Florida Safe Drinking Water Act, Sections 403.850 through 403.864 F.S. and Chapter ~~17-22 62-~~40 , Florida Administrative Code.

Policy 1.2.2:

In the event of a failure of the water system or a violation of the Water Quality Standards, public notification shall be made in accordance with the applicable procedures contained in the F.A.C.

Policy 1.2.3:

Micanopy, to the extent practical, shall ensure the provision of potable water supplies to users of the system during or after natural or man-made catastrophes by establishing, and maintaining, emergency operating procedures for the wells, treatment plant, and storage tank.

Policy 1.2.4:

The Town will continue its plan of emergency operating procedures for the treatment plan, an up-to-date system map to allow rapid isolation of broken mains and services, and a predetermined procedure for operation of the storage tank to allow maximum usage.

Policy 1.2.5:

The Town ~~will work with Alachua County in~~ shall protecting areas surrounding existing and future public waterwells.

Objective 1.3: ~~The Town upon adoption of this comprehensive plan,~~ will ensure that the present and future population of the Town will have access to potable water that is consistent with the service sectors defined in the Future Land Use Element of the comprehensive plan.

Policy 1.3.1:

Per capita consumption of 120 gallons per day will be used to establish the level of service for residential areas of Micanopy.

Policy 1.3.2:

To ensure continued availability of adequate service the Town of Micanopy, on an annual basis, will evaluate the treatment, distribution, and storage systems based on known or anticipated development.

Policy 1.3.3:

Newly annexed areas will be eligible for service. However, service will not be mandatory until such time that the commission deems such service can be provided on an economical basis. Developers in such areas shall be responsible for the installation of water lines and services in accordance with the policies of the Town of Micanopy.

Policy 1.3.4:

Single residential properties voluntarily annexed into the Town shall be eligible for water services as determined by the Town Commission. Connection charges and provision of services be at the prevailing rates in accordance with the policies of the town at the time of annexation.

Policy 1.3.5:

The Town of Micanopy shall provide within the capital improvement budget items that may be required to correct deficiencies in public facilities and give them priority over providing future facility needs:

1. if they are needed to protect the public health and safety, they will be given the highest priority,
2. if existing facilities are not meeting maintenance or operational LOS standards adopted herein, they will be given the second order of priority

Policy 1.3.6:

The Town shall issue no development orders or development permits without first consulting with the Town's Utility Department to determine whether adequate water supplies to serve the development will be available no later than the anticipated date of issuance by the Town of a certificate of occupancy or its functional equivalent. The Town will also ensure that adequate water supplies and

facilities are available and in place prior to issuing a certificate of occupancy or its functional equivalent.

Policy 1.3.7:

The Town shall assist in the enforcement of water use restrictions during SJRWMD declared water shortages, whereby water conservation measures shall be implemented for the use and reuse of water of the lowest acceptable quality for the purposes intended.

3.4.2 Solid and Hazardous Waste

Goal 1: The Town of Micanopy shall ensure an environmentally sound and efficient solid waste management system, which utilizes resource recovery, recycling, and source reduction.

Objective 1.1: While there are no existing deficiencies in its solid waste system, the Town of Micanopy, ~~upon adoption of this comprehensive plan, shall work toward improving the efficiency of its~~ continue to ensure that the solid waste management system operates efficiently.

Policy 1.1.1: The private franchised collectors and Town disposal operation shall be monitored annually to ensure that adequate fees for the collection and disposal of solid waste are maintained as outlined by Town of Micanopy policy.

~~Policy 1.1.2: The Town of Micanopy will continue to utilize the Alachua County landfill and will pursue an interlocal agreement to ensure use of the county landfill during the planning period.~~

~~Policy 1.1.3: If the Alachua County landfill should be unavailable to the town of Micanopy, the Town will utilize other landfill facilities by pursuing interlocal agreements with adjoining counties for landfill space, or contracting directly with regional landfills.~~

Policy 1.1.4:

The Town shall establish the following level of service standard ~~shall be establish to provide for the disposal of all solid waste, with the exception of hazardous material, generated by the Town's population as projected in the Solid Waste Management Plan as required by Chapter 403.706, F.S.~~

Facility	ALOS
Solid Waste Landfill	3.75 pounds per capita per day and 3.40 by 1994 <u>0.73 tons per person per year</u>

Policy 2.2.3:

Town of Micanopy shall ~~join~~ coordinate with Alachua County and participate in the Alachua County Hazardous Materials Management, Petroleum Management, and Hazardous Waste Collection Programs. ~~, when/if a county system becomes available, to establish and maintain a hazardous data base (accessible to all county municipalities) which will identify the characteristics, locations, types and quantities of hazardous materials for emergency response purposes.~~

Policy 2.2.4:

Town of Micanopy shall establish a data base consisting of a listing of the hazardous materials stored or handled by each facility within its Fire Department service zone. ~~In addition, the Town shall, with the assistance from FDER's underground storage tank registration program, compile a list of all known underground storage tanks within the same fire service zone. This will include both commercial and privately owned facilities.~~

3.4.3 Stormwater Drainage and Natural Groundwater Aquifer Recharge Areas

Goal 1: Adequate stormwater drainage will be provided in order to provide protection from "normal" rainfall flooding and to prevent the degradation of the quality of receiving waters.

Objective 1.1: ~~The Town of Micanopy, upon adoption of this comprehensive plan, shall review the existing drainage system — 1975 study and current conditions — to explore the ways and means to determine if the current stormwater drainage system is adequate to handle the current and projected need for the planning period.~~ The Town of Micanopy shall coordinate its Town's drainage system facilities with that of other agencies to require all new development manage stormwater runoff so that new development runoff volume rates and pollutant loads do not exceed pre-development conditions.

Policy 1.1.1:

The Town Commission will work with Alachua County and St. Johns River Water Management District to be in compliance with State and Regional regulations.

Policy 1.1.2:

~~The commission will develop a plan within the next five years to address stormwater drainage needs for the planning period.~~

Policy ~~1.1.3~~ 1.1.2:

The Commission will work with Florida Department of Transportation, St. Johns River Water Management District and Alachua County to ensure that any necessary improvements for which they are responsible are made.

Objective 1.2:

~~The Town of Micanopy shall coordinate its Town’s drainage system facilities with that of other agencies to require all new development manage stormwater runoff so that new development runoff volume rates and pollutant loads do not exceed pre-development conditions.~~ The Town shall ensure provision of drainage and stormwater retention through level of service standards and design requirements to minimize flooding and to protect and improve water quality, including the minimization of water quality impacts from erosion and sedimentation.

Policy 1.2.1:

The Town will ensure that development in Micanopy be in conformance with the State and Regional requirements.

Policy 1.2.2:

~~The Town shall require all future developments be built to withstand a 25-year/24-hour storm event.~~

The Town shall require the following level of service standards for stormwater management to be maintained:

Facility	Level of Service
Residential floor elevation	1 foot above the 100-year/critical-duration storm elevation
Non-residential floor elevation	1 foot above 100-year/critical-duration storm elevation or flood resistant construction
<i>Water Quantity</i>	
Retention basins	100-year/critical-duration storm or applicable SJRWMD standards
Detention basins	25-year/critical-duration storm with 100-year/critical-duration storm routing analysis
Storm sewer systems	3 year/10 minute
Crossdrains	10/25year/24 hour for closed system 100 year/24 hour for open system
Side drains	10 year/20 minute
<i>Water Quality</i>	
Provided in accordance with State Water Policy and applicable SJRWMD, state, and federal requirements.	

Note: “Critical-duration” means the duration of a specific storm event (i.e., 100-year storm) which creates the largest volume or highest rate of net stormwater runoff (post-development runoff less pre-development runoff) for typical durations up through and including the 10-day duration event. The critical duration is determined by comparing various durations of the specified storm and calculating the peak rate and volume of runoff for each. The duration resulting in the highest peak rate or largest total volume is the “critical-duration” storm.

Policy 1.2.3:

The Town will review all development and road construction for proper consideration and routing of stormwater runoff. The Town shall require that new or reconstructed roads and developments to be arranged so that the grades of the streets and developments conform as closely as possible to the original topography to prevent the interruption of natural drainage flows, including sheet flow and flow to low-lying areas, including floodplains and wetlands.

Policy 1.2.4:

The Town of Micanopy, upon adoption of this comprehensive plan, shall require that all stormwater management projects, at a minimum, adhere to the standards as specified in Ch. 17-25, Section 17-25.025, F.A.C., with treatment of the first inch of run-off on-site to meet quality standards required by Ch. 17-302, Section 17-302.500, F.A.C., (rule guiding FDNR). The policy will include Ch. 40B-4, F.A.C., including Ch. 40B-4, F.A.C., including Sh. 40B-44.2030(8)(g), F.A.C. (rule guiding SJRWMD).

Any development exempt from the above, and which is adjacent to, or drains into a surface water or empties into a sinkhole, shall first allow the runoff to enter a grassed swale designed to percolate 80% of the runoff from a 3 year, 1 hour design storm within 72 hours after a storm event.

Policy 1.2.4:

The Town shall require a certification, by the preparer of the permit plans, that all construction activity undertaken shall incorporate and maintain erosion and sedimentation controls during construction. Failure to maintain adequate erosion and sedimentation controls during construction shall result in the issuance of a stop-work order until the erosion and sedimentation controls are restored.

Policy 1.2.5:

The Town shall require development practices that minimize land disturbance, the clearing of vegetation, and the removal of topsoil. These practices shall be based on established construction best management practices, such as the use of silt fences and sediment basins to retain sediment onsite.

Policy 1.2.6:

Stormwater facility design shall incorporate the following features, where practicable:

- A. Joint use of retention and detention basins for passive recreation, habitat, and open space.
- B. Use of vegetation in and along the shorelines of retention and detention basins to enhance stormwater management objectives.

- C. On-site retention and detention facilities shall be integrated with other elements of the proposed development through aesthetically sensitive design and the use of landscaping.
- D. Maintain and enhance the existing hydrological and ecological function of stream or drainage corridors or wetland areas which serve stormwater facilities.

Objective 1.3: The Town of Micanopy, ~~upon adoption of this comprehensive plan,~~ shall protect the functions of natural drainage features including the natural groundwater aquifer recharge area.

Policy 1.3.1:

~~Once the prime recharge areas have been identified, the Town will regulate undeveloped lands to achieve protection of the aquifer recharge area.~~
The Town shall coordinate with the SJRWMD to protect the functions of natural groundwater aquifer recharge areas and natural drainage features and basin, by requiring that all development proposals that have the potential for impacting water resources be reviewed by the SJRWMD.

Policy 1.3.2:

The Town shall require demonstration from engineering results by the applicant during the development review process that post-development recharge volumes will equal pre-development recharge volumes to the Floridan aquifer.

Policy 1.3.3:

In an effort to protect groundwater quality, the Town shall:

- A. Promote the Florida-Friendly Landscaping program to educate the public about proper lawn and landscaped area fertilization and irrigation, and the use of native and naturalized plants;
- B. Consider incorporating the principles of Florida-Friendly Landscaping into the Town's landscaping ordinance; and,
- C. Promote the efforts of the SJRWMD to protect groundwater quality.

Policy 1.3.4:

Best management practices and performances standards shall be utilized to maximize open space, limit impervious surfaces, to minimize the use of fertilizers on turf grass areas, promote the protection of native vegetation, promote the use of pervious parking areas, and incorporate the principles of low impact design into new development.

~~The Florida Department of Commerce (FDOC) to assist in stimulating the local economy.~~

~~The Florida Department of Community Affairs (FDCA) for housing and economic assistance.~~

~~The Florida Department of Natural Resources (FDNR) for possible acquisition of land for the by-pass.~~

~~The Florida Historical Preservation Board (FHP) for possible identification of local historical buildings.~~

3.11 Capital Improvements Element

Goal 1: The Town of Micanopy shall undertake reasonable policies to provide needed lands, public facilities, and equipment which will protect investments in existing facilities, maximize their use and promote orderly compact urban growth, to benefit all residents within its jurisdiction.

Objective 1.1: ~~The Town of Micanopy, upon adoption of this comprehensive plan,~~ shall provide capital improvements to correct the existing and projected deficiencies as identified within the schedule of improvements and funding, by adopting an annual capital improvement budget.

Policy 1.1.1:

The Town of Micanopy will establish a Capital Improvement Program as an integral part of the annual budget. The program will include a 5-year Schedule of Improvements as included in this element.

Policy 1.1.2:

The Town will, as a matter of priority, schedule and fund all improvement projects that are designated to correct existing deficiencies listed in the Capital Improvement Element.

Policy 1.1.3:

The Town will include in the annual Capital Improvement Program a schedule and the necessary funding for all maintenance and replacement of existing facilities and equipment.

Policy 1.1.4:

The Town shall establish as part of the annual budgeting process the following criteria for the evaluation of proposed capital improvement projects:

Criteria

- A. The Town shall assess the level of service for the public facilities which have adopted level of service standards established by the Comprehensive Plan, on an annual basis, prior to or concurrent with the Town's budget process;
- B. The Town shall schedule only those projects which are consistent with the goals, objectives, and policies of this Comprehensive Plan and which do not exceed the Town's fiscal capacity;
- C. The Town shall identify those existing or projected public facility needs which occur or are projected to occur, due to deficiencies in the maintenance of adopted levels of service standards;
- D. The capital improvement projects identified which are imminently needed to protect the public health and safety shall be given the highest priority;
- E. The capital improvements projects related to the maintenance and operation of existing facilities, which due to existing or projected needs, do not or are not expected to meet the adopted level of service standard for such facility shall be given the second order to priority;
- F. The capital improvement projects with the greatest deficiencies based upon the established level of service standards with the Comprehensive Plan shall be given the third order to priority; and
- G. The capital improvement projects, which due to deficiencies based upon the established level of service standard within the Comprehensive Plan, are needed to provide public facilities to areas which have received development approval prior to the adoption of this Comprehensive Plan shall be given the fourth order of priority.

Policy 1.1.5:

Each element of the comprehensive plan will be reviewed for possible inclusion of projects in the Plan.

Policy 1.1.6:

No later than December 1st of each year, the Town shall adopt in its Capital Improvements Element, the SBAC's annually updated 5-Year Work Program. The SBAC shall annually update and amend the 5-Year Work Program to reflect the (LOS) standards for schools to add a new fifth year, which continues to achieve and maintain the adopted LOS for schools. The 5-Year Work Program ensures the level of service standards for public schools are achieved and maintained within the period covered by the 5-year schedule. The 5-Year Work Program shall also address the correction of existing facility deficiencies and facilities needed to meet future needs. After the first 5-year schedule of capital improvements, annual updates to the schedule shall ensure levels of service standards are achieved and maintained within the subsequent 5-year schedule of capital improvements necessary to address existing deficiencies and meet future needs based upon achieving and

maintaining the adopted level of service standards. The Town shall have neither obligation nor responsibility for funding the Five-Year Work Program by adopting the SBAC's 5-Year Work Program into the Capital Improvements Element.

Objective 1.2: The Town of Micanopy, upon adoption of this comprehensive plan, shall require that all decisions regarding the issuance of development permits shall be consistent with the ALOS standards for public facilities.

Policy 1.2.1:

The Town shall use the following level of service standards in reviewing impacts of new development and redevelopment upon the provision of public facilities:

~~TRAFFIC CIRCULATION LEVEL OF SERVICE STANDARDS:~~

~~Establish Level of Service Standard at peak hour as defined within the Florida Department of Transportation "Florida Level of Service Standards and Guidelines Manual for Planning, 1989" for the following roadway segments within the Town:~~

Roadway Segment	LOS
East Entrance on US 441	C
West Entrance on CR 239/Seminary/SR27	C
SW Entrance on US 25A	C
North Entrance on CR 234	C

SANITARY SEWER LEVEL OF SERVICE STANDARDS

FACILITY TYPE	LEVEL OF SERVICE STANDARD
Community Sanitary Sewer System	120 gallons per capita per day

SOLID WASTE DISPOSAL LEVEL OF SERVICE STANDARDS

FACILITY TYPE	LEVEL OF SERVICE STANDARD
Retention Pond	Standards as specified in Ch. 17-25 and 40B-4, rules of the Florida Department of Environmental Regulation, Florida Administrative Code, as amended

POTABLE WATER LEVEL OF SERVICE STANDARDS

FACILITY TYPE	LEVEL OF SERVICE STANDARD
Private individual water wells	NA
Community potable water systems	120 gallons per capita per day

~~RECREATION LEVEL OF SERVICE STANDARDS~~

**EXCERPTS FROM THE
NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN**



proportion of the trips on the failing road network are attributable to the project. The percentage is multiplied by the costs of the transportation projects needed to restore level of service for the failing facilities to determine an amount of money, which is the developer's proportionate-fair share payment.

e. Transportation Planning Best Practices

While north central Florida local governments are financially unable to fund traditional transportation concurrency, adverse impacts to the regional road network can be minimized through sound transportation planning. Transportation Planning Best Practices for north central Florida local governments could include enhancing road network connectivity, providing parallel local routes to the Regional Road Network, incorporating access management strategies, and developing multimodal transportation systems. By relying on transportation planning best practices, urban development can still be directed to incorporated municipalities, urban service areas, and urban development areas while minimizing transportation infrastructure costs and declines in level of service. Examples of policy areas which could be addressed in local government comprehensive plans to implement these transportation planning best practices include the following.

Enhance Road Network Connectivity by

Establishing a comprehensive system of street hierarchies with appropriate maximum spacing for local, collector, and arterial street intersection and arterial spacing, including maximum intersection spacing distances for local, collector, and arterial streets;

Establishing a thoroughfare plan and right-of-way preservation requirements to advance the development of arterial and collector streets throughout the jurisdiction;

Limiting or discouraging the use of cul-de-sacs and dead-end streets, limiting the maximum length of cul-de-sacs and dead end streets, and encouraging the use of traffic calming devices and strategies as an alternative to dead end streets and cul-de-sacs;

Encouraging street stubs for connections to future development requiring connections to existing street stubs/dead end streets when adjacent parcels are subdivided/developed in the future, and requiring developments to connect through to side streets at appropriate locations;

Encouraging the creation of paths that provide shortcuts for walking and cycling where dead-end streets exist, mid-block bike paths and pedestrian shortcuts, and limiting the maximum spacing between pedestrian/bicycle connections as well as; or

Limiting or discouraging gated communities and other restricted-access roads.

Provide Parallel Local Routes and Other Alternative Local Routes to the Regional Road Network.

Planning and mapping parallel roadway and cross street networks to provide a clear framework for implementing alternative routes to the Regional Road Network;



Adding segments of the parallel roadway and cross street networks to the capital improvements program;

Encouraging developer participation in implementing the system through fair share agreements as a condition of development approval for Regional Road Network concurrency mitigation; or

Encouraging the establishment of a long-term concurrency management system plan for accomplishing the parallel local routes and interparcel cross-access in selected areas.

Promote Access Management Strategies by

Requiring large commercial developments to provide and/or extend existing nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on the Regional Road Network;

Requiring shopping centers and mixed-use developments to provide a unified access and circulation plan and require any outparcels to obtain access from the unified access and circulation system;

Properties under the same ownership or those consolidated for development will be treated as one property for the purposes of access management and will not received the maximum potential number of access points for that frontage indicated under minimum access spacing standards;

Existing lots unable to meet the access spacing standards for the Regional Road Network must obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements;

Establishing minimum access spacing standards for locally maintained thoroughfares and use these to also guide corner clearance;

Maintaining adequate corner clearance at crossroad intersections with the Regional Road Network;

Encouraging sidewalk connections from the development to existing and planned public sidewalk along the development frontage;

Encouraging cross-access connections easements and joint driveways, where available and economically feasible;

Encouraging closure of existing excessive, duplicative, unsafe curb cuts or narrowing of overly wide curb cuts at the development site;

Encouraging safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site;

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011



Encouraging intersection and/or signalization modifications to improve roadway operation and safety;

Encouraging the addition of dedicated turn lanes into and out of development;

Encouraging the construction of public sidewalks along all street frontages, where they do not currently exist;

Encouraging the widening of existing public sidewalks to increase pedestrian mobility and safety;

Encouraging the deeding of land for the addition and construction of bicycle lanes;

Encouraging the provision of shading through awnings or canopies over public sidewalk areas to promote pedestrian traffic and provide protection from inclement weather to encourage walking;

Encouraging the construction of new road facilities which provide alternate routes to reduce congestion; or

Encouraging the addition of lanes on existing road facilities, especially where it can be demonstrated that the road will lessen impacts to the Regional Road Network.

Develop Multimodal Transportation Systems by

Encouraging development at densities within urban areas which support public transit;

Providing one or more park-and-ride lots to encourage carpooling and ridesharing, and the use of public transit among inter-city commuters;

Providing a system of sidewalks and/or bike paths connecting residential areas to schools, shopping, and recreation facilities;

Establishing an interlocal agreement with an existing public mass transit system provider to provide regular daily inter-city transit service for inter-city commuters; or

Establishing a local public mass transit system.



C. Regional Goals and Policies

1. Regional Road Network

REGIONAL GOAL 5.1. Mitigate the impacts of development to the Regional Road Network as well as adverse extrajurisdictional impacts while encouraging development within urban areas.

Regional Indicators

1. In 2009, 33.9 miles, or 2.7 percent, of the north central Florida Regional Road Network did not meet the minimum operating level of service standard contained in local government comprehensive plans.
2. In 2009, 23.4 miles, or 5.4 percent, of Strategic Intermodal System roadways within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
3. In 2009, 10.5 miles, or 1.3 percent, of State Highway System roads which were not part of the Strategic Intermodal System within north central Florida did not meet the minimum operating level of service standard established by the Florida Department of Transportation.
4. In 2009, 9 of the 44 local governments in the region had within their jurisdiction have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans.
5. In 2009, 17 of the 44 local governments in the region are projected to have at least 10 percent or more of the Regional Road Network located within their jurisdictions operating below the minimum level of service standard contained in local government comprehensive plans by the year 2025.

a. Local Government Comprehensive Plans

Table 5.17 below summarizes Regional Policies 5.1.1 through 5.1.4.



TABLE 5.17

**SUMMARY OF REGIONAL PLAN POLICIES 5.1.1 THROUGH 5.1.4
LOCAL GOVERNMENT COMPREHENSIVE PLANS**

Area	Local Government Comprehensive Plans Containing Transportation Planning Best Practices	Regional Plan Determination of Impacts
Municipalities, Urban Service Areas, Urban Development Areas	Yes	Adequately Mitigated
Municipalities, Urban Service Areas, Urban Development Areas	No	Florida Department of Transportation Level of Service E
Rural Areas	Yes	Florida Department of Transportation Level of Service E
Rural Areas	No	Florida Department of Transportation Level of Service D

Source: North Central Florida Regional Planning Council, 2011.

Policy 5.1.1. Within municipalities, urban service areas, or urban development areas where local government comprehensive plans include goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately. Such local government comprehensive plans and plan amendments within municipalities, urban service areas, or urban development areas shall not be subject to a regional planning council determination of Regional Road Network or extrajurisdictional impacts.

Policy 5.1.2. Within municipalities, urban service areas, and urban development areas where local government comprehensive plans do not include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of E as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

Policy 5.1.3. Outside municipalities, urban service areas, and urban development areas where local government comprehensive plans include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of E as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

Policy 5.1.4. Outside municipalities, urban service areas, and urban development areas where local government comprehensive plans do not include goals and policies implementing Transportation Planning Best Practices, local government comprehensive plans and plan amendments shall be subject to a regional planning council determination of Regional Road Network and extrajurisdictional impacts based on the minimum level of service standard of D as determined by the Florida Department of Transportation Quality/Level of Service Handbook.

Adopted May 23, 1996, Amended August 28, 1997, February 27, 2003 and October 27, 2011

**FLORIDA REGIONAL COUNCILS ASSOCIATION
LOCAL GOVERNMENT COMPREHENSIVE PLAN AMENDMENT REVIEW FORM 01**

Regional Planning Council: North Central Fl
Review Date: 5/24/12
Amendment Type: Adopted Amendments

Regional Planning Council Item No. 73
Local Government: Dixie County
Local Government Item Nos. CPA 12-01 &
CPA 12-02
State Land Planning Agency Item No. 12-1ESR

Date Mailed to Local Government and State Land Planning Agency: 5/25/12 (estimated)

Pursuant to Section 163.3184, Florida Statutes, Council review of local government comprehensive plan amendments is limited to adverse effects on regional resources and facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A written report containing an evaluation of these impacts, pursuant to Section 163.3184, Florida Statutes, is to be provided to the local government and the state land planning agency within 30 calendar days of receipt of the amendment.

DESCRIPTION OF AMENDMENTS

County item CPA 12-01 reclassifies 10.08 acres from Environmentally Sensitive Moderate Density (up to 1 dwelling units per 5 acres) to Conservation on the Future Land Use Plan Map (see attached)

County item CPA 12-02 reclassifies 14.00 acres from Residential Moderate Density (up to 4 dwelling units per acre) and Environmentally Sensitive Moderate Density (up 1 dwelling unit per 5 acres) to Conservation on the Future Land Use Plan Map (see attached).

1. ADVERSE EFFECTS TO SIGNIFICANT REGIONAL RESOURCES AND FACILITIES IDENTIFIED IN THE STRATEGIC REGIONAL POLICY PLAN

Significant adverse impacts are not anticipated to occur to the Regional Road Network as a result of the amendments. Neither of the subject properties is located within one-half mile of a segment of the Regional Road Network. Furthermore, the amendments result in a decrease in the maximum allowable intensity of use.

The subject property of County item CPA 12-01 is located within the Suwannee River Corridor, a Natural Resource of Regional Significance as identified and mapped in the North Central Florida Strategic Regional Policy Plan. The subject property of County item CPA 12-02 is located within the Steinhatchee River Corridor, which is also identified and mapped in the regional plan as a Natural Resource of Regional Significance. Nevertheless, significant adverse impacts to these Natural Resources of Regional Significance are not anticipated to occur as the amendments result in a decrease in the maximum allowable intensity of use.

**2. EXTRAJURISDICTIONAL IMPACTS INCONSISTENT WITH THE
COMPREHENSIVE PLANS OF LOCAL GOVERNMENTS WITHIN THE REGION**

Adverse extrajurisdictional impacts are not anticipated to occur as a result of the amendments.

Request a copy of the adopted version of the amendments?

Yes _____ No _____
Not Applicable _____X_____

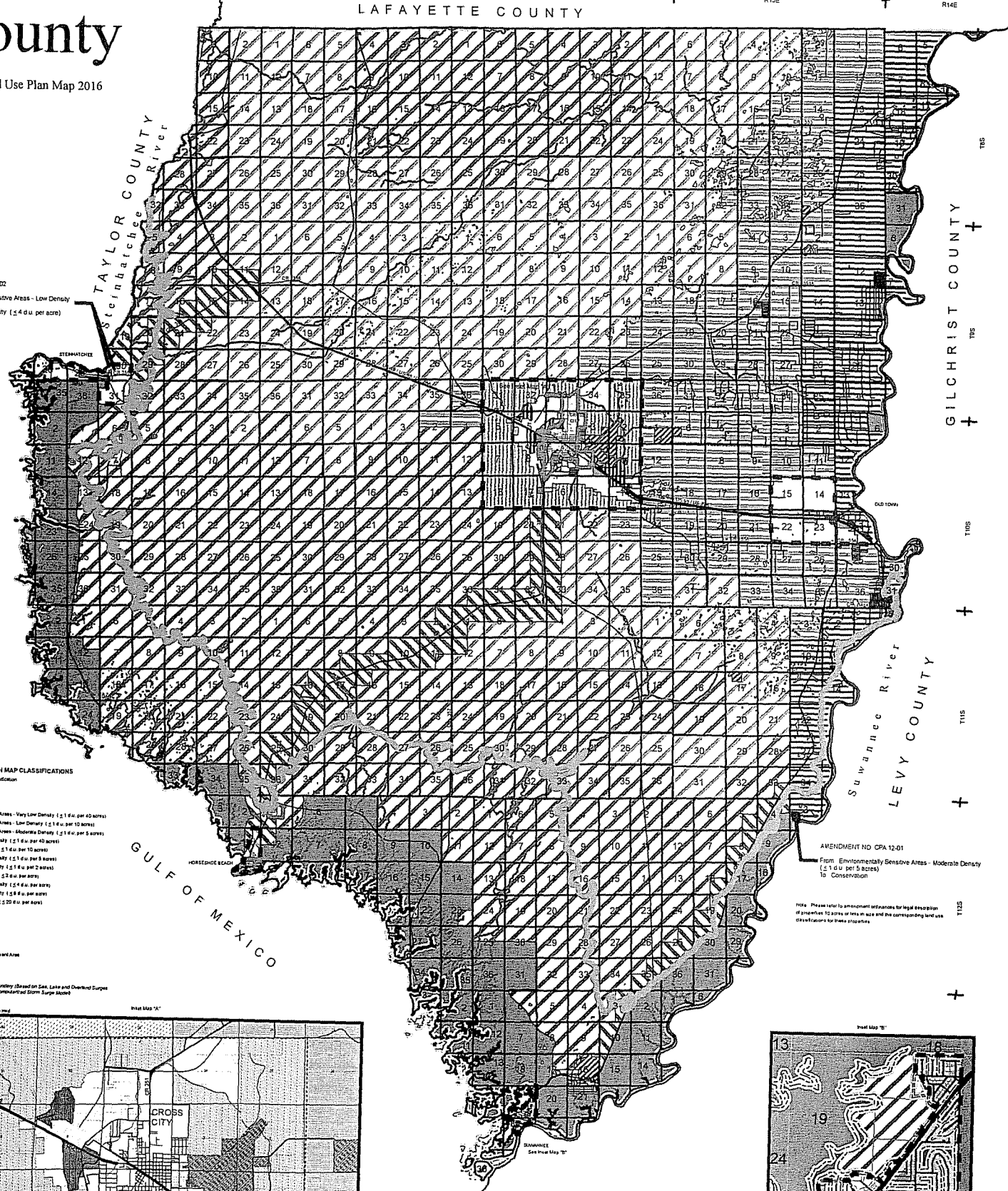
It is recommended that these findings be forwarded to the County and the Florida Department of Economic Opportunity.

Dixie County

Future Land Use Plan Map 2016

R10E R11E R12E R13E R14E
LAFAYETTE COUNTY

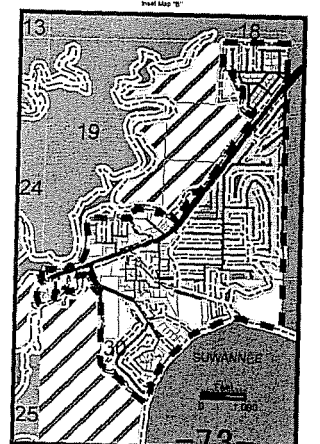
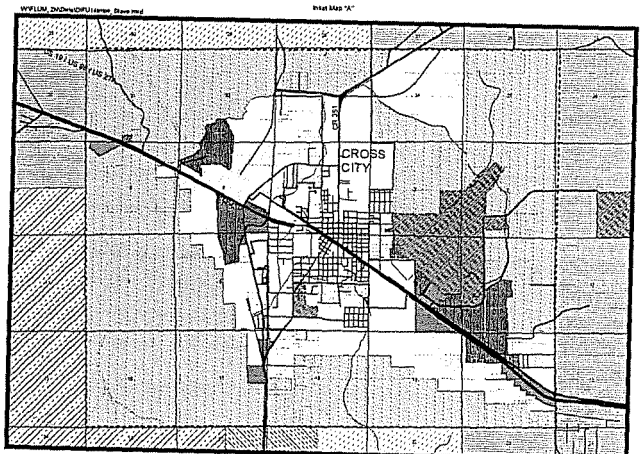
AMENDMENT NO CPA 12-02
From: Environmentally Sensitive Areas - Low Density (≤ 1 d.u. per 10 acres) and Residential - Moderate Density (≤ 4 d.u. per acre)
To: Conservation



- FUTURE LAND USE PLAN MAP CLASSIFICATIONS**
- No Future Land Use Classification
 - Conservation
 - Recreation
 - Public
 - Environmentally Sensitive Areas - Very Low Density (≤ 1 d.u. per 40 acres)
 - Environmentally Sensitive Areas - Low Density (≤ 1 d.u. per 10 acres)
 - Environmentally Sensitive Areas - Moderate Density (≤ 2 d.u. per 5 acres)
 - Agriculture - Very Low Density (≤ 1 d.u. per 40 acres)
 - Agriculture - Low Density (≤ 1 d.u. per 10 acres)
 - Agriculture - Moderate Density (≤ 1 d.u. per 5 acres)
 - Agriculture - Medium Density (≤ 1 d.u. per 2 acres)
 - Residential - Low Density (≤ 2 d.u. per acre)
 - Residential - Moderate Density (≤ 4 d.u. per acre)
 - Residential - High Density (≤ 8 d.u. per acre)
 - Commercial
 - Industrial
- OTHER MAP FEATURES**
- County Boundary Line
 - Proposed Acre
 - Designated Urban Development Area
 - Lake
 - Road or Stream
 - Coastal High Hazard Area
 - Category 1 Storm Surge Boundary (Based on Sea, Lake and Overland Surges from Hurricanes (SLOSH) Computerized Storm Surge Model)

AMENDMENT NO CPA 12-01
From: Environmentally Sensitive Areas - Moderate Density (≤ 1 d.u. per 5 acres)
To: Conservation

Note: Please refer to amendment references for legal description of properties 10 acres or less in size and the corresponding land use classification for these properties.



ADOPTED ON MARCH 19, 1990 BY ORDINANCE NO. 90-02
AMENDED ON NOVEMBER 7, 1991 BY ORDINANCE NO. 91-06
AMENDED ON DECEMBER 31, 1992 BY ORDINANCE NO. 92-14
AMENDED ON FEBRUARY 7, 1998 BY ORDINANCE NO. 98-15
AMENDED ON NOVEMBER 2, 2000 BY ORDINANCE NO. 00-05
AMENDED ON FEBRUARY 1, 2001 BY ORDINANCE NO. 01-02
AMENDED ON AUGUST 19, 2001 BY ORDINANCE NO. 01-08
AMENDED ON NOVEMBER 18, 2009 BY ORDINANCE NO. 09-05
AMENDED ON SEPTEMBER 15, 2011 BY ORDINANCE NO. 11-08
AMENDED ON MAY 2, 2012 BY ORDINANCE NOS. 12-02 AND 12-03



STAFF-LEVEL ITEMS

4/26

FLORIDA STATE CLEARINGHOUSE
RPC INTERGOVERNMENTAL COORDINATION AND RESPONSE SHEET

SAI#: FL201203166158C

DATE: 3/16/2012

COMMENTS DUE TO CLEARINGHOUSE: 4/26/2012

CFDA#: 11.300

COUNTY: ALACHUA

CITY: GAINESVILLE

FEDERAL ASSISTANCE DIRECT FEDERAL ACTIVITY FEDERAL LICENSE OR PERMIT OCS

PROJECT DESCRIPTION

ECONOMIC DEVELOPMENT ADMINISTRATION - GRANTS FOR PUBLIC WORKS
AND ECONOMIC DEVELOPMENT FACILITIES - CITY OF GAINESVILLE,
INNOVATION DISTRICT STORMWATER INFRASTRUCTURE PROJECT -
GAINESVILLE, ALACHUA COUNTY, FLORIDA.

ROUTING:

RPC

X N. CENTRAL FLORIDA RPC

PLEASE CHECK ALL THE LOCAL GOVERNMENTS BELOW FROM WHICH
COMMENTS HAVE BEEN RECEIVED; ALL COMMENTS RECEIVED SHOULD BE
INCLUDED IN THE RPC'S CLEARINGHOUSE RESPONSE-PACKAGE. IF NO
COMMENTS WERE RECEIVED, PLEASE CHECK "NO COMMENT" BOX AND
RETURN TO CLEARINGHOUSE.

NORTH CENTRAL FLORIDA
RECEIVED

COMMENTS DUE TO RPC: 4/19/2012

MAR 21 2012

 ALACHUA

NO COMMENTS:

REGIONAL PLANNING COUNCIL

(IF THE RPC DOES NOT RECEIVE COMMENTS BY THE DEADLINE DATE, THE RPC
SHOULD CONTACT THE LOCAL GOVERNMENT TO DETERMINE THE STATUS OF THE
PROJECT REVIEW PRIOR TO FORWARDING THE RESPONSE PACKAGE TO THE
CLEARINGHOUSE.)

NOTES:

ALL CONCERNS OR COMMENTS REGARDING THE ATTACHED PROJECT
(INCLUDING ANY RPC COMMENTS) SHOULD BE SENT IN WRITING BY THE DUE
DATE TO THE CLEARINGHOUSE. PLEASE ATTACH THIS RESPONSE FORM AND
REFER TO THE SAI # IN ALL CORRESPONDENCE.

IF YOU HAVE ANY QUESTIONS REGARDING THE ATTACHED PROJECT, PLEASE
CONTACT THE STATE CLEARINGHOUSE AT (850) 245-2161.

Application for Federal Assistance SF-424		Version 02
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision
		* If Revision, select appropriate letter(s): _____ * Other (Specify) _____
* 3. Date Received: Completed by Grants.gov upon submission.	4. Applicant Identifier: City of Gainesville	
5a. Federal Entity Identifier: _____	* 5b. Federal Award Identifier: _____	
State Use Only:		
6. Date Received by State: _____	7. State Application Identifier: _____	
8. APPLICANT INFORMATION:		
* a. Legal Name: City of Gainesville		
* b. Employer/Taxpayer Identification Number (EIN/TIN): 59-6000325	* c. Organizational DUNS: 010522159	
d. Address:		
* Street1:	405 NW 39th Avenue	
Street2:	P.O. Box 490 - MS 58	
* City:	Gainesville	
County:	Alachua	
* State:	FL: Florida	
Province:	_____	
* Country:	USA: UNITED STATES	
* Zip / Postal Code:	32627-0490	
e. Organizational Unit:		
Department Name: Public Works Department	Division Name: _____	
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: Ms.	* First Name: Teresa	_____
Middle Name:	_____	
* Last Name: Scott	_____	
Suffix:	_____	
Title: Public Works Director	_____	
Organizational Affiliation: _____		
* Telephone Number: 352-334-5070	Fax Number: 352-393-7987	_____
* Email: scottta@cityofgainesville.org		

Application for Federal Assistance SF-424

Version 02

9. Type of Applicant 1: Select Applicant Type:

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Economic Development Administration

11. Catalog of Federal Domestic Assistance Number:

11.300

CFDA Title:

Investments for Public Works and Economic Development Facilities

* 12. Funding Opportunity Number:

FY2012EDAP111811

* Title:

FY 2012 Public Works and Economic Adjustment Assistance Programs Opportunity

13. Competition Identification Number:

1

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

City of Gainesville, FL

* 15. Descriptive Title of Applicant's Project:

Innovation District Infrastructure

Attach supporting documents as specified in agency instructions.

[Add Attachments](#) [Delete Attachments](#) [View Attachments](#)

Application for Federal Assistance SF-424

Version 02

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

* a. Federal	<input type="text" value="2,600,000.00"/>
* b. Applicant	<input type="text" value="650,000.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="3,250,000.00"/>

* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?

- a. This application was made available to the State under the Executive Order 12372 Process for review on .
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)

Yes No

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 150,000.00	\$	\$ 150,000.00
2. Land, structures, rights-of-way, appraisals, etc.	\$ 250,000.00	\$	\$ 250,000.00
3. Relocation expenses and payments	\$	\$	\$ 0.00
4. Architectural and engineering fees	\$ 300,000.00	\$	\$ 300,000.00
5. Other architectural and engineering fees	\$	\$	\$ 0.00
6. Project inspection fees	\$	\$	\$ 0.00
7. Site work	\$	\$	\$ 0.00
8. Demolition and removal	\$	\$	\$ 0.00
9. Construction	\$ 2,400,000.00	\$	\$ 2,400,000.00
10. Equipment	\$	\$	\$ 0.00
11. Miscellaneous	\$	\$	\$ 0.00
12. SUBTOTAL (sum of lines 1-11)	\$ 3,100,000.00	\$ 0.00	\$ 3,100,000.00
13. Contingencies	\$ 150,000.00	\$	\$ 150,000.00
14. SUBTOTAL	\$ 3,250,000.00	\$ 0.00	\$ 3,250,000.00
15. Project (program) income	\$ 0.00	\$ 0.00	\$ 0.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 3,250,000.00	\$ 0.00	\$ 3,250,000.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X 80 % Enter the resulting Federal share.			\$ 2,600,000.00

A.1. Investment (Project) Region

Identify and describe the region where the project will be located, identify and describe the region that will benefit from the project (if different from or in addition to the region in which the project will be located), and discuss the project's expected economic impact. For purposes of this application, a region is defined as "an economic unit of human, natural, technological, capital or other resources, defined geographically. Geographic areas comprising a region need not be contiguous or defined by political boundaries, but should constitute a cohesive area capable of undertaking self-sustained economic development." (See 13 C.F.R. § 300.3 for the definition of "Region.")

The investment region is the City of Gainesville, FL. Gainesville is located in North Central Florida and is home to the University of Florida. The city's population in 2010 was 124,354, of whom 43.8% 25 years old and older have a Bachelor's degree or higher.

The Innovation District will be the economic driver of our region and is part of a comprehensive strategy to foster innovation and create jobs in the region. The investment will provide infrastructure for flood control and water quality treatment necessary to support redevelopment in the Innovation District.

According to the Innovation District Master Plan, more than 3.7 million square feet of office, commercial, and residential space is expected to be constructed. More than 3,000 jobs, mostly in research and technology, are expected to be created and housed within the district.

A.2. Investment (Project) Description

Provide a detailed description of the complete scope of work for the proposed EDA investment. If you are proposing a construction project, please include specific construction components. Also, for National Technical Assistance, Training and Research and Evaluation Projects, provide a description of the methodology to be used to complete the project.

The project will replace existing, undersized stormwater piping with new, upsized stormwater piping in three locations and construct a trash trap and enhanced wetland along the Tumblin Creek. The investment will provide enhanced flood control and improved water quality by utilizing sustainable techniques and innovative strategies for stormwater management. The three pipe replacement locations were identified in the associated watershed master plan and the Innovation District master plan as priority areas for intervention. Bivens Arm, the receiving water body, is impaired with low levels of dissolved oxygen and high levels of nutrients [nitrogen and phosphorus] and has been identified as an Impaired Water Body by the Florida Department of Environmental Protection.

Note: If EDA determines that your project merits further consideration, and if your project includes construction, you will be required to provide a USGS map of the site. You may provide this now using the 'Attachments' form that is part of the application package downloaded from www.Grants.gov or in hard copy.

A.3. Economic Development Needs

- a. Does the region in which the project will be located have a Comprehensive Economic Development Strategy (CEDS)? (See www.eda.gov/ImageCache/EDAPublic/documents/pdfdocs2006/cedsflyer081706_2epdf/v1/cedsflyer081706.pdf.) (Note: Except for strategy grants as described in 13 C.F.R. § 303.7, the region in which Public Works or Economic Adjustment projects will be located must have a CEDS with which the project is consistent.)

Yes

No

If Yes, what is the source? Note: If you are unsure if your region has a CEDS, please contact your local District Organization.

North Central Florida Regional Planning Council

If No, what alternate strategic planning document do you wish to govern this investment? Note: You will be asked to provide a copy of this planning document if your project is selected for further consideration. You may provide this now using the 'Attachments' form that is part of the application package downloaded from www.Grants.gov or in hard copy.

- b. Briefly describe the economic development needs of the region and how the proposed investment addresses the goals and objectives of the CEDS for the region or the alternate strategic planning document as noted above. (See 13 C.F.R. part 303.)

The central theme of the region's comprehensive economic plan is innovation. A primary goal of the CEDS is diversification of the regional economy in order to increase employment opportunities and decrease out-migration of productive members of the labor force. This includes non-traditional job sectors and high-skill, high-wage job sectors. A specific objective of this goal is the promotion of business incubator programs, of which the Innovation District is the flagship example. The proposed infrastructure investments will directly support redevelopment of this district by private sector entities and public-private partnerships by providing the stormwater infrastructure necessary to meet state and local requirements. The resulting district will create an environment to capture the region's untapped entrepreneurial potential and create high wage and sustainable jobs for the region.

- c. Briefly describe the economic conditions of the region described in A.1, as well as the economic adjustment problems or economic dislocations the region has experienced (or is about to experience) and the regional impact of these conditions.

The project region has experienced increases in the unemployment rate similar to those of the country as a whole. In Alachua County, the unemployment rate rose from a low of 1.9 percent in 2009 to a high of 9.1 percent in 2010. The most recent unemployment rate for December 2011 remains at 7.6 percent.

A.4. Investment (Project) Impact and Fit with EDA Funding Priorities

Discuss how the proposed investment satisfies EDA's Investment Policy Guidelines as set forth in 13 C.F.R. § 301.8, as well as the EDA funding priorities set forth in the applicable Federal Funding Opportunity (FFO) announcement on www.Grants.gov.

The project will capitalize on the region's competitive strengths and will create higher-skill, higher-wage jobs, increased tax revenue, and increased private sector investment. The project is part of a larger redevelopment initiative lead by the University of Florida in partnership with the City of Gainesville and private sector entities. The Innovation District seeks to nurture entrepreneurship, enhance Regional industry clusters and leverage and link technology innovators and local universities to the private sector to create the conditions for greater productivity, innovation, and job creation. The project is consistent with a primary goal of the CEDS, which is diversification of the regional economy in order to increase employment opportunities and decrease out-migration of productive members of the labor force. Business incubation and technology transfer within the Innovation District will support existing industry clusters, develop emerging new clusters and attract new regional economic drivers.

The City of Gainesville Public Works Department will lead the project; the department's project management office consists of qualified engineers ensuring projects reach their successful completion.

A.5. Applicant's Capability

Briefly describe the applicant's capability to administer, implement, and attract private sector investments to the project.

The project will support redevelopment in the Innovation District. The University of Florida, City of Gainesville, and other public and private partners have developed a master plan and created a new zoning category in order to encourage and support redevelopment in the district. Innovation Hub, the first major development project in the district, opened in 2011; the project was made possible through a \$8.2 million EDA grant. Several private sector projects are in the planning phase, including a dormitory for entrepreneurial-minded students, a hotel-retail development, and additional research and development office space.

A.6. Proposed Time Schedule for the Project

Provide a proposed time schedule for completion of the project, including when (month/year) the project will begin and end. Explain any potential issues that could affect project implementation.

The project can begin upon receipt of funding and is expected to last three years from start to completion.

A.7. Civil Rights

- a. Does the applicant understand and agree to comply with all applicable civil rights requirements (see 13 C.F.R. § 302.20), including the requirement to provide signed assurances of compliance? Yes No (explain below)

b. Do identified "Other Parties" as defined in 13 C.F.R. § 302.20(b) understand and agree to comply with all applicable civil rights requirements, including the requirement to provide signed assurances of compliance?

- Yes No (explain below) Not Applicable (No Other Parties Identified)

A.8. Proposed Project Budget

For Construction investments, complete Form SF-424C.

For Non-Construction investments, complete Form SF-424A.

Note: If you are applying in hardcopy, you may download these forms from www.Grants.gov/techlib/SF424A-V1.0.pdf and www.Grants.gov/techlib/SF424C-V1.0.pdf, or go to EDA's website at www.eda.gov.

A.9. Non-EDA Funding for the Project

a. Identify the source, nature and amount of all non-EDA funds, including in-kind contributions (non-cash contributions of space, equipment, services, or assumptions of debt; see definition of "In-Kind Contribution(s)" in 13 C.F.R. § 300.3). Explain the status of all funding commitments, including the date the funds will be available from each source, and describe any conditions or restrictions on the use of such funds. If in-kind contributions are included, explain the basis on which they are valued.

The city will utilize funds collected by its stormwater management utility as a local match for the EDA grant funds.

b. Are all non-EDA funds committed to the project, available as needed, and not conditioned or encumbered in any way that would preclude their use consistent with the purpose of the project? (See 13 C.F.R. § 301.5.) Yes No (explain below)

Note: If EDA determines that your project merits further consideration, and if your project includes construction, you will be required to provide letters of commitment. You may provide these now using the 'Attachments' form that is part of the application package downloaded from www.Grants.gov or in hard copy.

c. Discuss the actions that need to be taken and the timing required to secure the non-EDA funds.

Funds are available from the city's stormwater management utility. The city can secure these funds through the FY 13-17 capital improvement program budget process.

d. Does the applicant plan to seek other federal financial assistance as part of or in connection with this project? If so, please describe the source, amount and any terms and conditions of the funding, and when the funding will be available for use by the applicant.

- Yes (explain below) No

f. Does the project include the acquisition or improvement of significant items of tangible personal property (i.e., items that are moveable and not permanently attached to the land, such as business equipment, furniture or vehicles)?

- Yes (explain below) No

M.7. Calculation of Estimated Relocation and Land Acquisition Expenses

All applicants must complete the "Calculation of Estimated Relocation and Land Acquisition Expenses" form (see Exhibit E), and enter the estimated total for "costs incidental to land acquisition" (line item 1) on line item 3 ("relocation expenses and payments") of Form SF-424C, 'Budget Information - Construction Programs.' This is separate from the estimated purchase price of the property.

- a. Are relocation expenses part of the proposed project's EDA budget?
 Yes No
- b. Will the proposed project cause the displacement of individuals, families, businesses or farms?
 Yes No

If Yes, explain how relocation procedures will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1990 (13 C.F.R. § 302.5 ; see Certification #11 on Form SF-424D, 'Assurances - Construction Programs, for an explanation of this requirement.)

M.8. Environmental Requirements

- a. Provide a brief physical description of the project site, noting topography, vegetation, bodies of water, and location and condition of any man-made structures or buildings. If available, provide a Geographic Information System (GIS) analysis of the sensitive environmental areas, including contaminated sites, archeological sites, properties or sites listed on the National Register of Historic Places, and wetlands that are within a two-mile radius of the project site.

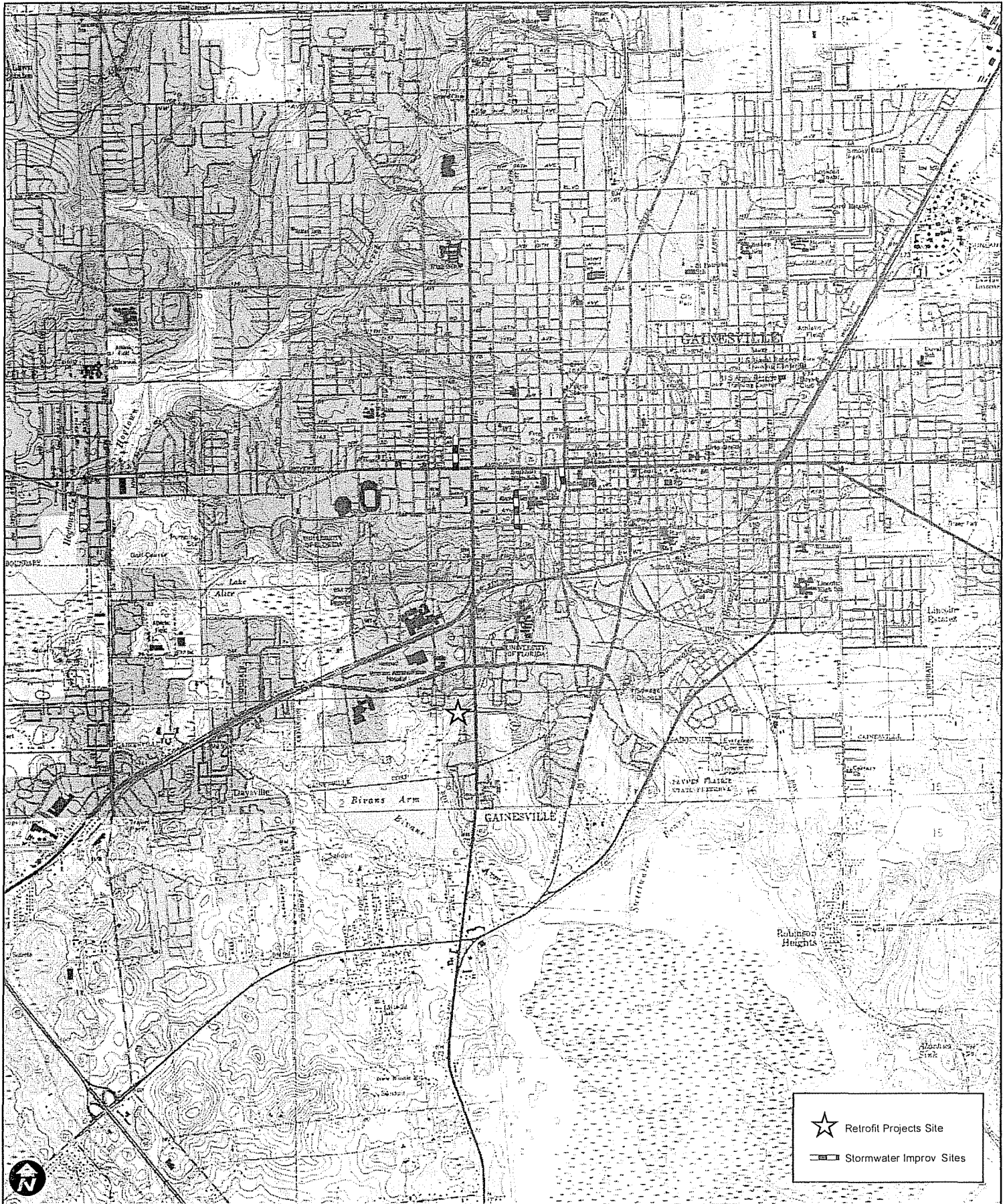
The project site is located in the 1,419 acre Tumblin Creek watershed which drains into Bivens Arm. Bivens Arm is part of the larger Orange Creek Basin and forms the northern extension of Paynes Prairie. Topography in the basin ranges from approximately 180 feet referenced to the North American Vertical Datum of 1988 (NAVD88) in the north to 60 feet NAVD88 in the south at Bivens Arm. The basin is generally urbanized with approximately 60% impervious coverage. The watershed flows south-southeast into a 30-acre natural forested wetland that borders Bivens Arm Lake. Bivens Arm ultimately discharges to Paynes Prairie and the water quality impaired Alachua Sink, which is connected directly to the underlying Floridan aquifer. Please see the attached GIS analysis for more information.

- b. Will the project be located in or adjacent to a floodplain or wetland area?
- Yes (explain) Construction of a wetland for stormwater treatment may occur adjacent to an existing creek in a FEMA flood zone A or AE.
- No
- c. Will the project be located in or adjacent to an area with known hazardous or toxic contamination?
- Yes (explain)
- No
- d. Will there be any toxic or hazardous waste or asbestos removal associated with the project?
- Yes (explain)
- No
- e. Will the project impact any archeological sites, buildings or structures older than 50 years, or any properties listed or eligible for listing on the National Register of Historic Places?
- Yes (explain)
- No

Note: If EDA determines that the applicant's project merits further consideration, the applicant will be required to submit materials to the appropriate State Historic Preservation Officer (SHPO). Regardless of whether the applicant believes historic or archaeological artifacts are present, the applicant will be required to provide the SHPO with: (i) a narrative description of the project's elements and its location; (ii) a map of the area surrounding the project that identifies the project site, adjacent streets, and other identifiable objects; (iii) line drawings or sketches of the project; and (iv) photographs of the affected properties if building demolition or renovation is involved. Please note that the clearance process can be lengthy. When submitting this material to the SHPO, the applicant must request that the SHPO submit comments on the proposed project to the EDA Regional Office processing the application. If the applicant has already received comments from the SHPO, please provide as an electronic attachment (using the 'Attachments' form that is part of the application package downloaded from www.Grants.gov) or in hardcopy.

- f. Will this project result in any other adverse environmental impacts that could affect endangered or threatened species, scenic rivers, or other sensitive ecological habitats?
- Yes (explain)
- No
- g. Has an environmental impact statement or other similar analysis been completed for this proposed project or for other activities in the region?
- Yes (explain) The city completed a watershed management plan for the project area in 2007.
- No (explain)

Project Sites and USGS Topographic Map of Gainesville, FL



For more information contact Public Works Dept GIS, (352) 334-5070. This map was created on 03/07/2012.



CITY OF GAINESVILLE
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REGIONAL CLEARINGHOUSE
INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 4-16-12

PROJECT DESCRIPTION

#61 - Environmental Review, City of Hawthorne - Neighborhood Revitalization Small Cities
Community Development Block Grant #12DB-03H-03-11-02-N2212, City of Hawthorne, Florida

TO: Lauren Milligan, Florida State Clearinghouse

XC: Mr. Fred D. Fox, Consultant
Fred Fox Enterprises, Inc.
26 Spanish Street
St. Augustine, FL 32085-1047

COMMENTS ATTACHED

NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL
PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

**CONCURRENT NOTICE
NOTICE OF FINDING OF NO SIGNIFICANT IMPACT AND
NOTICE OF INTENT TO REQUEST RELEASE OF FUNDS**

Date: March 15, 2012
Name of Responsible Entity: City of Hawthorne
Address: 6700 SE 221st Street
Hawthorne, FL 32640
Telephone Number: (352) 481-2432

These notices shall satisfy two separate but related procedural requirements for activities to be undertaken by the City of Hawthorne.

REQUEST FOR RELEASE OF FUNDS

On or about April 7, 2012, the City of Hawthorne will submit a request to the Florida Department of Economic Opportunity (DEO) for the release of Community Development block Grant funds under Title I of the Housing and Community Development (HCD) Act of 1974, as amended, to undertake a project to make the following improvements:

Activities:

Service Area #1 – Central Sewer Service Area:

03J – Sewage Treatment Plant – Improvements to the city’s wastewater treatment plant to include rehabilitation of the existing biological treatment unit, construction of a chlorine contact chamber, a rapid infiltration basin, upgrading to the sludge dewatering system as well as associated site work, piping and electrical work.

Unmet Need:

Service Area #2 – Sewer Lift Station #1 Service Area (Unmet Need):

03J – Sewer Line Replacement – Renovation and upgrades to sanitary sewer Lift Station #1.

CDBG Funds - \$650,000.00

DEP Funds - \$177,650.00

FINDING OF NO SIGNIFICANT IMPACT

The City of Hawthorne has determined that the project will have no significant impact on the human environment. Therefore, an Environmental Impact Statement under the National Environmental Policy Act of 1969 (NEPA) is not required. Additional project information is contained in the Environmental Review Record (ERR) on file at City Hall, 6700 SE 221st Street, Hawthorne, FL 32640 and may be examined or copied weekdays 8:30 A.M. to 5:00 P.M.

PUBLIC COMMENTS

Any individual, group, or agency may submit written comments on the ERR to Ellen Vause, City Manager, 6700 SE 221st Street, Hawthorne, FL 32640. All comments must be received by March 31, 2012. Comments will be considered prior to the City of Hawthorne requesting a release of funds. Comments should specify which notice they are addressing.

RELEASE OF FUNDS

The City of Hawthorne certifies to the Florida Department of Economic Opportunity and HUD that Matthew Surrency in his capacity as Mayor consents to accept the jurisdiction of the Federal Courts if an action is brought to enforce responsibilities in relation to the

environmental review process and that these responsibilities have been satisfied. The State's approval of the certification satisfies its responsibilities under NEPA and related laws and authorities and allows the City of Hawthorne to use the CDBG funds.

OBJECTIONS TO RELEASE OF FUNDS

DEO will accept objections to its release of funds and the City of Hawthorne certification for a period of fifteen days following the anticipated submission date or its actual receipt of the request (whichever is later) only if they are on one of the following bases: (a) the certification was not executed by the Certifying Officer of the City of Hawthorne; (b) the City of Hawthorne has omitted a step or failed to make a decision or finding required by HUD regulations at 24 CFR part 58; (c) the grant recipient has committed funds or incurred costs not authorized by 24 CFR Part 58 before approval of a release of funds by the State; or (d) another Federal agency acting pursuant to 40 CFR Part 1504 has submitted a written finding that the project is unsatisfactory from the standpoint of environmental quality. Objections must be prepared and submitted in accordance with the required procedures at 24 CFR Part 58, Sec. 58.76 and shall be addressed to the Florida Department of Economic Opportunity, CDBG Program Section, MSC-400, 107 East Madison Street, Tallahassee, Florida 32399-6508. Potential objectors should contact the City of Hawthorne to verify the actual last day of the objection period.

Matthew Surrency, Mayor
Environmental Certifying Official

SCALE: 1" = 2,000'

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0510D

FIRM FLOOD INSURANCE RATE MAP ALACHUA COUNTY, FLORIDA AND INCORPORATED AREAS

PANEL 510 OF 640

SEE MAP INDEX FOR THIS PANEL LAYOUT

SHEET	SHEET NO.	TOTAL SHEETS
ALACHUA COUNTY	510	640
INCORPORATED AREAS	1	1

MAP NUMBER 12001C0510D

EFFECTIVE DATE JUNE 16, 2006

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0505D

FIRM FLOOD INSURANCE RATE MAP ALACHUA COUNTY, FLORIDA AND INCORPORATED AREAS

PANEL 505 OF 640

SEE MAP INDEX FOR THIS PANEL LAYOUT

SHEET	SHEET NO.	TOTAL SHEETS
ALACHUA COUNTY	505	640
INCORPORATED AREAS	1	1

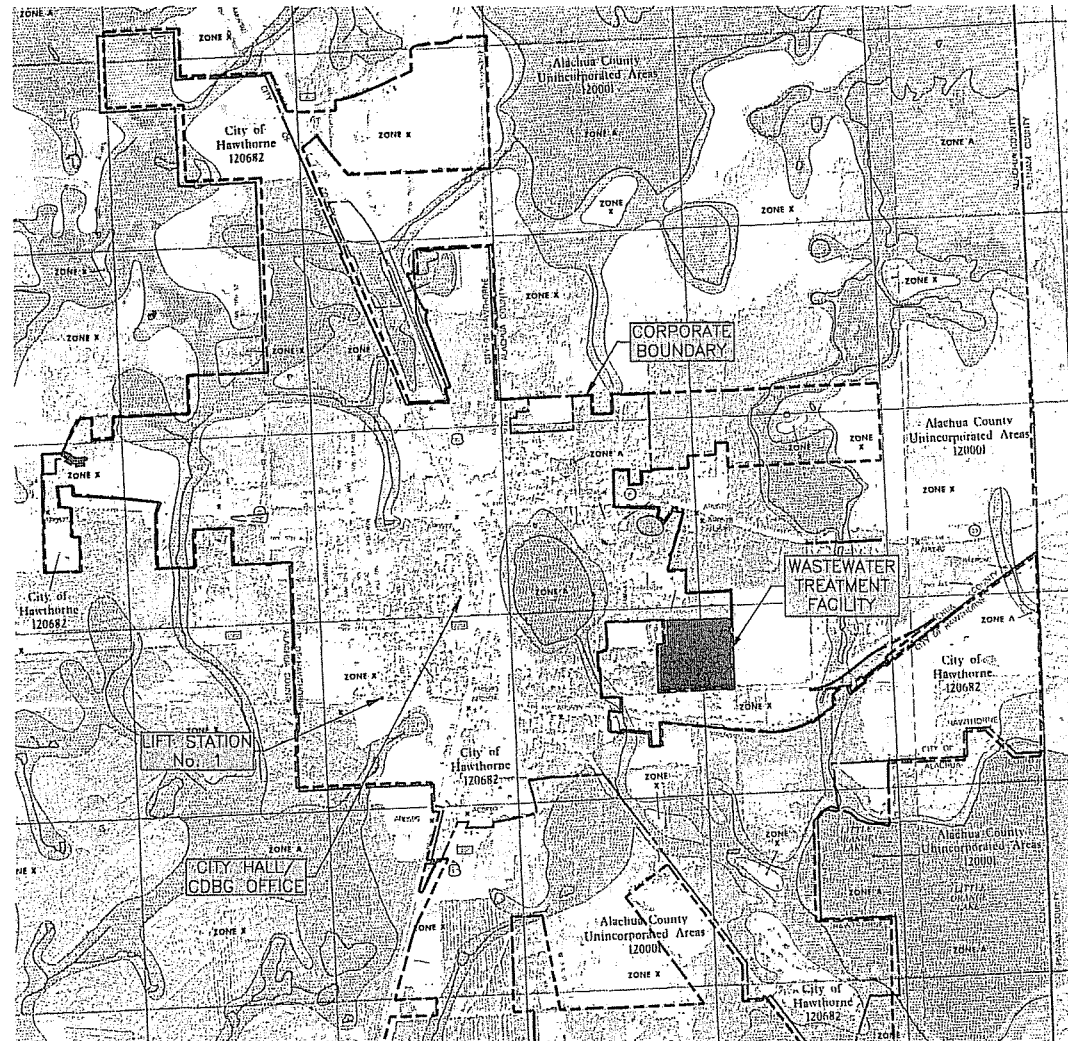
MAP NUMBER 12001C0505D

EFFECTIVE DATE JUNE 16, 2006

Federal Emergency Management Agency

LEGEND

- SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD**
The 1% annual chance flood (ACF) area shown on this map is the flood due to the 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zone A, AE, AH, AO, AR, X, and V. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.
 - ZONE A** No Base Flood Elevation determined.
 - ZONE AR** Base Flood Elevation determined.
 - ZONE AH** Flood depths of 1 to 3 feet locally areas of ponding. Base Flood Elevation determined.
 - ZONE AO** Flood depths of 1 to 3 feet locally about one or more existing structures. Base Flood Elevation determined. For areas of additional bay flooding, elevations are determined.
 - ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood. The 1% annual chance flood depth is not subsequently identified. Zone AR indicates that the former flood control system is being removed to provide protection from the 1% annual chance or greater flood.
 - ZONE AP** Area to be protected from 1% annual chance flood by a Special Flood Protection System under construction. Base Flood Elevation determined.
 - ZONE V** Coastal flood zone with velocity hazard areas. Base Flood Elevation determined.
 - ZONE VE** Coastal flood zone with velocity hazard areas. Base Flood Elevation determined.
- FLOODWAY AREAS IN ZONE AE**
The boundary in the floodway area shown on this map indicates the area that must be kept free of obstruction to pass the 1% annual chance flood can be equal without a substantial increase in flood height.
- OTHER FLOOD AREAS**
 - ZONE B** Areas of 0.2% annual chance flood, areas of 1% annual chance flood with average depths of less than 1 foot, and with average depths from 1 to 2 feet, and areas protected by levees from 1% annual chance flood.
 - ZONE C** Areas designated to be outside the 0.2% annual chance floodline.
 - ZONE D** Areas in which flood heights are undetermined, but possible.
 - COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**
CBRS areas and other areas covered by a Federal Flood Hazard Area.
 - OTHERWISE PROTECTED AREAS (OPA)**
Boundary defining Special Flood Hazard Area Zones and boundaries defining Special Flood Hazard Areas of different Base Flood Elevations, flood depths, flood velocities, Base Flood Elevation and water, elevation in feet.
 - 1% ANNUAL CHANCE FLOOD BOUNDARY**
Boundary defining Special Flood Hazard Area Zones and boundaries defining Special Flood Hazard Areas of different Base Flood Elevations, flood depths, flood velocities, Base Flood Elevation and water, elevation in feet.
 - 100-YEAR FLOOD BOUNDARY**
Boundary defining Special Flood Hazard Area Zones and boundaries defining Special Flood Hazard Areas of different Base Flood Elevations, flood depths, flood velocities, Base Flood Elevation and water, elevation in feet.
 - 100-YEAR FLOOD BOUNDARY WITH ELEVATION**
Boundary defining Special Flood Hazard Area Zones and boundaries defining Special Flood Hazard Areas of different Base Flood Elevations, flood depths, flood velocities, Base Flood Elevation and water, elevation in feet.
 - 100-YEAR FLOOD BOUNDARY WITH ELEVATION AND NAME**
Boundary defining Special Flood Hazard Area Zones and boundaries defining Special Flood Hazard Areas of different Base Flood Elevations, flood depths, flood velocities, Base Flood Elevation and water, elevation in feet.
 - 100-YEAR FLOOD BOUNDARY WITH ELEVATION AND NAME**
Boundary defining Special Flood Hazard Area Zones and boundaries defining Special Flood Hazard Areas of different Base Flood Elevations, flood depths, flood velocities, Base Flood Elevation and water, elevation in feet.
- MAP SYMBOLS**
EFFECTIVE DATE OF COMPLETION: 12/05 12:00 PM EST
DATE OF THIS MAP: JUNE 16, 2006
EFFECTIVE DATE OF THIS PANEL: JUNE 16, 2006



CITY OF HAWTHORNE
CDBG 12 NR WWTP Rerating 0.2 MGD (RTP)
Flood Map
Alachua County, Florida

August, 2011
Project No.
9608-29-1

