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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

## MEETING NOTICE

### CLEARINGHOUSE COMMITTEE

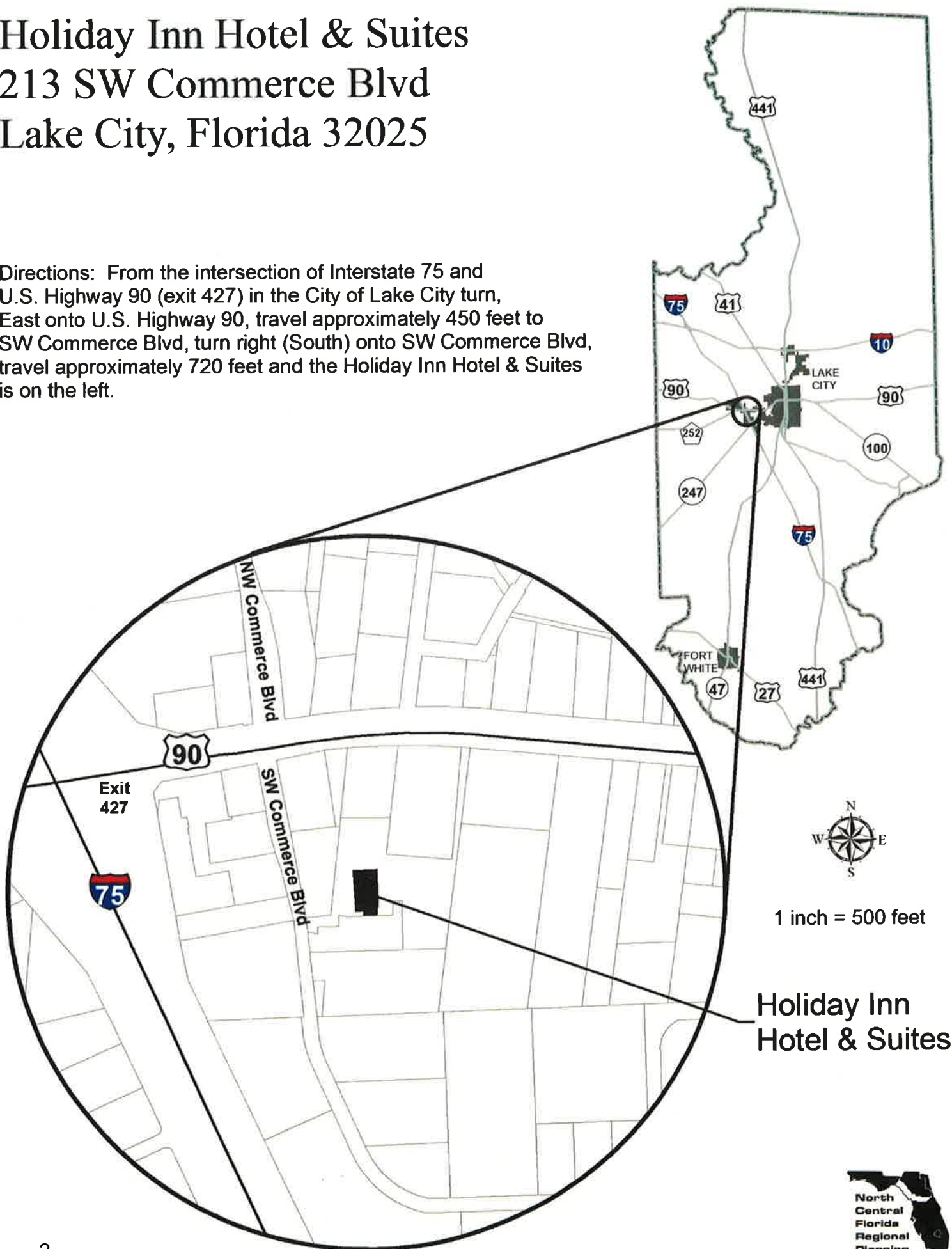
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **December 10, 2015**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(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

December 10, 2015  
6:00 p.m.

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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL  
CLEARINGHOUSE COMMITTEE  
MINUTES

Holiday Inn Hotel and Suites  
Lake City, Florida

October 22, 2015  
6:00 p.m.

MEMBERS PRESENT

Beth Burnam  
William Hunter  
James Montgomery, Chair  
Patricia Patterson  
Randy Wells  
Stephen Witt

MEMBERS ABSENT

Jim Catron  
Donnie Hamlin  
Mike Williams

STAFF PRESENT

Steven Dopp

The meeting was called to order by Chair Montgomery at 6:07 p.m.

Chair Montgomery requested that the following items received by the Council following the distribution of the meeting packet be added to the Committee agenda:

- #1- Alachua County Comprehensive Plan Adopted Amendment (DEO No. 15-1ESR)
- #3- Hamilton County Comprehensive Plan Draft Amendment (DEO No. 15-1ESR)
- #4- Suwannee County Comprehensive Plan Adopted Amendment (DEO No. 15-2ESR)

**ACTION:** It was moved by Commissioner Wells and seconded by Commissioner Patterson to add the above-referenced items to the agenda and to approve the agenda as amended. The motion carried unanimously.

I. APPROVAL OF THE SEPTEMBER 24, 2015 MEETING MINUTES

**ACTION:** It was moved by Mr. Hunter and seconded by Commissioner Patterson to add Mr. Hunter as being in attendance and to approve the September 24, 2015 meeting minutes as amended. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

- #82 - City of Dunnellon Comprehensive Plan Draft Amendment (DEO No. 15-1ESR)

Mr. Dopp stated that the staff report finds the local government comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to regional facilities or adjoining local governments; however, the deletion of the 150-foot setback for lots of record prior to 2008 may result in significant adverse impacts to these Natural Resources of Regional Significance. Mr. Dopp noted that the staff report recommends that setback be reduced to a width of 75 feet.

**ACTION: It was moved by Mr. Hunter and seconded by Commissioner Patterson to approve the staff report as circulated. The motion carried unanimously.**

#83 - Alachua County Comprehensive Plan Draft Amendment (DEO No. 15-2ESR)

Mr. Dopp stated that the staff report finds the local government comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjoining local governments

**ACTION: It was moved by Mayor Witt and seconded by Commissioner Wells to approve the staff report as circulated. The motion carried unanimously.**

#84 - City of Jasper Comprehensive Plan Adopted Amendment (DEO No. 15-1ER)

Mr. Dopp stated that the staff report finds the local government comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjoining local governments

**ACTION: It was moved by Mr. Hunter and seconded by Commissioner Patterson to approve the staff report as circulated. The motion carried unanimously.**

#1- Alachua County Comprehensive Plan Adopted Amendment (DEO No. 15-1ESR)

Mr. Dopp stated that the staff report finds the local government comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjoining local governments

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

#3- Hamilton County Comprehensive Plan Draft Amendment (DEO No. 15-1ESR)

Mr. Dopp stated that the staff report finds the local government comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjoining local governments

**ACTION: It was moved by Mr. Hunter and seconded by Commissioner Burnham to approve the staff report as circulated. The motion carried unanimously.**

#4- Suwannee County Comprehensive Plan Adopted Amendment (DEO No. 15-2ESR)

Mr. Dopp stated that the staff report finds the local government comprehensive plan, as amended by County items CPA 15-07, CPA 15-09 and CPA 15-10, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjoining local governments.

Mr. Dopp further noted that the staff report finds that the local government comprehensive plan, as amended by County item CPA 15-08, is not anticipated to result in significant adverse impacts to regional facilities or adjoining local governments; however significant adverse impacts may occur to the Suwannee River Corridor as well as the North Central Florida Regional Ecological Greenway should the subject

property be developed to its maximum allowable intensity of use. Mr. Dopp noted that the staff report states that the County should consider adding protective policies, such as buffers, to protect these Natural Resources of Regional Significance.

**ACTION:** It was moved by Mayor Witt and seconded by Commissioner Patterson to approve the staff report as circulated. The motion carried unanimously.

The meeting adjourned at 6:40 p.m.

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James Montgomery, Chair

12/10/15



## **COMMITTEE-LEVEL ITEMS**



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

Regional Planning Council: North Central FL  
Review Date: 12/10/15  
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 13  
Local Government: Alachua County  
Local Government Item No: CPA 05-15  
State Land Planning Agency Item No: 16-1ESR

Date Mailed to Local Government and State Land Planning Agency: 12/11/15 (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 Objective 6.2 of the Future Land Use Element to allow for rural event centers and amends Policy 6.2.14 of the Future Land Use Element to remove the requirement for Board of Adjustment approval of Family Homestead Exceptions under certain conditions.

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

The amendment does not result in an increase in intensity or density of uses. Therefore, significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance, regional facilities, or adjoining local governments.

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

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

**Request a copy of the adopted version of the amendment?**

Yes   X                        No             
Not Applicable           

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





**EXCERPTS FROM THE  
COUNTY COMPREHENSIVE PLAN AMENDMENT**



## Exhibit 1: Proposed Amendments to the Future Land Use Element (CPA 05-15)

### **OBJECTIVE 6.2 – RURAL/AGRICULTURE**

Areas identified for Rural/Agriculture on the Future Land Use Map are for agricultural activities including forestry and other agricultural uses, such as cattle grazing, cultivation of field crops, vegetable crops, dairies and those commercial or other uses on a limited scale serving or ancillary to agricultural activities, such as farm equipment and supplies, sales or service, farmers' markets, agritourism activities, composting, limited agricultural processing as provided in Policy 6.1.8 above, and agricultural products distribution. Rural residential uses, home-based businesses, rural event centers, heritage tourism and ecotourism activities, resource-based recreation and outdoor activity-based recreation are also allowed. Other uses involving animals not normally associated with agricultural activities, which would be suitable in the Rural/Agricultural areas, such as animal sanctuaries, kennels, and commercial animal raising, may be approved by the County Commission. New residential uses at a maximum density of one dwelling unit per five acres shall be permitted subject to the restrictions in Policy 6.2.7, except that the total allowable dwelling units may be increased pursuant to the Planned Development-Transfer of Development Rights program in accordance with 6.2.5.1 or the incentive bonuses for clustering of rural residential subdivisions in accordance with Policies 6.2.9 - 6.2.14.

#### **Policy 6.2.14 Applicability**

...

- (c) Exceptions to the density and intensity standards in the Rural/Agriculture area may be granted for use of a parcel as a homestead by family members that meet the family relationship criteria under Future Land Use Element Policy 7.1.20 as follows: through an administrative process as provided in the Land Development Regulations.

- (1) ~~If the residual parcel is at least five acres, the homestead exception to density standards and the clustering requirements may be granted through an administrative process provided the resulting parcels are consistent with the Land Development Regulations.~~
- (2) ~~If the residual parcel is less than five acres or the resulting homestead parcels are not consistent with LDRs, then the eligibility for the homestead exception shall be determined by the Board of Adjustment through the variance process.~~



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

Regional Planning Council: North Central FL  
Review Date: 12/10/15  
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 14  
Local Government: City of Dunnellon  
Local Government Item No.: Ord. 2015-10  
State Land Planning Agency Item No.: 15-1ESR

Date Mailed to Local Government and State Land Planning Agency: 12/11/15 (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 amendment contains text amendments to address numerous obsolete or legally deficient provisions contained within the Conservation Element, Future Land Use Element, Public Facilities Element, and the Aquifer Protection Element. Additionally, City Future Land Use Element Policy 1.10 is amended to allow three parcels to be developed as single family residences which are classified as Conservation on the Future Land Use Map. Finally, Conservation Element Policy 9.1 is amended to reduce the minimum setback requirements from rivers and springs for lots of record created prior to 2008 to 25 feet (see attached).

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

The City is bisected by U.S. Highway 41 and County Road 40, both of which are identified in the Withlacoochee Strategic Regional Policy Plan as Regional Transportation Facilities. Significant adverse impacts are not anticipated to these regional facilities as no significant increase in allowable use or intensity of use will occur as a result of the amendment.

Both the Rainbow and Withlacoochee Rivers, as well as Rainbow Springs, are located within the City. Both rivers as well as Rainbow Springs are identified and mapped as Natural Resources of Regional Significance in the Withlacoochee Strategic Regional Policy Plan.

Withlacoochee Strategic Regional Policy 4.3.6 states, "Retain vegetated buffer strips along the banks of regionally significant surface waters. Buffers should be of sufficient width to prevent erosion, trap the sediment in runoff, and filter out nutrients. Buffer width and vegetative material should be defined by local governments with assistance from the water management districts and the Florida Department of Environmental Protection."

Deletion of the 150-foot setback for lots of record prior to 2008 may result in significant adverse impacts to these Natural Resources of Regional Significance. Therefore, it is recommended that a buffer strip be reduced to a width of 75 feet. The 75-foot width reflects the minimum buffer for rivers and springs necessary to receive an Environmental Resources Permit from the Southwest Florida Water Management District (see attached).

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

The City Comprehensive Plan, as amended, is not anticipated to create significant adverse impacts to adjoining local governments.

**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 City and the Florida Department of Economic Opportunity.



**EXCERPTS FROM THE  
CITY COMPREHENSIVE PLAN AMENDMENT**



## FUTURE LAND USE ELEMENT GOALS, OBJECTIVES, AND POLICIES

### GOAL

Through the provision of appropriate land uses, promote, protect and improve the public health, safety, and welfare of Dunnellon's residents, while maximizing economic benefits and minimizing threats to natural and man-made resources.

### Objective 1:

The Future Land Use Map (FLUM) depicts the land use categories that are permissible in the City. The following policies establish the uses, densities, and intensities that are depicted on the FLUM. The City specifically intends that all development shall be consistent with the uses, densities and intensities described below and shown on the FLUM.

### Policy 1.1:

The Low-Density Residential land use category allows single-family dwelling units and customary residential accessory uses. The maximum density is 2.5 dwelling units per acre. The maximum impervious surface is forty-five (45) percent. Buildings shall not exceed forty (40) feet in height.

### Policy 1.2:

The Medium Density Residential land use category allows single-family dwelling units and customary residential accessory uses. The maximum density is 5.0 dwelling units per acre. The maximum impervious surface is fifty (50) percent. Buildings shall not exceed forty (40) feet in height.

### Policy 1.3:

The High-Density Residential land use category allows multifamily dwelling units and customary residential accessory uses. Multifamily structures shall have at least two dwelling units per building. The minimum density is 5.1 dwelling units per acre and the maximum density is 12.0 units per acre. The maximum impervious surface is fifty (50) percent. Buildings shall not exceed forty (40) feet in height. Multifamily development shall be located to provide direct access to a collector road.

### Policy 1.4:

The Commercial land use category includes uses such as 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, religious facilities, and facilities for repair and maintenance of vehicles and equipment. The maximum impervious surface is 65 percent and the maximum building height is forty (40) feet. The following standards apply to uses and locations as specified:

**Policy 1.10:**

The Conservation land use category is intended to protect sites that should have extremely limited development. Wetlands, designated habitats, river islands, and water bodies shall be designated in the conservation land use category. Permissible development is limited to passive recreation, such as unpaved jogging or walking trails, picnic areas without pavilions, boardwalks, or viewing platforms. No buildings are permissible, except public restrooms. Parking areas shall be subject to the following design requirements: unless porous paving materials are used, only access aisles and handicapped parking spaces are allowed to be paved. Clearing on any sites designated as conservation land use shall be limited to the minimum needed to provide access, trails, or play areas, and in no case shall exceed ten (10) percent of a site. In no instance shall clearing of native vegetation or vegetation necessary to ensure the viability of a designated habitat be permissible.

- A. The following parcels listed by tax parcel identification numbers, which were designated as Conservation on the Future Land Use Map by Ordinance 2007-25, may be developed consistent with Medium Density Residential as previously depicted on the Future Land Use Map prior to Ordinance 2007-25, subject to all requirements of applicable laws: Tax Parcel identification numbers 33757-003-08, 33757-003-07, 33757-003-06, and 33757-003-05.

**Policy 1.11:**

Conservation subdivisions shall meet the following requirements:

- A. Clustering of units is required. A conservation subdivision on land designated for agricultural use may have lots of two (2) or more acres.
- B. Required open space is at least fifty (50) percent of the site, with at least fifty (50) percent of the open space in one (1) contiguous parcel.
- C. All open spaces shall be connected to the maximum extent feasible. Whenever possible, required open space shall be adjacent to open space on adjacent parcels.
- D. No more than twenty (20) percent of the open space shall be devoted to stormwater facilities.
- E. Open space should be located on the most vulnerable portion of the site. There shall be no chemical applications permissible on required open space land.
- F. Required open spaces shall be protected in perpetuity through recorded easements.
- G. Central water and sewer treatment facilities are available.
- H. Development shall be located in such a manner as to minimize the length of new roads and drives from existing public streets to the development.

~~When the wastewater treatment system is extended within 1,000 feet of the development, measured to the property line, all uses shall connect to the wastewater treatment system.~~

**Policy 2.6:**

Existing development, at any density or in land use category, shall be required to connect to the City wastewater treatment system in accordance with § 381.00655 and when sewer service is available as defined by the city's codes. ~~within 90 days of availability.~~

**Objective 3:**

The City will continue to prevent blight and eliminate any instances of existing blight through code enforcement, enforcement of building and housing codes, and implementation of a Community Redevelopment Plan.

**Policy 3.1:**

The land development regulations and codes shall be enforced for all property within Dunnellon.

**Policy 3.2:**

The land development regulations shall maintain minimum housing codes, providing for conservation, demolition, and rehabilitation techniques of residential structures.

**Policy 3.3:**

Land development regulations shall be enforced as one means to ensure structural and aesthetic integrity of housing stock.

**Policy 3.4:**

The City shall continue to coordinate with property owners concerning the availability of tax benefits and other incentives available for renovation and improvements of historic structures.

**Policy 3.5:**

The City shall continue to coordinate with the private sector in order to encourage rehabilitation of both residential and nonresidential structures, through continued application for CDBG and other grant programs which fund rehabilitation efforts and through establishment of partnerships with the private sector for construction and other services upon which the City relies on the private sector.

**Policy 3.6:**

The City shall coordinate with Marion County, the Department of Economic Opportunity ~~Community Affairs~~, the Florida Department of Rehabilitative Services and US Department of Housing and Urban Development concerning various alternatives available towards the rehabilitation of substandard housing within the City.

**Objective 4:**

The City shall continue to enforce regulations regarding nonconformities as one means of eliminating both ~~nonconforming~~ uses which are nonconforming with the Future Land Use Map or zoning map and ~~nonconforming~~ structures which are nonconforming with this Comprehensive

Plan or land development regulations. The City shall revise its land development regulations, to make provisions for development on existing substandard sized platted lots in older subdivisions.

**Policy 4.1:**

Where existing structures are made nonconforming by this plan, such uses shall be allowed to continue with normal repairs and maintenance to existing buildings. However, these uses shall be subject to specific regulations in the land development code. The City shall revise its land development regulations to provide specific provisions necessary to implement the following policies regarding nonconformities.

- A. Lawfully existing nonconforming structures and structures devoted to nonconforming uses shall not be expanded.
- B. If the cost to reconstruct or repair a lawfully existing nonconforming structure, or a structure devoted to a nonconforming use, will exceed 50 percent of the property appraiser's assessed value prior to reconstruction or repair, the structure must be built or repaired in compliance with current codes, and the structure loses its nonconforming status.
  - 1. Structures within the riverfront corridor protection area, on lots of record recorded on or before October 27, 2008 that are less than 150 feet from the ordinary high water line of rivers, navigable coves, and abutting wetlands, as established by this Comprehensive Plan, are exempt from this Policy 4.1.B).
- C. Lawfully existing nonconforming structures, and structures devoted to nonconforming uses, which are involuntarily damaged by terrorist acts, accidental fires, or natural disasters may be rebuilt to their original nonconforming condition, even if damages exceed 50 percent of the property appraiser's assessed value prior to reconstruction or repair.
- D. Properties subject to the floodplain regulations shall adhere to those regulations.

**Policy 4.2:**

Structures that are destroyed involuntarily to an extent less than fifty (50) percent of the floor area of the structure may be rebuilt as they existed prior to destruction. Such structures may not be expanded or relocated without full compliance with standards and criteria currently in effect. Rebuilding of the destroyed portion of the structure without compliance with current standards and criteria is limited to an exact replacement of the destroyed structure. A legal nonconforming use may continue, or be resumed if destroyed, if it is not enlarged, increased, or extended to occupy a greater area. A legal nonconforming use that is voluntarily abandoned for a specific period of time set by the land development regulations shall lose its nonconforming status, and any future use of the property must be in conformity with this Plan and the land development regulations.

**Policy 4.3:**

~~Structures that are involuntarily destroyed to an extent that is fifty (50) percent or more of the floor area, or structures that are voluntarily destroyed shall be rebuilt only in full compliance with current standards and criteria.~~

**Objective 5:**

It is the City of Dunnellon's objective to control urban sprawl, through its comprehensive plan, amendments to the comprehensive plan, and implementation of land development regulations, which provide specific criteria for development. Such criteria shall encourage infill and redevelopment within the city and ensure provision of adequate urban services within the city to meet adopted levels of service standards concurrent with the impacts of development. Additional actions towards reduction of urban sprawl shall include: Interlocal agreements with Marion County on annexation areas and adjacent development approved by the county.

**Policy 5.1:**

Proposed plan amendments for land uses which are more intense than those designated on the adopted Future Land Use Map shall be required to provide urban services at adopted levels of service at the developer's expense, in addition to demonstrating consistency with the adopted comprehensive plan, as required by s. 163.3194, F.S.

**Policy 5.2:**

Extension of services within the Dunnellon City Limits shall have priority over extension to unincorporated areas. This does not prohibit extension of services to unincorporated areas where needed to ensure protection of public health and safety.

**Policy 5.3:**

The City shall implement specific annexation policies which ensure annexation does not contribute to urban sprawl, including requiring that city services provide service to existing developed areas within the City prior to extension of services outside the city to discourage leapfrog development. Annexation proposals shall not be approved unless consistent with adjacent land use within the city, availability of public facilities and preventing leapfrog development.

**Policy 5.4:**

The City shall continue to seek and implement coordinating mechanisms with Marion County in order to control urban sprawl outside City limits. Such coordination shall include Interlocal agreements for: joint development review of proposals outside city limits, including DRIs, which impact roadway level of service, future land use designations for adjacent lands, and proposed road improvement plans for US 41 and the extension of sewer on the Rainbow River.

**Policy 5.5:**

Develop an Interlocal agreement with Marion County to increase coordination during subsequent updates of both the comprehensive plans in order that the City play an increasing role in the planning of areas directly outside City limits, and which hold potential for annexation.



**CONSERVATION ELEMENT  
GOALS, OBJECTIVES AND POLICIES****GOAL**

To manage, conserve and protect Dunnellon's natural resources through a balance of man's activities with sound environmental practices.

**AIR QUALITY****Objective 1:**

The City of Dunnellon currently enjoys good ambient air quality. However, the City recognizes air quality may be negatively affected by future land uses. Therefore, it is the City objective to maintain existing high standards of ambient air quality within the planning timeframe.

**Policy 1.1:**

All proposed commercial development which may impact air quality shall undergo the site plan review process, where the following standards shall be enforced:

- A. Any proposed industrial uses will be located in areas deemed to have the least impact on air quality standards.
- B. The applicant shall include documentation that ambient air quality in the City will not be lowered.
- C. The applicant shall use adequate landscaping to promote air quality and effectively reduce noise and view impacts to adjacent property.

**Policy 1.2:**

The City shall promote the use of alternative modes of transportation where economically feasible, including bicycle paths and walking trails.

**Policy 1.3:**

The City shall cooperate with any local, state, or federal agency programs, which monitor or otherwise contribute to maintenance of air quality.

**SURFACE WATER QUALITY****Objective 2:**

The Rainbow River and Withlacoochee River are irreplaceable recreational and aesthetic resources to the City. The City shall ensure that existing and future land uses do not contribute to a decrease in surface water quality, through enforcement of the following policies and through requirements for development and density limitations according to provision of central sewer facilities and criteria for site plan review.

**Policy 2.1:**

The surface waters of the City, including lakes, rivers and wetlands, shall be designated conservation areas, ~~where the following requirements shall be enforced:~~ The following requirements shall apply to property along rivers, navigable coves, and abutting wetlands:

- A. All waterfront development shall use methods of stormwater treatment which filter the ~~first one and one-half inch (1½ inch)~~ of stormwater prior to direct discharge into surface waters, consistent with SWFWMD and DEP rules for Outstanding Florida Waters.
- B. Minimum setbacks of not less than 150 feet from the ordinary high water line of rivers, ~~and navigable coves, and abutting wetlands,~~ shall be established for all development along the river. This area shall be known as the river corridor protection area. ~~The land within the 150-foot setback shall be protected through a conservation easement.~~
- C. ~~No development shall be permitted by the City until the applicant has demonstrated that all proper state and federal permits have been received, including provisions for stormwater treatment. All development permits shall be conditioned upon an applicant obtaining all necessary state and federal permits before commencement of the development.~~
- D. No dredging or filling will be allowed in wetlands, except where prohibition would deny all reasonable use of the property; in such cases, activities meeting this standard shall replace wetlands by type, form and function according to the ~~at the rate of two (2) acres of new wetlands for each one (1) acre of lost wetlands, unless a more strict standard is imposed by a~~ the applicable state or federal agency.
- E. For existing and new development, clearing of shoreline and wetland vegetation within 150 feet of the ordinary high water shall be limited to that required to provide access to the shoreline; in no case shall clearing exceed 10 percent of the total shoreline of each property.
- F. The removal of healthy, non-nuisance trees shall be in accordance with the tree ordinance.
- G. No hazardous, toxic, chemical, petroleum, nuclear waste, or liquid sludge shall be discharged into lakes or wetlands. No bulk hazardous wastes including septic tank effluent or liquid sludge shall be stored within 1,000 feet of the rivers' edge (ordinary high water), except those ~~associated with water-oriented commercial uses~~ that obtain appropriate permits by DEP.
- H. The construction of new boat ramps along the rivers shall be designed to direct runoff away from the river. ~~Direct sheet flow is prohibited.~~

- I. Any development adjacent to surface waters shall incorporate Best Management Practices (BMP) for stormwater treatment and for any permissible application of fertilizers and pesticides.

**Policy 2.2:**

Minimum setbacks of not less than 50 feet from water bodies and wetlands outside of the river corridor protection area ~~are~~ shall be required for all development.

**Policy 2.3**

Future improvements or widening of the City's roadways and drainage structures will include retrofitting for stormwater treatment. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 2.4:**

The City shall seek funding sources for improvement of existing stormwater outfalls, such as stormwater utility districts, or alternative methods of reducing stormwater pollution, such as street cleaners. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 2.5:**

The City shall coordinate with the Southwest Florida Water Management District Surface Water Management and Improvement Program (SWIM) program regarding continuing measures or funding sources available for preservation of the Rainbow River.

**Policy 2.6:**

The development of any new project along the rivers shall provide a stormwater management system including retention/detention areas, swales and other devices, which filter out pollutants before the stormwater enters the river. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 2.7:**

Water collected in agricultural drainage systems shall be routed through vegetated buffer areas, such as field borders and grassed swales, to provide treatment consistent with SWFWMD standards. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 2.8:**

The City shall prohibit the sale and use of fast-release fertilizers within the City limits.

**Policy 2.9:**

Redevelopment plans shall include site design providing for stormwater treatment on-site. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 2.10:**

The City shall coordinate with Federal, State and local enforcement agencies to effectively enforce established regulations. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 2.11:**

The City shall prohibit any commercial water withdrawal or diversion of the Rainbow River, and the Withlacoochee River.

**Objective 3:**

The City of Dunnellon is enrolled in the Federal Emergency Management Agency Flood Insurance Program, which designates areas where flooding may incur hazards to public safety and property. In order to reduce such hazards, the City shall continue to enforce its existing floodplain management ordinance, and, to ensure the optimum level of enforcement of the ordinance, maintain mandatory site plan review criteria and additional requirements for development within the floodplain.

**Policy 3.1:**

All proposed development in the flood plain shall provide compensatory storage of floodwater to ensure other areas do not become flood-prone.

**Policy 3.2:**

Development meeting the criteria in Policy 3.1 shall be permitted if the finished elevation of first floor construction is at least one (1) foot above the 100-year flood elevation.

**Policy 3.3:**

Criteria for development in the floodplain shall include the use of anchoring to prevent flotation, use of piers and breakaway walls, protection of water quality and habitat functions of the floodplain, and other criteria deemed necessary by the City to protect public health and safety. Septic tanks shall be prohibited in the 100-year floodplain.

**LAND RESOURCES****Objective 4:**

At this time, there are no areas within the City considered suitable for extraction of minerals. However, it is the City's objective to conserve, protect and appropriately use mineral resources within the City, through enforcement of the following policy:

**Policy 4.1:**

No mining activities will be allowed within City limits.

**Objective 5:**

The soils of Dunnellon are subject to erosion problems; areas undergoing development activity are especially prone to wind erosion. It is the City's objective to protect soils through incorporation of the following requirements and criteria for site plan review.

**Policy 5.1:**

The City shall require that "Best Management Practices" be followed during development activities:

- A. Use of hay bales or other effective means to prevent erosion on areas of steep slope shall be required.
- B. Shorelines and wetlands shall be protected with filter berms or fabric screens, as appropriate to prevent siltation into water bodies and wetlands;
- C. All site preparation and landscaping, as shown on the site plan if required for new development, shall be completed prior to certificate of occupancy.
- D. Other best management practices may be required by the City where needed to reduce or eliminate erosion.

**Policy 5.2:**

All landscaping within 150 feet of the ordinary high water line of the rivers shall be native and / or naturalized that ensures the stabilization of soils. The planting of species listed on the Florida Exotic Pest Plant Council's *Invasive Plant List* is prohibited.

**Policy 5.3:**

Stabilization of banks shall be accomplished by planting of native and / or naturalized vegetation or use of riprap, and not by seawalls; construction of new seawalls is prohibited.

**Policy 5.4:**

Existing seawalls requiring maintenance and repair shall be faced with riprap for stabilization and prevention of undercutting and erosion.

**Policy 5.5:**

The City shall require the use of best agricultural practices on agricultural land to minimize erosion and ensure compatibility with protection of natural systems according to the requirements of the applicable permitting authority.

**Policy 5.6:**

The City shall seek the assistance from the Southwest Florida Water Management District SWIM program and Marion County to remediate erosion problems at the CR 484 bridge tubing and canoe pickup site.

**FLORAL AND FAUNAL RESOURCES****Objective 6:**

Manage, conserve, and protect all natural communities and wildlife, especially species designated of special status by the Florida Fish and Wildlife Conservation Commission, Florida

Department of Agriculture and Consumer Services, and U.S. Fish and Wildlife Service, through the following requirements and site plan review process:

**Policy 6.1:**

Require innovative techniques for new development to protect wildlife species, through site design methods which direct development away from wildlife, such as buffering, cluster housing, and other methods.

**Policy 6.2:**

Require Provide incentives for the establishment of conservation easements and preservation areas for new development of private and public lands containing endangered, threatened or species of special concern on-site.

**Policy 6.3:**

Coordinate with Federal, State and local agencies in enforcement of regulations that pertain to endangered, threatened and species of special concern.

**Policy 6.4:**

Ensure that development design mitigates any negative impacts through management plans which include Best Management Practices. The City shall seek assistance, as appropriate, from the Florida Fish and Wildlife Conservation Commission prior to approval of new development in areas known to be inhabited by endangered or threatened species, in order to ensure development design mitigates any negative impacts through management plans which include Best Management Practices.

**Policy 6.5:**

Enforce regulations, which restrict disturbance of wetlands by development activity; including requiring setbacks, prohibiting dredge and fill, requiring mitigation at the rate of two (2) acres of wetlands for each one (1) acre of disturbed wetlands, unless a more strict standard is imposed by a state or federal agency, and limiting vegetation clearing.

**Policy 6.6:**

Encourage use of native and / or naturalized species for landscaping of new development, while prohibiting planting of invasive or aggressive exotic vegetation, including Brazilian pepper, melaleuca, ear tree, and Australian pine.

**Policy 6.7:**

Enforce the tree protection ordinance, for the protection of native species, and elimination of undesirable, aggressive exotics.

**Policy 6.8:**

Implement and enforce policies in the Future Land Use Element, which limit density and intensity of development of areas, designated for conservation on the Future Land Use Map.

- A. Non-jurisdictional uplands, as determined by SWFWMD, FDEP, or USACOE, shall be investigated for the possibility of plant and animal species of special concern through the

databases of the Florida Fish and Wildlife Conservation Commission and the Florida Natural Areas Inventory. Should either of these data banks show a probability of listed species, the property should be ground-truthed. If evidence of listed species is found, the City shall consider an amendment to the Future Land Use Map to designate the area as "conservation" land use. A wildlife management plan consistent with Policies 6.3 and 6.4 shall be implemented.

**Policy 6.9:**

The removal of cypress trees shall be protected and subject to removal only in extenuating circumstances which are enumerated and regulated by City ordinances. prohibited.

**Policy 6.10:**

The City shall coordinate with Federal, State and local programs for the protection of the most vulnerable ecological communities, including acquisition through state and federal programs.

**Policy 6.11:**

Development projects directly adjacent to the Rainbow and Withlacoochee Rivers shall be required to provide an inventory of endangered or threatened animal species and measures to mitigate adverse impacts.

**Policy 6.12:**

The City shall maintain coordination with all agencies having natural resource management plans, including the Department of Environmental Protection (which has jurisdiction over the Rainbow River Aquatic Preserve and Outstanding Florida Waters) and Florida Freshwater Fish and Game Commission (which has jurisdiction over fisheries and endangered species), and Southwest Florida Water Management District which has nominated the Rainbow River to the Surface Water Improvement and Management Program.

**Policy 6.13:**

The City shall coordinate with Marion County, Citrus County, the Department of Community Affairs, and the Withlacoochee Regional Planning Council regarding any resource management plans initiated by those agencies.

**GROUNDWATER AND POTABLE WATER RESOURCES**

**Objective 7:**

Provide for the management of hazardous waste in order to protect environmental quality, potable water supplies, and health, safety, and welfare of Dunnellon's population, through implementation of monitoring and other programs upon adoption of the plan, and through policies for siting of new land uses involving hazardous waste.

**Policy 7.1:**

The City shall cooperate with any state, federal, or local programs concerning hazardous waste.



**Policy 7.2:**

Prior to ~~site plan approval~~ of any activity that stores, uses or produces hazardous waste, the responsible party shall:

- A. Develop an emergency response system addressing accidents involving hazardous waste.
- B. Ensure that location of the site will not degrade quality of groundwater or surface water or other natural resources.
- C. Ensure DEP standards for transfer, handling, and storage of hazardous waste are implemented by undergoing review and approval under the Marion County Storage Tank Program.
- D. Coordinate with State, Regional and County officials to demonstrate that compliance with the above requirements will satisfy all regulations and policies.

**Policy 7.3:**

Promote the collection and recycling of hazardous wastes by providing public information and programs such as Amnesty Days and the locations of approved recyclers.

**Objective 8:**

To conserve and protect potable water resources and natural aquifer recharge areas from adverse impacts.

**Policy 8.1:**

The City shall continue to research the feasibility of reuse of water, including spray irrigation and graywater, for new public and private sewage treatment facilities and stormwater facilities. Where such uses are economically viable, physically feasible, and have the least environmental impact they shall be required. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 8.2:**

In order to protect present and future water supplies, the City shall strictly control the types of ~~prohibits~~ new development within a 200-foot radius to potable water wells (This does not apply to nonpotable wells or individual wells serving a single family residence). In addition, all development shall comply with the Marion County Storage Tank Program. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 8.3:**

Owners of existing underground storage tanks within 1000-foot radius of any public potable water well shall monitor groundwater quality and report quarterly to the City. Any tank found to be leaking shall be required to report within 24 hours to the Marion County Storage Tank Program. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 8.4:**

Participate in water conservation and protection program of the Southwest Florida Water Management District. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 8.5:**

Encourage the use of native vegetation in landscaping, which reduces irrigations needs.

**Policy 8.6:**

Coordinate with the Southwest Florida Water Management District to ensure the City and its residents comply with the requirements for water conservation during times of water shortage. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 8.7:**

Maintain a water conservation program which includes: progressive rate structures; leak detection and remediation programs; and educational programs. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 8.8:**

Coordinate with the Southwest Florida Water Management District in development of organized procedures to be followed during emergency water supply interruptions. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 8.9:**

Implement innovative site design techniques, which protect the aquifer and maintain aquifer recharge capabilities, such as cluster development, pervious pavement, green development, water and energy efficient development, and open space requirements.

**Policy 8.10:**

Enforce state laws requiring low volume plumbing fixtures for new construction through building permit procedures. [This policy may be relocated to the Infrastructure Element. However, until the element is updated, the policy is retained.]

**Policy 8.11:**

The City shall verify that adequate potable water supplies are available, consistent with adopted level of service standards, prior to issuing development orders. [This policy may be relocated to the Infrastructure Element or Capital Improvements Element. However, until the element is updated, the policy is retained.]

**Policy 8.12:**

The City shall recognize and protect sandhill habitat.

**Objective 9:**

Protect, maintain, and restore water quality and quantity within the springsheds of the Rainbow Springs and Kings Bay Group in order to maintain and protect environmental, economic, recreational, and natural functions of springs as fragile resources necessary for sustaining the quality of life.

**Policy 9.1:**

In order to minimize the contribution of nitrates to groundwater with its resultant effects on increased growth of vegetation in the spring and river and loss of water clarity, and to foster long-term stewardship of springs, the City shall adopt special design standards and best management practices (BMPs) as appropriate to City needs and characteristics shall be required for all development located within the City of Dunnellon.

A. All development shall comply with the following setback standards:

TABLE 9.1 – SETBACK STANDARDS FROM SPECIFIC FEATURES	
Feature	Minimum Setback (Feet)
3 <sup>rd</sup> magnitude and smaller springs	100
Spring runs and rivers	150

1. The minimum setbacks set forth in this Policy and in Policy 2.1.B for lots of record recorded on or before October 27, 2008, shall be 25 feet or other setback set forth in any deed restriction or on any plat; provided, however, that the setback shall prevent erosion, trap the sediment in runoff, and filter out nutrients.
24. The setback from springs and spring runs shall be measured from the ordinary high water line.
32. Where a lot of record is too small to accommodate development in compliance with the setbacks set forth in Table 9.1, an allowable use may be established provided that it complies with the river corridor protection standards established by the city. Standards established by the City shall incorporate the following principles:
  - a. The building and associated paved areas are located the maximum distance possible from the features listed in Table 9.1.
  - b. A swale and berm are located between the development and the spring, spring run, or river, and
  - c. The swale and berm are designed to direct drainage away from the feature.
- B. The City shall consider and adopt as appropriate regulations to minimize potential adverse impacts of development on environmentally sensitive lands. Development applications that may impact karst features will be required to provide All development shall demonstrate that the proposed uses are appropriate, considering potential impacts on

~~natural resources and environmentally sensitive lands. If a development is proposed for land within 500 feet of a wetland, shoreline, sinkhole, or geologic feature, the application shall be accompanied by a geophysical analysis with at least the following information: the characteristics of on-site soils, locations of geologic features including sinkholes, depressions, and swallets; depth of the water table; location of the Floridan Aquifer relative to ground surface and thickness and extent of the bedrock or other confining layers over the aquifer.~~

- C. Where a geophysical analysis confirms a direct connection to the aquifer, a comparative nitrate loading analysis shall be prepared by a licensed professional geologist using professionally acceptable methodology based on the designation on the Future Land Use Map at the time of proposed development, considering the maximum intensity possible under the proposed land use designation. The analysis must demonstrate that there is no significant and measurable net increase in nitrate loading to groundwater. The analysis shall also demonstrate that there will be no stormwater discharge into any sinkholes.

**Policy 9.2:**

Landscaping design and maintenance practices shall be implemented that reduce impacts to land in the City.

- A. Removal of vegetation shall be limited to the minimum necessary to accommodate development. Buildings and other disturbed areas shall be located to avoid removal of native vegetation to the maximum extent feasible.
- B. Native, Florida friendly or naturalized species shall be used in all landscape areas in order to avoid or minimize the use of irrigation and fertilizers. ~~Fast release fertilizers are prohibited.~~
- C. The land area within the required setback set forth in Table 9.1 is designated as a buffer and all native vegetation shall be retained, except for minimal removal necessary to provide for pedestrian paths or boardwalks. Paths and boardwalks shall not exceed four (4) feet in width except where required for compliance with the Americans with Disabilities Act and shall not be paved.
- D. All landscaping for development in the City shall conform to the best management practices as stated in the *Guidelines for Model Ordinance Language for Protection of Water Quality and Quantity Using Florida Friendly Lawns and Landscapes*. (Florida Department of Environmental Protection and University of Florida, January, 2009 September 2, 2003.).
- E. The City shall establish guidelines for managing existing and future lawns and landscapes at all City facilities using the educational guidelines contained in the University of Florida Extension's Florida Yards and Neighborhoods Program, Environmental Landscape Management (ELM) principles and Best Management Practices. Such guidelines shall include practices that are designed to reduce nitrate infiltration into ground and surface water.

**PUBLIC FACILITIES ELEMENT  
GOALS, OBJECTIVES AND POLICIES**

**GOAL 1:**

The City of Dunnellon will secure adequate capacity for treatment and disposal of wastewater, install and maintain adequate wastewater collection and transmission facilities, take steps to conserve water, protect aquifers and ground water resources, provide greater environmental protection, and maintain sufficient services for the sanitary sewer customers.

**Objective 1.1:**

Maximize the use of existing facilities, through the implantation of programs and adoption of land development regulations which reduce urban sprawl.

**Policy 1.1.1:**

Replacement, improvement or expansion of facilities shall be coordinated with adopted level of service standards, and shall incorporate peak demand coefficients when determining capacity and demand.

**Policy 1.1.2:**

Continue or strengthen existing maintenance programs for City-maintained water, sewer and drainage facilities.

**Policy 1.1.3:**

The City of Dunnellon will continue its current program of using reuse effluent for spray irrigation.

**Objective 1.2:**

The City of Dunnellon will eliminate existing deficiencies and hazards identified in the wastewater treatment facilities and add additional facilities and services to serve the future needs of the customers so that adopted LOS standards are maintained consistent with the City's adopted concurrency management system.

**Policy 1.2.1:**

The City of Dunnellon hereby adopts an existing level of service standard for wastewater of 87 gallons per day per person. Peak flow is assumed to equal 1.5 times average daily flow. Projected flows have been rounded to the nearest tenth.

**Policy 1.2.2:**

The City shall implement the concurrency management system, which ensures that development orders are not issued which lower level of service standards below adopted standards.

**Policy 1.2.3:**

For development where the Future Land Use Map of the comprehensive plan allows the use of septic tanks, development orders shall not be issued prior to demonstration that appropriate

permits for on-site wastewater treatment systems have been obtained from the Marion County Health Department in accordance with Chapter 10D-6, F.A.C., and other federal, state and local agencies. Private septic tanks shall be performance based septic systems with drip irrigation for effluent disposal, ~~designed to provide a recovered water product that contains not more than ten mg/l of total nitrogen.~~

**Policy 1.2.4:**

The City shall consider, and adopt as appropriate, a means to ensure that new development shares proportionate responsibilities in the provision of facilities and services to meet the needs of that development and maintain adopted level of service standards.

**Policy 1.2.5:**

~~The City will prohibit the discharge of effluent after disinfection into waterbodies containing not more than 20 mg/l of carbonaceous biochemical oxygen demand and total suspended solids or at least 75% of each of these pollutants from the wastewater influent, whichever is more stringent. All facilities shall be subject to provisions of Rule 62-600.110 F.A.C., regarding the applicability of the above requirements, and Rules 62-600.440, 62-600.445, 62-600.740, F.A.C., regarding compliance with these requirements. Appropriate disinfection and pH control of effluents shall also be required.~~

**Objective 1.3:**

The City of Dunnellon will provide wastewater collection and transmission services to its residential and nonresidential customers through the expansion of the wastewater treatment facility and lines and through the use of performance-based septic systems, ~~with drip irrigation for effluent disposal designed to provide a recovered water product that contains not more than ten mg/l of total nitrogen in areas that will not be served by the central sewer system.~~

**Policy 1.3.1:**

All new waterfront development shall utilize central sewer. ~~The use of private septic tanks to service new waterfront development is hereby prohibited. For the purposes of this section, waterfront development shall be defined as any development occurring on property which borders the Rainbow River, Withlacoochee River, wetlands, and lakes. Notwithstanding the above, single-family residences on waterfront parcels of 10 acres or more shall be allowed to have a performance-based septic system with drip irrigation for effluent disposal designed to provide a recovered water product that contains not more than ten mg/l of total nitrogen with the drainfield located 150' or more from the water's edge, provided that sanitary sewer service is not available.~~

**Policy 1.3.2:**

All new development (other than bonafide agricultural uses) shall utilize central sewer and water. Existing developed property shall hook up to central sewer when available, within 90 days of availability. ~~The City Council shall have the ability to grant a variance to this requirement in cases where financial or engineering hardships are demonstrated by an applicant requesting such variance.~~

**Policy 1.3.3:—**

~~All septic systems shall be inspected every five (5) years or upon sale of the property for maintenance. The City shall develop a process for tracking the inspections. If at any time a septic system is determined by the Marion County Health Department to be in failing status, then the system must be replaced with a performance-based system with drip irrigation for effluent disposal designed to provide a recovered water product that contains not more than ten mg/l of total nitrogen, at the expense of the property owner, within 90 days. The City Council shall have the ability to grant a variance to the replacement requirement in cases where financial hardship is demonstrated by an applicant requesting such variance.~~

**Policy 1.3.4:—**

~~For purposes of considering a variance as described in Policies 1.3.2 and 1.3.3, financial hardship is defined as having an income at or below the most recent poverty threshold established by the U.S. Census Bureau.~~

**Objective 1.4:**

The City of Dunnellon will minimize wastewater resulting from infiltration and inflow.

**Policy 1.4.1:**

Estimates of infiltration and inflow will be made at least every five (5) years as needed. Where economically feasible, system improvements will be made to reduce these levels. Records shall be held by the Department of Public Works, ~~and be available for public inspection.~~

**Objective 1.5:**

Funded with a state or federal grants and a low interest loans, the City of Dunnellon will expand, replace, and rehabilitate the central sanitary sewer system. ~~through four phases between the years 2003 and 2012.~~

**Policy 1.5.1:—**

~~The sanitary sewer system will be operated as an independent enterprise, such that revenues will be used for the benefit of its customers. The rate schedule for sanitary sewer services will be based on public utility cost of service principles in Florida Statute 180.30.~~

**Policy 1.5.12:**

The City shall continue applying the ongoing application to the Farmer's Home Administration for wastewater disposal loans and grants. Other options for funding shall also be researched and implemented if feasible, including:

- A. Feasibility of using CDBG program monies for infrastructure improvements during the next grant cycle;
- B. Application for available grants to assist in funding of sewer or water extension;
- C. Technical and financial assistance from the Southwest Florida Water Management District under the Surface Water Improvement and Management program or Basin





**EXCERPTS FROM THE  
SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT  
ENVIRONMENTAL RESOURCE PERMIT APPLICANT'S HANDBOOK**



# **SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT**

## **ENVIRONMENTAL RESOURCE PERMIT APPLICANT'S HANDBOOK VOLUME II**

### **DESIGN REQUIREMENTS FOR STORMWATER TREATMENT AND MANAGEMENT SYSTEMS WATER QUALITY AND WATER QUANTITY**

**FOR USE WITHIN THE GEOGRAPHIC LIMITS OF THE SOUTHWEST FLORIDA  
WATER MANAGEMENT DISTRICT**

**EFFECTIVE October 1, 2013**



**Volume II is incorporated by reference in 40D-4.091, F.A.C.**



*History Note: SWFWMD ERP Information Manual Part B, Basis of Review, Section 6.6.*

### **5.7 Stagnant Water Conditions.**

Configurations which create stagnant water conditions, such as dead end canals, are prohibited, regardless of the type of development.

*History Note: SWFWMD ERP Information Manual Part B, Basis of Review, Section 6.7.*

### **5.8 Sediment Sumps.**

Sediment sumps shall comply with the following:

- a. Sumps shall remove a particle size of 0.1 mm in diameter (approximately a No. 100 sieve size) unless it can be shown another grain size is more appropriate for the site.
- b. Sumps shall be designed for an inflow rate equal to the design peak flow rate of the project's internal storm water system.
- c. A maintenance schedule for sediment and vegetation removal must be included.

*History Note: SWFWMD ERP Information Manual Part B, Basis of Review, Section 6.8.*

### **5.9 Dam Safety.**

All dams must be designed, constructed, operated and maintained consistent with accepted engineering and dam safety practices as applied to local conditions, considering such factors as type of materials, type of soils and degree of compaction, hydrologic capacity, construction techniques and hazard rating. A document that provides useful information for this purpose is *Design of Small Dams*, U.S. Department of the Interior, Bureau of Reclamation, Third Edition, 2006.

*History Note: Adapted from NFWMD AH I Section 8.4.7.*

### **5.10 Rural or Minor Residential Subdivisions.**

a. Rural or minor residential subdivisions typically are designed to have large multi-acre lots and minimal roadways that, together, result in a relatively small amount of additional impervious or semi-impervious surfaces compared to pre-developed conditions. Rural or minor residential subdivisions that are designed in accordance with the following parameters will be considered to not cause significant adverse impacts to occur individually or cumulatively and will meet the applicable water quality and water quantity design criteria for permit issuance:

- (1) The proposed activities will occur in, on or over less than 100 square feet of wetlands or other surface waters. Road or driveway crossings of ditches constructed in uplands will not be

counted against the 100 square foot limit.

(2) The activities will not utilize pumps for storm water management.

(3) The activities will not utilize storm drainage facilities larger than one 24-inch diameter pipe, or its equivalent.

(4) Discharges from the site will meet state water quality standards.

(5) The proposed building floors will be above the 100 year flood elevation.

(6) The surface water management system can be effectively operated and maintained.

(7) Roadways within the subdivision will consist of paved or unpaved stabilized roads with an unyielding subgrade.

(8) The drainage system will not act in a manner that would divert and channelize large areas of overland sheet flow, thereby creating point source discharges that will adversely affect wetlands, or areas beyond the applicant's perpetual control.

(9) Point discharges will not exceed the capacity of receiving waters.

(10) All terminal discharge structures are designed to withstand the 25-year, 24-hour post-development discharge without functional failure.

(11) The proposed post-development impervious and semi-impervious surfaces will not exceed a five percent (5%) increase over pre-developed conditions.

(12) Proposed or projected construction will maintain a minimum 75 foot vegetated buffer, which includes a 25 foot perpetually undisturbed buffer upland of all wetlands and other surface waters. Only the 25 foot perpetually undisturbed buffer will be required adjacent to an isolated wetland entirely located within an individual residential lot.

(13) Proposed or projected construction will maintain a minimum 75 foot buffer adjacent to all project boundaries.

b. The applicant's demonstration of compliance with this subsection shall include provision of a typical lot layout showing proposed driveways, buildings, and other impervious and semi-impervious areas and the anticipated percentage of impervious and semi-impervious surfaces resulting from projected construction on individual residential lots.

c. The boundaries of the surface water management system, wetlands, surface waters and buffers shall be recorded in plats or easements and included in any declaration of covenants, conditions, easements and restrictions and shall be identified in all sales contracts by the developer. These recorded documents shall be perpetual and applicable to all future sales of property within the development. Language shall also be contained in the recorded documents notifying all individual lot owners that permits are required if any of the following items are proposed:

(1) Alteration to the surface water management system; or

(2) Encroachment into the wetlands, wetland buffers, or adjacent off-site property line

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

Regional Planning Council: North Central FL  
Review Date: 12/10/15  
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 15  
Local Government: City of Alachua  
Local Government Item No.  
City Ordinance No.: 15-13  
State Land Planning Agency Item No: 16-1ESR

Date Mailed to Local Government and State Land Planning Agency: 12/11/15 (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 amendment reclassifies 64.4 acres on the Future Land Use Map from Rural Employment Center to Industrial, Commercial and Community Commercial (see attached).

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

The subject property is located near an Area of High Recharge Potential to the Floridan Aquifer as well as a Stream-to-Sink Watershed, both of which are identified and mapped as Natural Resources of Regional Significance in the North Central Florida Strategic Regional Policy Plan. Nevertheless, significant adverse impacts to Natural Resources of Regional Significance are not anticipated as a result of the amendments as the City Comprehensive Plan contains policy direction to prevent significant adverse impacts to Natural Resources of Regional Significance (see attached).

The subject property is located adjacent to U.S. Highway 441 which is identified and mapped in the regional plan as part of the Regional Road Network. Significant adverse impacts are not anticipated to occur to the Regional Road Network as the local government data and analysis report indicates the affected road segment is anticipated to receive less traffic as a result of the amendment than if it remained as a Rural Employment Center (see attached).

**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 <u>  X  </u>	No <u>          </u>
Not Applicable	<u>          </u>

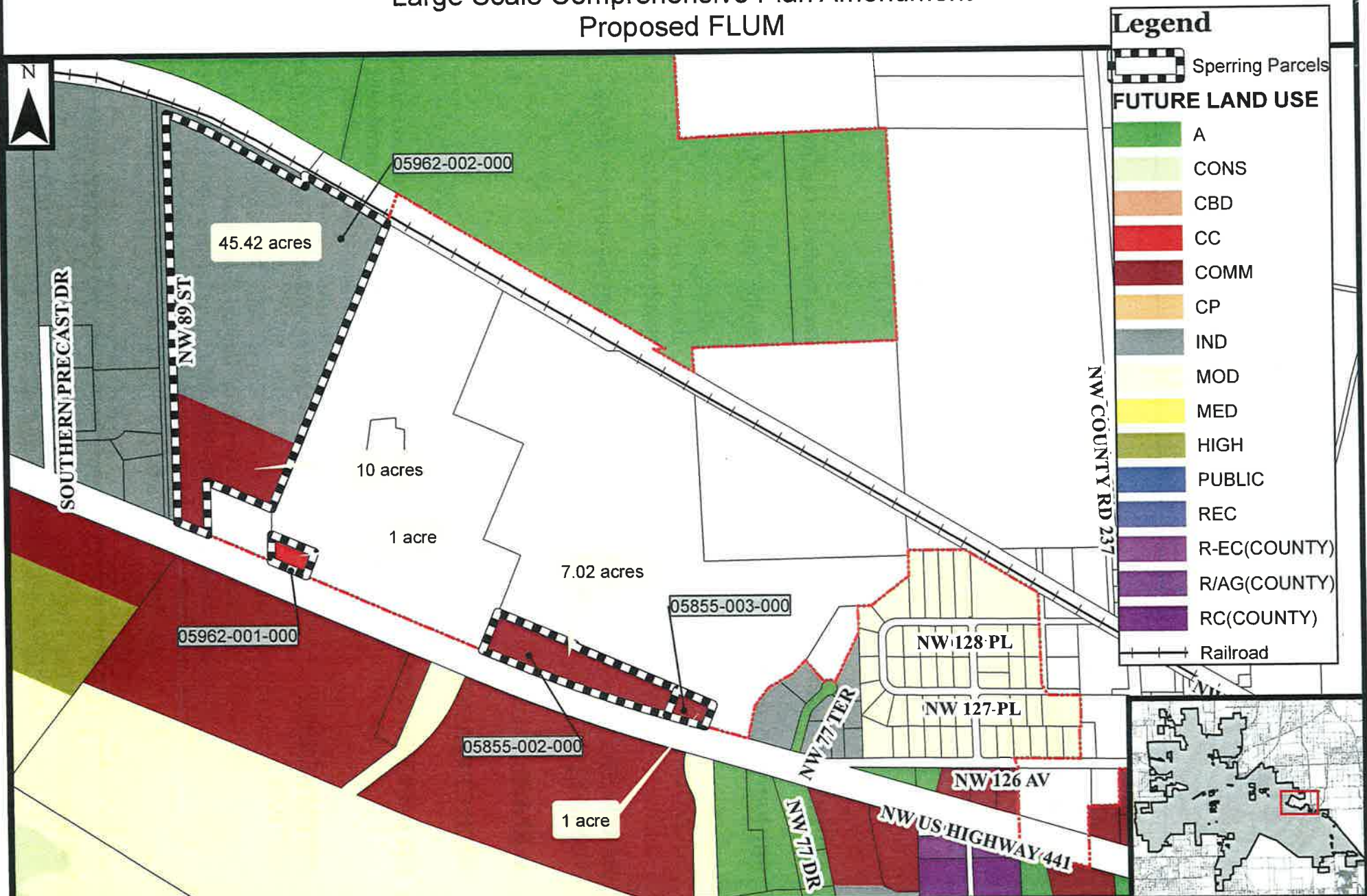
It is recommended that these findings be forwarded to the City and the Florida Department of Economic Opportunity.



## **EXCERPTS FROM CITY COMPREHENSIVE PLAN AMENDMENT**



# Sperring Properties Large Scale Comprehensive Plan Amendment Proposed FLUM





## **EXCERPTS FROM CITY COMPREHENSIVE PLAN**



# **COMMUNITY FACILITIES AND NATURAL GROUNDWATER AQUIFER RECHARGE ELEMENT**

## **GOALS, OBJECTIVES AND POLICIES**

### **GOAL 1: Wastewater**

Plan for and provide adequate, high quality and economical wastewater service while protecting the environment, especially groundwater resources.

#### **Objective 1.1:**

The City of Alachua shall examine capital improvements priorities as funded in the Five-Year Capital Improvements Program in order to prevent, or correct, deficiencies in the Community Sanitary Sewer System to meet projected demands within established service areas at adopted levels of service.

- Policy 1.1.a: Capital improvement projects needed for replacement or correction of existing deficiencies shall be given priority over providing for future facilities needs, if they are imminently needed to protect the public health and safety and if existing facilities are not meeting maintenance or operation level of service standards adopted herein.
- Policy 1.1.b: The City shall continue to implement a long-range wastewater plan, which shall include, at a minimum, an updated database of all wastewater facility locations, line sizes, lift station locations, reuse lines, future facilities locations, and rate analysis.
- Policy 1.1.c: Capital facilities fees shall be dedicated to the rehabilitation, replacement, maintenance, and expansion needs of the wastewater system, consistent with the City's long-range wastewater plan. The City may also use impact fees, if such fees are adopted by the City Commission.
- Policy 1.1.d: The City hereby establishes the following level of service standards for sanitary sewer facilities

### Levels of Service

- a. Quality: Compliance with all applicable standards of the U.S. Environmental Protection Agency (EPA) and the Florida Department of Environmental Protection (FDEP).
- b. Quantity: System-wide wastewater collection and treatment will be sufficient to provide a minimum of 250 gallons per day per equivalent residential unit (ERU) on an average annual basis. Plant expansion shall be planned in accordance with F.A.C. 62-600.405, or subsequent provision. This level of service standard shall be re-evaluated one year from the adoption date for the amended Plan.
- c. System capacity: If the volume of existing use in addition to the volume of the committed use of the City's wastewater facility reaches 85% of the permitted capacity design, no further development orders for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement.

### Objective 1.2:

Wastewater service will be made available to new development in a manner to promote compact urban growth, promoting development where wastewater service is available, and discouraging urban sprawl. For purposes of this objective, new development does not include remodeling of existing developments or additions of less than 33% to existing developments.

Policy 1.2.a: The City shall establish a Community Wastewater Service Area, which includes all areas where wastewater service is available. Wastewater service shall be deemed available if:

1. A gravity water system exists within 100 ft of the property line of any residential subdivision lot or single family residence and wastewater service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.



2. A gravity wastewater system exists with 500 ft of the property line of any residential subdivision consisting of 5 units or less and the gravity wastewater system can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
3. A gravity wastewater system, wastewater pumping station, or force main exists within ¼ mile of the property line of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and the gravity wastewater system, wastewater pumping station, or force main can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

- Policy 1.2.b: Isolated vacant lots in residential areas may be developed for single family residential under a de minimis exception if wastewater service is not available along the frontage of the lot. Where no wastewater infrastructure exists along the frontage of a single existing residential lot zoned for single family use, and the owner of the single lot requests service, sufficient wastewater infrastructure shall be constructed by the owner to extend service from an existing point to the point of the requested service connection, plus an additional 10 feet. If the City determines that a repayment agreement is practical and the applicant desires to enter into an agreement, the new infrastructure shall be constructed to and across the entire lot frontage.
- Policy 1.2.c: The City prohibit the installation of in-ground septic tanks in locations with unsuitable soils within wetland areas, or where wastewater service is available.
- Policy 1.2.d: The City shall permit septic tanks outside the Community Wastewater Service Area, provided that site and soil conditions are suitable for septic tank use as determined by the requirements of Chapter 10D-6, FAC.
- Policy 1.2.e: Existing septic tanks shall be allowed to remain in service until such time as wastewater service is available, in accordance with State regulations.

Policy 1.2.f: The City's Public Services Department shall coordinate wastewater service for new development with the City's Department of Planning and Community Development to ensure compliance with the elements of the Comprehensive Plan.

Policy 1.2.g: To promote compact urban growth, all wastewater line extensions for new development outside the Community Wastewater Service Area will be funded by development, developer or permittee.

Objective 1.3:

Wastewater treatment by-products will be reclaimed or disposed of in an environmentally acceptable manner while maximizing resource recovery.

Policy 1.3.a: Wastewater effluent may be treated and reused for irrigation and aesthetic water features, consistent with requirements of Chapter 62-610, F.A.C., or subsequent provisions.

Policy 1.3.b: Sludge from wastewater treatment facilities within the City of Alachua shall be disposed of through such means as land application. Surface water runoff from land application shall not violate state water quality standards.

Policy 1.3.c: The City shall pursue an interlocal agreement with Alachua County for the permitting of any private land application of sludge from septic tanks and private wastewater systems. In the event that an interlocal agreement cannot be accomplished, then the City shall adopt its own standards for regulating the land application of sludge from septic tanks and private wastewater systems.

Objective 1.4:

The City shall prevent additional nutrients from entering high aquifer recharge areas by the central sewerage of existing developed areas.

Policy 1.4.a: Within the high aquifer recharge areas, the City shall make it a priority to connect areas densely populated with septic systems to the central sewer system, thereby minimizing the input of nutrients into the groundwater.

**Objective 1.5:**

The City shall minimize the impact of septic systems within the high aquifer recharge areas.

**Policy 1.5.a:** The City shall establish a septic system management program to ensure that these systems are inspected at least once every five years and maintained as needed to assure proper treatment. The City shall require existing systems to be inspected and upgraded to meet current standards whenever a property is sold, modified or expanded to accommodate additional residents, or at least every 10 years.

**Policy 1.5.b:** Septic tanks in high aquifer recharge areas shall be either multi-compartment, multi-tank or aerobic design.

**GOAL 2: Solid Waste**

The City of Alachua will provide for solid waste disposal service in a sanitary, economic, and environmentally safe manner.

**Objective 2.1:** Continue to ensure satisfactory and economical solid waste service for all City residents, with an emphasis on reuse and recycling.

**Policy 2.1.a:** The City hereby establishes the following level of service standards for solid waste disposal facilities:

<u>FACILITY TYPE</u>	<u>LEVEL OF SERVICE STANDARD</u>
Solid Waste Landfill	.73 tons per capita per year

**Policy 2.1.b:** Intergovernmental coordination efforts with Alachua County shall include an annual report to Alachua County delineating the City's service area population and the anticipated annual tonnage of solid waste to be disposed of at the New River Solid Waste Landfill.

**Objective 2.2:**

Reduce amount of solid waste disposed per capita through waste reduction strategies that include waste prevention, source reduction, reuse, and recycling.

Policy 2.2.a: The City shall maximize the use of solid waste facilities through implementation of a recycling program.

Policy 2.2.b: The City shall maintain recycling and waste reduction programs in all City facilities.

**OBJECTIVE 2.3:**

The City shall avoid the siting of solid waste and hazardous waste facilities within high recharge areas to minimize the water quality impacts from solid waste and hazardous waste facilities within the City's high aquifer recharge areas.

Policy 2.3.a: The City shall develop design criteria for the siting of solid or hazardous waste disposal, treatment and transfer facilities within the City. The City may prohibit these facilities in areas shown to be in the unconfined area of the Floridan Aquifer.

**GOAL 3: Stormwater**

Develop and maintain a stormwater management system that minimizes flooding, protects, preserves and enhances desirable water quality conditions, and, where possible, preserves and utilizes existing natural features.

**Objective 3.1:**

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.

Policy 3.1.a: The City hereby establishes the following water quantity and quality level of service standards for drainage facilities:

**LEVEL OF SERVICE STANDARD**

For all projects which fall totally within a stream, or open lake watershed, detention systems must be installed such that the peak rate of post-development runoff will not exceed the peak-rate of pre-development runoff for storm events up through and including either:

1. A design storm with a 10-year, 24-hour rainfall depth with Soil Conservation Service type II distribution falling on average antecedent moisture conditions for projects serving exclusively agricultural, forest, conservation, or recreational uses; or
2. A design storm with 100-year critical duration rainfall depth for projects serving any land use other than agricultural, silvicultural, conservation, or recreational uses.
3. The LOS standard for water quality treatment shall be treatment for the "first one inch" of runoff, and compliance with the design and performance standards established in Chapter 40C-42.025, FAC, and 42.035, FAC to ensure that the receiving water quality standards of Chapter 62.302.500, FAC are met and to ensure their water quality is not degraded below the minimum conditions necessary to maintain their classifications as established in Chapter 62-302, FAC. These standards shall apply to all new development and redevelopment and any exemptions, exceptions or thresholds in these citations are not applicable. Infill residential development within improved residential areas or subdivisions existing prior to the adoption of this comprehensive plan, must ensure that its post-development stormwater runoff will not contribute pollutants which will cause the runoff from the entire improved area or subdivision to degrade receiving water bodies and their water quality as stated above.

Policy 3.1.b: The City shall require the construction of roads within new plats or replats to be arranged so that the grades of the streets shall conform as closely as possible to the original topography to prevent the interruption of natural drainage flows, including sheet flow and flow to isolated wetland systems.

Policy 3.1.c: The City shall require a certification, by the preparer of the permit plans, that all construction activity undertaken shall incorporate erosion and sediment controls during construction.

Policy 3.1.d: Priorities for upgrading existing stormwater management facilities shall continue to be scheduled in the Capital Improvements Element of this plan and updated annually.

Policy 3.1.e: The City shall provide incentives for the use of pervious surfaces in developments in order to reduce the size of retention basins and increase the area available to receive runoff.

Policy 3.1.f: The City shall permit the use of off-site retention facilities, if they are part of previously approved master stormwater retention or detention facility.

Objective 3.2:

Maintain a database on all existing and newly constructed stormwater systems in the City.

Policy 3.2.a: The City shall quantify and assess any deficiencies in its existing stormwater management system, by requesting the Florida Department of Environmental Protection and/or the Suwannee River Water Management District, to fund and prepare a City-wide stormwater master plan to determine necessary design capacities and hydraulic demands for any needed stormwater management facilities and assess the performance of existing facilities with regard to flood control, water quality treatment and impact on the City's surfacewater and groundwater. As an alternative to a City-wide stormwater master plan, the City may request funding for a comprehensive stormwater assessment. Further, if stormwater management facilities are determined by such study to be needed, the City shall seek grant funding to fund and construct such needed facilities.

Objective 3.3:

The City shall implement design guidelines for stormwater management facilities to promote dual use, protect natural features, and provide aesthetically pleasing facilities.

Policy 3.3.a: Stormwater facility design shall incorporate the following features, where practicable:

1. Joint use of retention and detention basins for passive recreation, habitat and open space.
2. Use of vegetation, such as cypress and river birch, in retention and detention basin to enhance stormwater management objectives.
3. 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.

4. Maintain and enhance the existing hydrological and ecological function of stream or drainage corridors or wetland areas which serve stormwater facilities.
5. Where retention and detention basins are located along County roads or State roads, the basin design shall comply with the Gainesville Urbanized Area Metropolitan Transportation Planning Organization's drainage retention basin landscaping standards.

**Objective 3.4:**

The City shall promote practices that minimize erosion, sedimentation and stormwater runoff.

**Policy 3.4.a:** The City 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.

**Objective 3.5:**

The City shall work with the Suwannee River Water Management District and the FDEP criteria for karst stormwater management system design.

**Policy 3.5.a:** The following general requirements apply to stormwater management systems throughout the City's high aquifer recharge areas:

1. No direct discharge of stormwater to active sinkholes;
2. When soil and water table conditions allow, the use of offline retention systems for stormwater treatment shall be required;
3. Swale conveyances shall be used to the greatest extent possible;
4. Projects in areas zoned for industrial land uses shall assure that industrial pollutants do not enter the stormwater system or come in contact with groundwater.
5. Natural depressions shall be used for stormwater management only when hydrogeologic evidence shows that the geologic structure and soils are stable and unlikely to form a direct connection to the groundwater. To verify geologic stability, an applicant shall provide soil boring information and/or supplemental data such as ground penetrating radar;

6. If the hydrogeologic conditions are suitable and the depression is proposed for use as part of the stormwater management system, a spreader swale shall be employed at the inflow location;
7. Regular inspection shall be conducted by developer/ maintenance entity to visibly check for existence or beginnings of solution pipes; and
8. Remedial plugging activities shall employ methodologies acceptable to the applicable regulatory agency, either the FDEP or the Suwannee River Water Management District.

**Policy 3.5.b:**

The following general requirements apply to stormwater management systems apply for Class C and Class D storage facilities:

1. More than five feet of material between the limestone bedrock surface and the bottom and sides of the stormwater basin;
2. Basin liners – clay or geotextile;
3. Sediment sumps at stormwater inlets;
4. Off-line treatment;
5. Special stormwater system treatment train design;
6. Groundwater monitoring; and
7. Paint/solvent and water separators.

In addition to the requirements in Policy 3.5.a, stormwater systems in these areas shall:

1. Use swales, preferably with cross block or raised driveway culverts, to promote retention/infiltration within swale; and
2. Use shallow, vegetated, offline infiltration systems that are incorporated into a project's open space/landscaping areas.

**GOAL 4: Potable water**

Provide an adequate supply of high quality potable water to customers throughout the water service area.

**Objective 4.1:**

Achieve and maintain acceptable levels of service for potable water quantity and quality.



Policy 4.1.a: Capital improvement projects needed for replacement or correction of existing deficiencies in the community potable water service area shall be given priority over providing for future facilities needs, if they are imminently needed to protect the public health and safety and if existing facilities are not meeting maintenance or operation level of service standards adopted herein.

Policy 4.1.b: The City shall establish a Community Potable Water Service Area, which includes all areas where potable water service is available. Water service shall be deemed available if:

1. A water main exists within 100 ft of any residential subdivision lot or single family residence water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
2. A water main exists within 500 ft of any residential subdivision consisting of 5 units or less and water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
3. A water main exists within ¼ mile of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

Policy 4.1.c: The City establishes the following level of service standards for potable water:

1. Quality: Compliance with all applicable standards of the U.S. Environmental Protection Agency (EPA) and the Florida Department of Environmental Protection.
2. Quantity: System-wide potable water distribution and treatment will be sufficient to provide a minimum of 275 gallons per day per equivalent residential unit (ERU) on an average annual basis. Plant expansion shall be planned in accordance with Florida Administrative Code.

3. System Capacity: If the volume of existing use in addition to the volume of the committed use of the City's potable water facility reaches 85% of the permitted design capacity, no further development orders or permits for projects without reserved capacity will be issued until additional capacity becomes available or funds to increase facility capacity are committed in accordance with a development agreement.

Policy 4.1.d: A wellfield protection area shall be established as a minimum of 500' around a community potable water facility wellhead, as shown on the City of Alachua Existing and Planned Water Wells Map.

Objective 4.2:

Prioritize and execute needed system improvements in a manner which protects existing investments, promotes orderly growth, and is consistent with the Capital Improvements Element and Capital Improvements Program of this Plan.

Policy 4.2.a: New urban development will only occur within areas where potable water services are available concurrent with development. For purposes of this policy, new development does not include remodeling of existing developments or additions of less than 33% to existing developments.

Policy 4.2.b: The City will continue to require necessary on-site water system improvements to be completed at the expense of the property owner.

Policy 4.2.c: The City shall extend water service in a pattern consistent with the policies of the comprehensive plan, especially the Future Land Use Map and the Future Land Use Element, adhering to a compact urban growth area, promoting infill development and discouraging urban sprawl, as defined in Florida Administrative Code.

## **Goal 5: Natural Groundwater Aquifer Recharge**

### **Objective 5.1:**

The City of Alachua recognizes protection of high aquifer recharge areas, wellfield protection areas, lakes, streams, drainage basins, wetlands and stream-to-sink features as vital to the protection of groundwater resources. The City shall, through partnerships and using the best available data, provide protections for groundwater resources.

**Policy 5.1.a:** Until such time as the areas of high aquifer recharge potential are more precisely mapped, the City shall consider the best available hydrogeological information (e.g, SRWMD high aquifer recharge potential maps or site specific data), and may require the collection of site-specific hydrogeological data, such as soil borings or electric resistivity tests, when assessing the impacts of proposed land use changes and developments in areas of high aquifer recharge potential. This information should be used in the determination of land use decisions on a case-by-case basis.

**Policy 5.1.b:** The City shall prioritize the acquisition of high aquifer recharge areas for protection as conservation or open space areas and investigate the future use of bonds, lease agreements, property donations, private or public trusts and partnerships, and grants to achieve these purchases.

**Policy 5.1.c:** The City shall coordinate with the Suwannee River Water Management District to protect the functions of natural groundwater recharge areas and natural drainage features, by requiring that all development proposals, which have the potential for impacting the water resources of the City, be reviewed by the SRWMD, in accordance with Chapter 373, Florida Statutes and Rules 40B-4 and 40B-400, Florida Administrative Code, or subsequent provisions.

### **Objective 5.2:**

The City shall establish groundwater water quality and quantity protection strategies to protect the quality of water and maintain the quantity of water entering the aquifer.

Policy 5.2.a: In an effort to protect groundwater quality the City shall:

1. Adopt design criteria for stormwater management practices that minimize the leaching or discharge of nutrients.
2. Promote the Florida Yards and Neighborhoods program to educate the public about proper lawn and landscaped area fertilization and irrigation;
3. Incorporate the principles of the Florida Yards and Neighborhoods program into local landscaping ordinances;
4. Adopt water conservation programs; and
5. Educate the public about the proper operation and maintenance of septic tanks. Implement a local septic management program to assure that these systems are regularly inspected, pumped out, or brought up to current standards whenever a parcel is sold.
6. Participate in the Suwannee River Partnership program for the Santa Fe River Basin.

Policy 5.2.b: The City shall require demonstration from engineering results that post-development recharge volumes will equal predevelopment recharge volumes to the Floridan aquifer.

Policy 5.2.c: Applicants for new development, expansions, or redevelopment shall employ one or more of the following techniques to address potential groundwater quality and quantity impacts:

1. Construction and maintenance of shallow, landscaped retention basins
2. Decreasing the amount of stormwater runoff through the use of pervious surfaces or increased open space
3. Development of a stormwater pollution prevention plan
4. Development of a sinkhole remediation plan
5. Development of a groundwater monitoring plan

Policy 5.2.d:

Best management practices and performance standards shall be utilized to maximize open space, limit impervious surfaces, to minimize the use of fertilizers on turf grass areas, promote protection of natural vegetation, promote the use of pervious parking areas, and treat stormwater to protect water quality.

Objective 5.3:

The City, upon adoption of this Comprehensive Plan, shall assist the Water Management District, with the implementation of its water conservation rule, when water shortages are declared by the District. Whereby, during such shortages, water conservation measures shall be implemented for the use and reuse of water of the lowest acceptable quality for the purposes intended. In addition, the City shall assist the Water Management District with the dissemination of educational materials regarding the conservation of water prior to peak seasonal demand.

Policy 5.3.a:

The City shall assist in the enforcement of water use restrictions during a Water Management District declared water shortage and in addition, assist the Water Management District with the dissemination of educational materials regarding the conservation of water prior to peak seasonal demand.



## **EXCERPTS FROM CITY DATA AND ANALYSIS REPORT**





## PUBLIC FACILITIES IMPACT

The existing maximum development potential and proposed maximum development potential is provided within the following matrix:

		Proposed FLUM Designation		
FLUM Designation:	Rural Employment Center (Alachua County) ( $\pm$ 64.4 acres)	Industrial ( $\pm$ 45.42 acres)	Community Commercial ( $\pm$ 1 acres)	Commercial ( $\pm$ 18.02 acres)
Max. Gross Density:	NA	NA	NA	NA
Floor Area Ratio:	.5	.5	1	.5
Maximum Density/Intensity:	1,402,632 square feet	989,248 square feet	43,560 square feet	392,475 square feet

The analysis of each public facility provided below represents an analysis of the net new impacts generated by the amendment. Existing and proposed impacts are based upon the maximum development potential. Impacts are calculated using the following formula:

$$\text{Proposed Impacts} - \text{Existing Impacts} = \text{Net New Impacts}$$

***At present, the additional impacts generated by the amendment are acceptable and are not anticipated to degrade the Level of Service (LOS) of any public facility.*** If development is proposed in the future, the applicant will be required to provide a comprehensive analysis of the impacts generated by such development upon public facilities. Facility capacity must be available to support the proposed development prior to the issuance of a final development order.

## Traffic Impact

**Table 4. Affected Comprehensive Plan Roadway Segments<sup>1</sup>**

Segment Number <sup>2, 3</sup>	Segment Description	Lanes	Functional Classification	Area Type	LOS
3/4 (16)	US 441 (NW 126 <sup>th</sup> Ave to SR 235)	4/D	Principle Arterial	Urban Trans	D
6(16)	US 441 (From CR 25A to NW 126 <sup>th</sup> Ave)	4/D	Principle Arterial	Urban Trans	D

<sup>1</sup> Source: City of Alachua Comprehensive Plan, Traffic Circulation Element.  
<sup>2</sup> For developments generating less than 1,000 trips, affected roadway segments are identified as all those wholly or partially located within ½ mile of the development's ingress/egress, or to the nearest intersecting major street, whichever is greater [Section 2.4.14(H)(2)(b) of the LDRs].  
<sup>3</sup> FDOT roadway segment number shown in parenthesis. For the purposes of concurrency management, COA Comprehensive Plan segments that make up a portion of a larger FDOT roadway segment will be evaluated together when determining post development roadway capacity.

**Table 5a. Existing Trip Generation Impact<sup>1</sup>**

Land Use*	AADT (Enter/Exit)	AM Peak Hour (Enter/Exit)	PM Peak Hour (Enter/Exit)
Shopping Center <sup>2</sup> (ITE Code 820)	19,840 (9,920/9,920)	446 (276/170)	1,724 (827/897)
General Office <sup>3</sup> (ITE Code 710)	5,125 (2,562/2,562)	725 (638/87)	692 (118/574)
General Light Industrial <sup>4</sup> (ITE Code 110)	3,239 (1,619/1,619)	469 (422/46)	502 (70/432)
<b>Total</b>	<b>28,204</b>	<b>1,640</b>	<b>2,918</b>

<sup>1</sup> Source: ITE Trip Generation, 9th Edition.  
<sup>2</sup> Formulas: AADT - 42.7 trips per 1,000 sf x 464.64 (50% entering/50% exiting); AM Peak Hr - 0.96 trips per 1,000 sf x 464.64 (62% entering/38% exiting); PM Peak Hr - 3.71 per 1,000 sf x 464.64 (48% entering/52% exiting).  
<sup>3</sup> Formulas: AADT - 11.03 trips per 1,000 sf x 464.64 (50% entering/50% exiting); AM Peak Hr - 1.56 trips per 1,000 sf x 464.64 (88% entering/12% exiting); PM Peak Hr - 1.49 per 1,000 sf x 464.64 (17% entering/83% exiting).  
<sup>4</sup> Formulas: AADT - 6.97 trips per 1,000 sf x 464.64 (50% entering/50% exiting); AM Peak Hr - 1.01 trips per 1,000 sf x 464.64 (90% entering/10% exiting); PM Peak Hr - 1.08 per 1,000 sf x 464.64 (14% entering/86% exiting).

**Table 5b. Proposed Potential Trip Generation Impact<sup>1</sup>**

Land Use*	AADT (Enter/Exit)	AM Peak Hour (Enter/Exit)	PM Peak Hour (Enter/Exit)
General Light Industrial <sup>2</sup> (ITE Code 110)	6,831 (3415/3415)	990 (891/99)	1,059 (148/911)
Shopping Center <sup>3</sup> (ITE Code 820)	18,600 (9,300/9,300)	418 (259/159)	1,616 (776/840)
<b>Totals</b>	<b>25,431</b>	<b>1,408</b>	<b>2,675</b>

<sup>1</sup> Source: ITE Trip Generation, 9th Edition.  
<sup>2</sup> Formulas: AADT - 6.97 trips per 1,000 sf x 980.1 (50% entering/50% exiting); AM Peak Hr - 1.01 trips per 1,000 sf x 980.1 (90% entering/10% exiting); PM Peak Hr - 1.08 per 1,000 sf x 980.1 (14% entering/86% exiting).  
<sup>3</sup> Formulas: AADT - 42.7 trips per 1,000 sf x 435.6 (50% entering/50% exiting); AM Peak Hr - 0.96 trips per 1,000 sf x 435.6 (62% entering/38% exiting); PM Peak Hr - 3.71 per 1,000 sf x 435.6 (48% entering/52% exiting).

\* The existing land uses are based on the County's description of the category, which includes office, industrial, and some commercial. The proposed land use codes are based on the proposed future land use map designations of industrial and commercial. While office uses may be permitted principal or accessory uses in the industrial and commercial land uses, general office was not used to be indicative of the development potential of the property.

**Table 5c. Net Change in Trips: Trip Generation Impact**

Land Use	AADT	AM Peak Hour	PM Peak Hour
Existing Potential Trip Generation Total	28,204	1,640	2,918
Proposed Potential Trip Generation Total	25,431	1,408	2,675
<b>Net Change in Trips</b>	<b>-2,773</b>	<b>-232</b>	<b>-243</b>

**Table 6. Projected Change in Potential Impact on Affected Comprehensive Plan Roadway Segments**

Traffic System Category	US 441 Segment 3/4 (16) <sup>1</sup>	US 441 Segment 6 (16) <sup>1</sup>
Maximum Service Volume <sup>2</sup>	35,500	35,500
Existing Traffic <sup>3</sup>	17,495	17,495
Reserved Trips <sup>4</sup>	1,412	892
Available Capacity <sup>4</sup>	16,593	17,113
Projected Net Change in Daily Trips	0	0
<b>Residual Capacity after Proposed Amendment<sup>5</sup></b>	<b>16,593</b>	<b>17,113</b>
PM Peak Hour Traffic Analysis	US 441 Segment 3/4 (16) <sup>1</sup>	US 441 Segment 6 (?) <sup>1</sup>
Maximum Service Volume <sup>2</sup>	3,200	3,200
Existing Traffic <sup>3</sup>	1,662	1,662
Reserved Trips <sup>4</sup>	134	82
Available Capacity <sup>4</sup>	1,104	1,456
Projected Net Change in PM Peak Hour Trips	0	0
<b>Residual Capacity after Proposed Amendment<sup>5</sup></b>	<b>1,104</b>	<b>1,456</b>
<sup>1</sup> FDOT roadway segment number shown in parenthesis. For the purposes of concurrency management, COA Comprehensive Plan segments that make up a portion of a larger FDOT roadway segment will be evaluated together when determining post development roadway capacity. <sup>2</sup> Source: FDOT 2013 Quality/Level of Service Handbook, Generalized Annual Average Daily Volumes and Generalized Peak Hour Two-Way Volumes for Areas Transitioning to Urbanized Areas or Areas of 5,000 Not in Urbanized Areas. <sup>3</sup> Florida State Highway System Level of Service Report 2013, Florida Department of Transportation, District II, August 2014. <sup>4</sup> Source: City of Alachua July 2015 Development Monitoring Report. <sup>5</sup> The application is for a Preliminary Development Order. Facility capacity and concurrency will <u>not</u> be reserved.		

**Evaluation:** The maximum potential daily trips will be reduced by approximately 2,773; the maximum potential PM peak hour trips will be reduced by 243. It is anticipated that the proposed amendment will not adversely affect the Level of Service ("LOS") for the listed roadway segments, and the impacts are therefore acceptable. This analysis is based on the maximum development potential, and does not reflect any specific proposed use or development. Concurrency and impacts to the City's transportation network will be reevaluated at site plan review.



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

Regional Planning Council: North Central Fl  
Review Date: 12/10/15  
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 16  
Local Government: City of Ocala  
Local Government Item No.  
City Ordinance No.: FLUP15-0001  
State Land Planning Agency Item No: 16-1ESR

Date Mailed to Local Government and State Land Planning Agency: 12/11/15 (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 amendment deletes Policy 18.18 of the Future Land Use Element. Some of the deleted provisions of the Policy are proposed to be added to a new Policy 18.34 of the Future Land Use Element (see attached).

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

The application of Policy 18.18 and proposed Policy 18.34 are limited to 4.64 acres of land within the City limits (see attached map). Significant adverse impacts are not anticipated to Natural Resources of Regional Significance as the subject property is not located within or near a Natural Resource of Regional Significance as identified and mapped in the Withlacoochee Strategic Regional Policy Plan.

The subject property is located within one-half mile of U.S. Highway 27/301/441 which is identified and mapped in the Withlacoochee Strategic Regional Policy Plan as a Regionally Significant Highway. Nevertheless, significant adverse impacts are not anticipated to occur to the Regionally Significant Highways as the local government data and analysis report indicates the proposed amendment is not anticipated to result in significant adverse transportation impacts (see attached).

**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   X  

No           

Not Applicable

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

## **LOCAL GOVERNMENT COMPREHENSIVE PLAN TEXT AMENDMENT**





## Exhibit A

Policy 18.18 will be deleted in its entirety. However, the items listed below that are not struck-through are proposed to be readopted with some minor amendment as Policy 18.34.

- ~~1. The property shall be developed as a PUD-RO;~~
- ~~2.~~ 1. All stormwater ~~must~~ shall be held on-site or drain into the DRA located on SE 6<sup>th</sup> Terrace (if approved by the City Engineer);
- ~~3.~~ 2. Development intensity shall not exceed 28,000 square feet of professional office space. Square footage of Medical office, or other uses allowed by zoning, square footage shall be limited to an amount that is proportionate to the amount of trips generated for a 28,000 square foot professional office development;
- ~~4.~~ 3. There shall be a minimum 30 foot undisturbed buffer on the eastern property line complying with requirements of section 122-260 of the City Code of Ordinances;
- ~~5. Prior to final development approval, the property owner will be required to submit a traffic study that is consistent with the city's Traffic Study Guidelines and Concurrence Management System; and~~
- ~~6. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments.~~

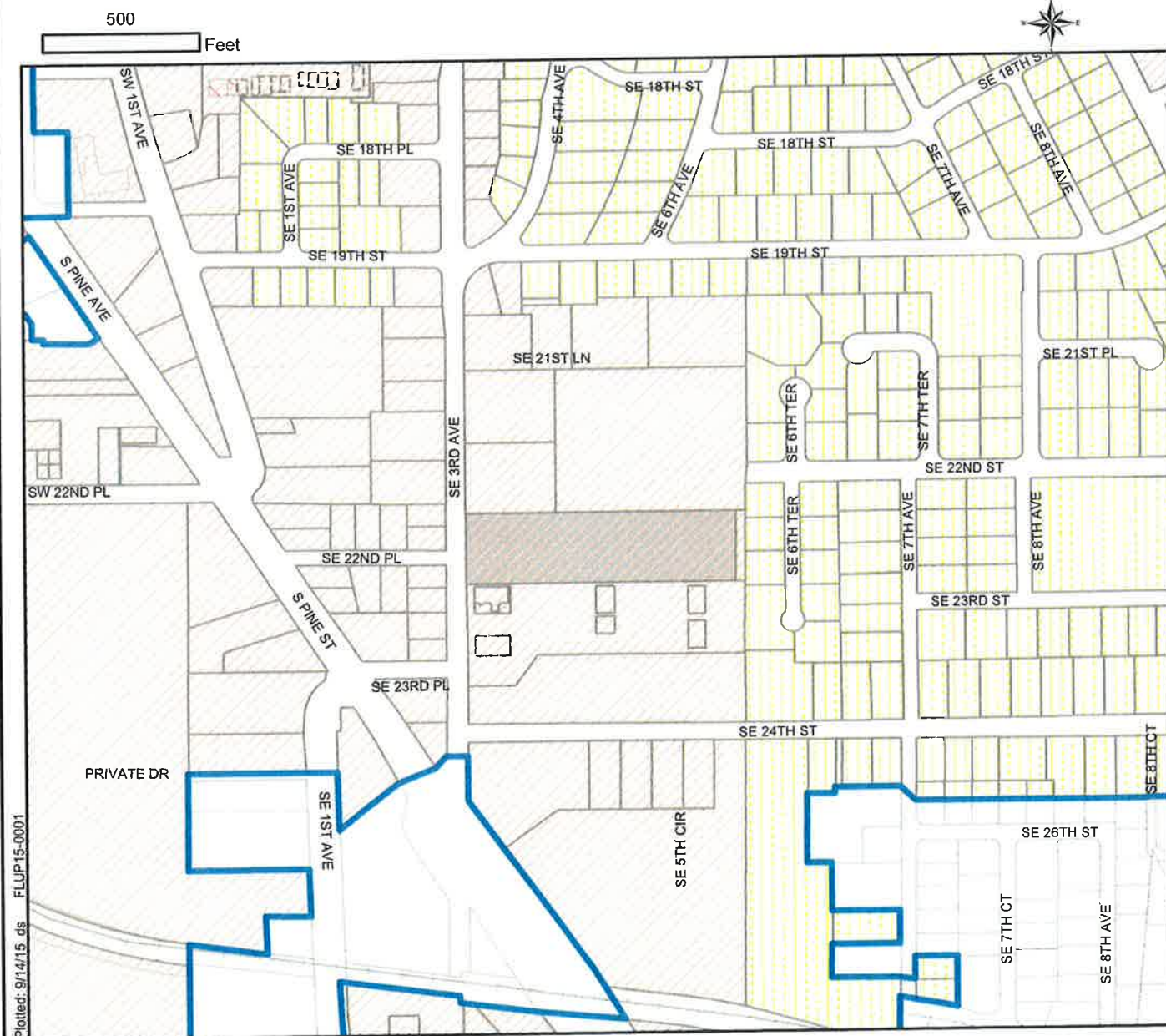









## **PROPERTY AFFECTED BY THE AMENDMENT**



### LOCATION MAP

SEC 20 TWP 15 RNG 22



	Employment Center		Medium Intensity/Special District
	Public		Low Intensity
	Neighborhood		Pending
	High Intensity/Central Core		

**Prepared by CITY OF OCALA DEPARTMENT OF GROWTH MANAGEMENT**



## **EXCERPTS FROM LOCAL GOVERNMENT DATA AND ANALYSIS REPORT**





1. The property shall be developed as a PUD-RO;
2. All stormwater must be held on-site or drain into the DRA located on SE 6<sup>th</sup> Terrace (if approved by the City Engineer);
3. Development intensity shall not exceed 28,000 square feet of professional office space. Medical office square footage shall be limited to an amount that is proportionate to the amount of trips generated for a 28,000 square foot professional office development;
4. There shall be a minimum 30 foot undisturbed buffer on the eastern property line complying with requirements of section 122-260 of the City Code of Ordinances;
5. Prior to final development approval, the property owner will be required to submit a traffic study that is consistent with the city's Traffic Study Guidelines and Concurrency Management System; and
6. The property owner/developer will be required to provide all necessary traffic improvements as determined by the traffic analysis, or provide (as to required improvements for which proportionate share payments may or must be made under the City's Code of Ordinances) required proportionate share contribution payments.

The applicant proposes to demolish the existing buildings on the site and develop the property as a funeral home without a crematory. The proposed use is a Special Exception in the O-1, Office, zoning district. An application for the Special Exception has been filed with the City. The required site sketch shows two proposed buildings: a funeral home with 6,000 square feet and a chapel with 3,000 square feet.

Previously adopted, site specific, land use policies were included in the Future Land Use Element of the Comprehensive Plan adopted in 2013. To allow the proposed use, Policy 18.18 must be deleted. Deleting the policy would allow development consistent with the land use designation of Low Intensity. With an allowable FAR of 0.75, the maximum development on the property could be over 150,000 square feet. Staff recommends adding some of the provisions of Policy 18.18 as Policy 18.34 to allow the proposed use (if the Special Exception is granted) and retain some of the development limitations as follows:

1. Development intensity shall not exceed 28,000 square feet of professional office space. Square footage of medical office, or other uses allowed by zoning, shall be limited to an amount that is proportionate to the amount of trips generated by a 28,000 square foot professional office development;
2. All stormwater shall be held on-site or conveyed to the DRA located on SE 6<sup>th</sup> Terrace (if approved by the City Engineer);
3. There shall be a minimum 30 foot undisturbed buffer on the eastern property line complying with requirements of section 122-260 of the City Code of Ordinances;

Simply amending Policy 18.18 is not possible pursuant to language in Policy 18.1. Changes to policies in existence prior to the adoption of 2035 Comprehensive Plan in January 2013 are handled by deleting the policy and adopting a new one.

#### **Level of Service Impact Analysis:**

##### **Traffic Circulation**

Developments proposing to generate 100 or more peak hour trips are required to submit a traffic study as part of the site plan review. Developments proposing to generate less than 100 peak hour

trips are required to submit a traffic impact statement.

The amendment to Policy 18.18 and rezoning to O-1, Office, is not expected to have an impact on levels of service for area roadways.

**Potable Water:** Water service is available.

**Sanitary Sewer:** Sewer service is available.

**Stormwater:** For any future development, runoff must be retained on-site to match pre-development conditions. Facilities must be designed to provide flood protection for a 100 year, 24-storm event.<sup>1</sup>

**Solid Waste:** Service is available.

**Fire Service:** Service is available.

**Schools:** This request is not expected to have an impact on area schools.

### **Land Use Designation**

#### **Existing:**

**Low Intensity<sup>2</sup>.** The intent of the Low Intensity land use classification is to identify areas that are generally oriented towards the automobile as the primary mode of transportation, with pedestrian circulation and activity being generally less than High Intensity/Central Core and Medium Intensity/Special District districts. Low Intensity may contain a single use. Mixed use development is encouraged. Permitted uses include office, commercial, public, recreation, institutional, educational facilities and residential. Light industrial shall only be allowable in designated locations as specified in the Land Development Code and must meet the intent of the Low Intensity category, including form and design guidelines as applicable. It is also the intent of this category to promote a walkable suburban form.

The minimum density and intensity in this future land use category is 3 dwelling units per gross acre with no minimum FAR. The maximum density and intensity is 18 dwelling units per acre or 0.75 FAR.

### **Zoning Classification**

#### **Existing:**

R-1, Single Family Residential district is intended to preserve established single-family neighborhoods and to provide for new areas of low and moderate density single-family development.<sup>3</sup> Lots must have a minimum area of 13,500 square feet and a minimum width of 100 feet.

#### **Proposed:**

O-1, Office zoning district is intended to provide an area adjacent to arterial and major collector streets for the development of office uses and limited business services. This district is intended to be separate from the more intensive commercial and industrial areas, as well as ensure adequate design in order to maintain the character of the surrounding areas. The maximum FAR is 0.35. The

**Availability and Demand:** The Low Intensity land use designation encourages mixed use development. Permitted uses include office, commercial, public, recreation, institutional and residential uses. Light industrial use may be allowable if this location is specified as appropriate by the Land Development Code upon its adoption. The maximum density and intensity is 18 dwelling units per acre or 0.75 FAR. The deletion of Future Land Use Policy 18.18 would allow maximum development under the Low Intensity land use designation for 4.68 acres rather than the limitation under the policy of 28,000 square feet of professional office space or an amount of medical office space such that the proportionate number of trips generated does not exceed that generated by the allowed amount of professional office. This limitation equates to:

- Office - 28,000 square feet
- Medical office - 12,000 square feet
- Funeral home/church - 33,000 square feet
- Multifamily - 66 dwelling units
- Single family - 40 dwelling units

Policy 18.18 also limits the development as to zoning, buffering, stormwater management, and traffic review.

The applicant proposes to demolish the existing buildings on the site and develop the property as a funeral home without a crematory. The proposed use is a Special Exception in the O-1, Office, zoning district. An application for the Special Exception has been filed with the City. The required site sketch shows two proposed buildings: a funeral home with 6,000 square feet and a chapel with 3,000 square feet.

Previously adopted, site specific, land use policies were included in the Future Land Use Element of the Comprehensive Plan adopted in 2013. To allow the proposed use, Policy 18.18 must be deleted. Deleting the policy would allow development consistent with the land use designation of Low Intensity. With an allowable FAR of 0.75, the maximum development on the property could be over 150,000 square feet. Staff recommends adding some of the provisions of Policy 18.18 as Policy 18.34 to allow the proposed use (if the Special Exception is granted) and retain some of the development limitations as to intensity, buffering, and stormwater management. Review of traffic impacts and need for any roadway improvements will be addressed as part of site plan review.

#### **Traffic Circulation**

With the adoption of proposed Policy 18.34, there will be no change in traffic impacts.

**Sanitary Sewer:** All new development in the City is required to connect to the City's sanitary sewer system if available within one-eighth mile<sup>1</sup>. Sanitary sewer is available to the property. Non-residential development pursuant to existing Policy 18.18 could generate a demand of 0.004 mgpd. With the adoption of proposed Policy 18.34, non-residential development could generate a demand of 0.005 mgpd and residential development could generate a demand of 0.012 mgpd. Total new demand could be 0.008 mgpd<sup>2</sup>.

Water Reclamation Facility #2 has a permitted capacity of 6.50 mgd, a current average daily flow of 2.149 mgd, and a reserved volume of 0.022 mgd. Its available capacity is 4.329 mgd. Available capacity is adequate to accommodate impacts associated with the requested land use designation.



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

Regional Planning Council: North Central FL  
Review Date: 12/10/15  
Amendment Type: Adopted Amendments

Regional Planning Council Item No.: 18  
Local Government: City of Gainesville  
Local Government Item Nos.: PB-15-13 LUC,  
PB-15-44 LUC, and PB-15-55 CPA  
State Land Planning Agency Item No.: 15-2ESR

Date Mailed to Local Government and State Land Planning Agency: 12/11/15 (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**

City item PB-15-13 LUC reclassifies approximately 258 acres of annexed land from County Preservation to City Public and Institutional Facilities. City item PB-15-44 LUC reclassifies approximately 498 acres of the Hatchett Creek Planned Use District from Planned Use District to 203 acres of Residential Low-Density (up to 12 units per acre), 60 acres of Residential Medium-Density Residential Medium-Density (8 to 30 units per acre), 19 acres of Office, and 216 of Business Industrial. City item PB-15-55 CPA is a companion amendment to City item PB-15-44 LUC. The item deletes the Hatchett Creek Planned Use District from the City Comprehensive Plan, including all associated maps and policies.

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

The subject property of City item PB-15-13 LUC is located adjacent to or within 1/2 mile of U.S. Highway 441, State Road 226, State Road 331 and State Road 339, all of which are identified in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network. The subject property is also located within a City Transportation Mobility Program Area and is subject to Zone A requirements of City Transportation Mobility Element Objective 10.1 and associated policies (see attached). The City Transportation Element objective requires the implementation of one or more practices consistent with Transportation Planning Best Practices contained in the North Central Florida Strategic Regional Policy Plan (see attached). Regional Plan Transportation Element Policy 5.1.1 states that within municipalities where local government comprehensive plans contain goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately mitigated and local government plans and plan amendments are not subject to a Regional Planning Council determination impacts to the Regional Road Network. Therefore, significant adverse transportation impacts to the Regional Road Network are adequately mitigated.

The subject property of City item PB-15-13 LUC is located adjacent to Paynes Prairie Preserve State Park as well as a Stream-to-Sink Watershed, both of which are identified and mapped in the regional plan as a Natural Resource of Regional Significance. Nevertheless, significant adverse impacts are not anticipated to occur to the natural resources as, the City Comprehensive Plan contains adequate policy direction consistent with the regional plan to mitigate adverse impacts to the natural resources.

The subject property of City item PB-15-44 LUC and its companion amendment, City item PB-15-55 CPA, is located adjacent to or within 1/2 mile of State Road 24 and State Road 222, both of which are identified in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network. The subject property is also located within a City Transportation Mobility Program Area and is subject to Zone A requirements of City Transportation Mobility Element Objective 10.1 and associated policies (see attached). The City Transportation Element objective requires the implementation of one or more practices consistent with Transportation Planning Best Practices contained in the North Central Florida Strategic Regional Policy Plan (see attached). Regional Plan Transportation Element Policy 5.1.1 states that within municipalities where local government comprehensive plans contain goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately mitigated and local government plans and plan amendments are not subject to a Regional Planning Council determination impacts to the Regional Road Network. Therefore, significant adverse transportation impacts to the Regional Road Network are adequately mitigated.

Significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance as the subject property is not located within or near a Natural Resource of Regional Significance as identified and mapped in the regional plan.

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

The City Comprehensive Plan, as amended, is not anticipated to create significant adverse impacts to adjoining local governments.

**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 City and the Florida Department of Economic Opportunity.

**EXCERPTS FROM THE  
CITY COMPREHENSIVE PLAN AMENDMENTS**





## City of Gainesville Land Use Designations

SF	Single Family (up to 8 du/acre)
RL	Residential Low Density (up to 12 du/acre)
RM	Residential Medium Density (8-30 du/acre)
RH	Residential High Density (8-100 du/acre)
MUL	Mixed Use Low Intensity (8-30 du/acre)
O	Office
C	Commercial
IND	Industrial
REC	Recreation
CON	Conservation
PF	Public and Institutional Facilities
PUD	Planned Use District

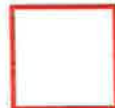
## Alachua County Land Use Designations

PRES Preservation


City of Gainesville—DEO No. 15-2ESR  
Petition No. PB-15-13 LUC  
Legislative Matter No. 150089

- Division line between two land use categories
- City Limits
- Proposed Annexation Area

Area  
under petition  
consideration



## PROPOSED LAND USE

 No Scale	Name	Petition Request	Petition Number
	City Plan Board	Amend the City of Gainesville Future Land Use Map from Alachua County Preservation to City of Gainesville Public and Institutional Facilities	PB-15-13 LUC

## City of Gainesville Land Use Designations

SF	Single Family (up to 8 du/acre)
RL	Residential Low Density (up to 12 du/acre)
RM	Residential Medium Density (8-30 du/acre)
MUL	Mixed Use Low Intensity (8-30 du/acre)
C	Commercial
BI	Business Industrial
IND	Industrial
E	Education
REC	Recreation
CON	Conservation
PF	Public Facilities
PUD	Planned Use District

## Alachua County Land Use Designations

Rural/Ag	Rural/Agriculture
Pres	Preservation
Res Med	Residential Medium Density
Inst	Institutional
Light Ind	Light Industrial
Ind/Manu	Industrial and Manufacturing

City of Gainesville—DEO No. 15-2ESR  
Petition No. PB-15-44 LUC  
Legislative Matter No. 150111


----- Division line between two land use categories

— City Limits

Area  
under petition  
consideration



## EXISTING LAND USE

	Name	Petition Request	Petition Number
 No Scale	eda engineers-surveyors-planners, inc., agent for East Gainesville Development Partners, LLC	Amend the City of Gainesville FLUM from PUD to RL, RM, O and BI	PB-15-44 LUC



## City of Gainesville Land Use Designations

SF	Single Family (up to 8 du/acre)
RL	Residential Low Density (up to 12 du/acre)
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PUD	Planned Use District

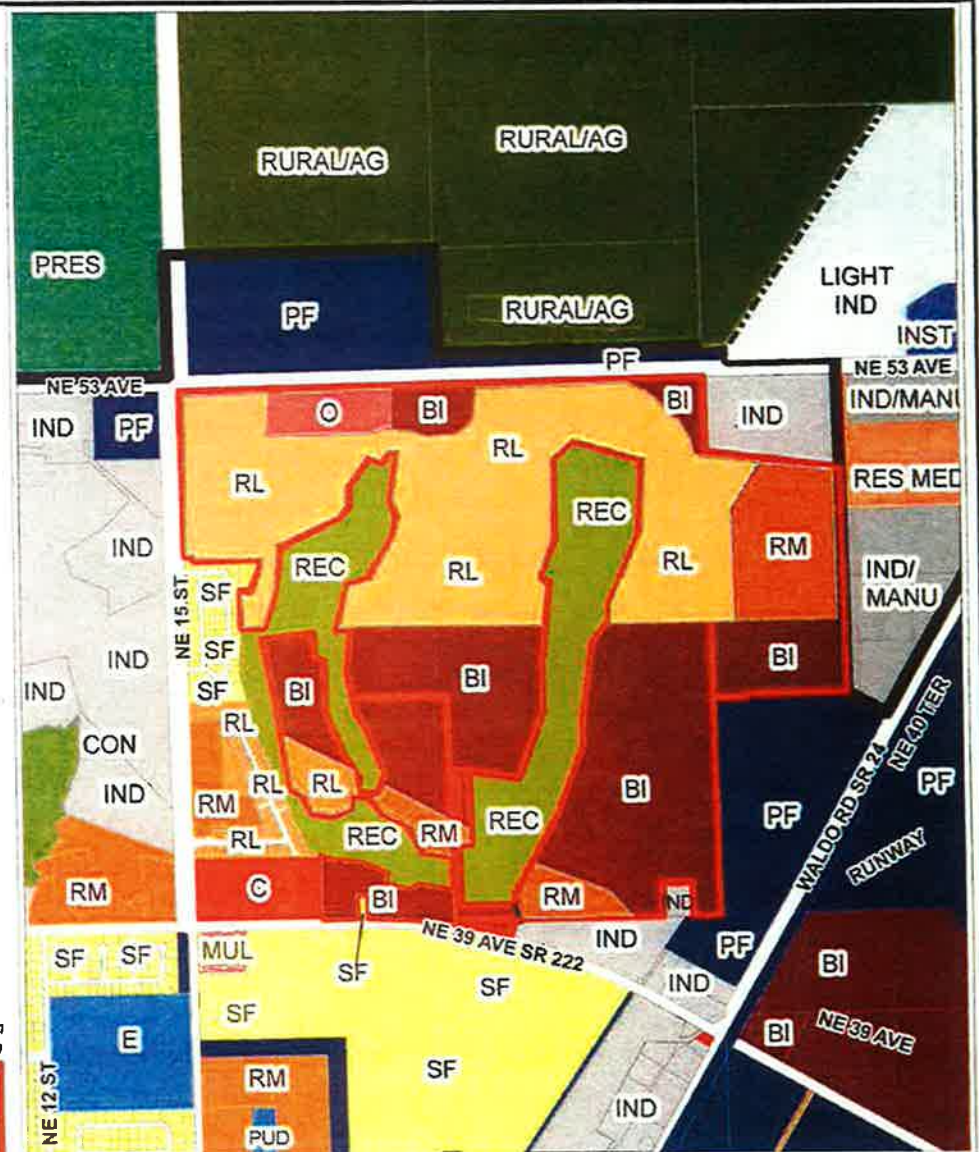
## Alachua County Land Use Designations

Rural/Ag	Rural/Agriculture
Pres	Preservation
Res Med	Residential Medium Density
Inst	Institutional
Light Ind	Light Industrial
Ind/Manu	Industrial and Manufacturing

City of Gainesville—DEO No. 15-2ESR  
Petition No. PB-15-44 LUC  
Legislative Matter No. 150111

----- Division line between two land use categories  
— City Limits

Area  
under petition  
consideration



## PROPOSED LAND USE

 No Scale	Name	Petition Request	Petition Number
	eda engineers-surveyors-planners, inc., agent for East Gainesville Development Partners, LLC	Amend the City of Gainesville FLUM from PUD to RL, RM, O and BI	PB-15-44 LUC



**Note to codifier: Future Land Use policies need to be renumbered to reflect the deletion of this policy.**

~~Policy 4.3.5 — Due to the unique infrastructure and environmental constraints of the Hatchet Creek Planned Use District (the "PUD"), as depicted on the map labeled Hatchet Creek PUD Area in the Future Land Use Map Series A, the PUD shall be governed by the following conditions:~~

- ~~a. — The residential density and allowable residential uses within the Planned Use District is a maximum of 1,200 residential units and 300 Assisted Living Facility (ALF) beds.~~
- ~~b. — The non-residential and non-ALF intensity and allowable non-residential and non-ALF uses within the PUD is a maximum of 200,000 square feet of non-residential uses. This 200,000 square feet may be used for any combination of the following: up to 100,000 square feet of retail space, up to 100,000 square feet of office space and any remaining square footage for the Business Industrial uses that are specified in the Planned Development ("PD") zoning ordinance. In addition, the PUD may include accessory uses customarily and clearly incidental to a residential community, such as recreational facilities, and may include parks, open space, conservation, open space buffers and mitigation areas. Any accessory uses shall be for the exclusive use of the residents of the PUD and their guests and shall be specified in the PD zoning ordinance.~~
- ~~c. — The actual amount and types of residential units, ALF beds, and non-residential development area will be specified in the PD zoning ordinance as limited by the city, county and state development restrictions and constraints, including but not limited to, wetlands and surface water regulations, wellfield protection, floodplain requirements, concurrency and airport hazard zoning regulations.~~
- ~~d. — The allowable uses within the PUD shall be restricted as described below and as more specifically provided in the PD zoning ordinance. For purposes of this PUD, the 60-75 DNL Noise Contour is the area depicted as the 60 DNL Noise Contour, the 65 DNL Noise Contour, the 70 DNL Noise Contour and the 75 DNL Noise Contour on Attachment 3 to the Appendix F Airport Hazard Zoning Regulations; Chapter 30, Gainesville Code of Ordinances adopted on December 3, 2009 by Ordinance 090384. A copy of Attachment 3 is attached hereto as Exhibit "B," which consists of the map entitled "Airport Noise Zone Map — City of Gainesville" prepared by the City of Gainesville Planning Department GIS Section 08/09. The source of the map is the Pt. 150 Study 2012 Noise Exposure Map, as stated on the map.~~

1. ~~Within the 60-75 DNL Noise Contour, subject to the Airport Hazard Zoning Regulations:~~
  - (a) ~~No residential development, including ALF beds, is allowed.~~
  - (b) ~~Non-residential (retail, office and accessory uses to residential) development is allowed, as well as recreational facilities as accessory uses that are customarily and clearly incidental to a residential community or parks, open space, conservation, open space buffers and mitigation areas; except that on lands with the underlying land use designation of Industrial, the non-residential development shall be limited to certain Business Industrial (BI) zoning uses that are specified in the PD zoning ordinance.~~
2. ~~Outside of the 60-75 DNL Noise Contour, subject to the Airport Hazard Zoning Regulations, to the extent same are applicable:~~
  - (a) ~~Residential development, including ALF beds, is allowed.~~
  - (b) ~~Non-residential (retail, office and accessory uses to residential) development is allowed, as well as recreational facilities as accessory uses that are customarily and clearly incidental to a residential community or parks, open space, conservation, open space buffers and mitigation areas.~~
- e. ~~All non-residential areas in the PUD shall be connected to the residential areas in the PUD by an interior roadway system and/ or a pedestrian/bicycle/golf cart system. All pedestrian sidewalk systems in the PUD shall comply with the Florida Accessibility Code for Building Construction requirements.~~
- f. ~~A current and complete wetlands survey for the entire property shall be submitted to the City of Gainesville and to the St. Johns River Water Management District at the time of application for PD zoning. Formal approval of wetland delineations for the entire property by the water management district is required prior to the public hearing on the PD zoning petition by the City Plan Board.~~
- g. ~~All direct impacts to jurisdictional wetlands, wetland buffers, and regulated creeks shall be avoided to the extent practicable. All~~

~~unavoidable, direct wetland and creek impacts shall be mitigated in accord with applicable City of Gainesville and water management district requirements. Any required on-site mitigation will be part of and will not supersede other wetland mitigation requirements of the Comprehensive Plan, Land Development Code, and the water management district. There shall be no net loss of wetland acreage and function within the PUD. In addition, if wetland impacts are proposed at the time of application for PD zoning or a subsequent application for development approval, the owner/developer shall submit a plan for improvement of surface water and wetland function within the Planned Use District and, subject to City review and approval, the plan of improvement shall be incorporated into the PD zoning ordinance or subsequent development approval.~~

- ~~h. All pedestrian and/or bicycle pathways, trails, and sidewalks shall be located outside of wetland buffer areas and outside of creek buffer areas, except as may be established and shown for good cause by the owner/developer and then provided for in the PD zoning ordinance.~~
- ~~i. Protection of the State-listed animal species Gopher tortoise (*Gopherus polyphemus*) listed as a Species of Special Concern in Rule 68A-27.005, F.A.C., located in the remnant sandhills east of the Ironwood Golf Course, and documented in the applicant's Hatchet Creek Planned Use District Report dated March 2007, is required and shall be established in the PD zoning ordinance. Protection of the documented population may be accomplished by establishing a designated protection area in the PD zoning ordinance that meets all applicable requirements of the City's Land Development Code and all applicable requirements of the Florida Administrative Code.~~
- ~~j. The owner/developer shall submit a report (in accordance with the requirements of the environmental regulations in the City's Land Development Code) with the application for PD zoning. As part of this report, the highest quality uplands shall be delineated and development within these high quality areas shall be restricted.~~
- ~~k. The application for PD district zoning shall include requirements for the use of native vegetation landscaping and for the removal of invasive trees and shrubs.~~
- ~~l. A master stormwater management plan for the entire PUD shall be prepared by the owner/developer. The plan shall include provisions for protecting the water quality of Little Hatchet Creek, particularly with respect to stormwater runoff from any future development within the planned use district. A conceptual master stormwater management plan application shall be submitted at the time of application for PD~~



~~zoning. The subsequent master stormwater management plan must be approved by the City Manager or designee prior to final development plan approval. The master stormwater management plan for the project shall be modified for undeveloped phases in order to comply with the statewide water quality rule once it is adopted. The water quality leaving the site shall be addressed in the PD zoning ordinance.~~

- ~~m. Buffer and setback requirements for the wetlands and creeks in the PUD shall be specified in the PD zoning ordinance and shall be in accordance with the environmental regulations in the City's Land Development Code, based upon review of the required report that shall be submitted with the application for PD zoning.~~
- ~~n. Buffer requirements pertaining to adjacent uses (including the municipal golf course) will be provided by the owner/developer in the application for PD zoning and, subject to City review and approval, shall be included in the PD zoning ordinance. These buffers shall be designed to minimize the impact on and adequately buffer the adjacent uses.~~
- ~~o. The PUD shall not vest the development for concurrency. The owner/developer is required to apply for and meet concurrency management certification requirements at the time of application for PD zoning.~~
- ~~p. Internal roadways shall be designed to provide for bicycle and pedestrian access and connectivity, and shall include traffic calming (low design speed) methods (e.g., speed tables, speed humps, "neck-downs", roundabouts) acceptable to the City of Gainesville in accordance with the traffic calming practices outlined by the Institute of Transportation Engineers.~~
- ~~q. Sidewalks shall be provided on all internal streets. Sidewalk connections shall be made from the internal sidewalk system to the existing and planned public sidewalks along the development frontage. All sidewalks and sidewalk connections shall be a minimum of 5 feet in width, except as may be established and shown for good cause by the owner/developer and then provided for in the PD zoning ordinance.~~
- ~~r. The PUD shall provide for transit access (either on-site or on abutting roadways) and shall include construction of an appropriate number of transit shelters, as determined at the PD zoning stage and specified in the PD zoning ordinance.~~

- s. ~~A limited number of drive-through facilities shall be allowed on the street frontages of NE 53rd Avenue and NE 39th Avenue as determined at the PD zoning stage and specified in the PD ordinance. No direct access from NE 39th Avenue or NE 53rd Avenue shall be allowed for these drive-through facilities. All access to the drive-through facilities shall be from the internal roadway system (the internal roadway system shall include public and private roads and internal driveway systems) in the PUD. Additional drive-through facilities that are entirely internal to the PUD shall be determined in the PD zoning ordinance. The PD zoning ordinance shall specify the design criteria for all drive-through facilities and shall include a phasing schedule to ensure a mix of drive-through facilities, residential uses, and other commercial/office uses in the planned use district. The trip generation associated with drive-through facilities shall limit the total number of drive-through facilities such that the total maximum trip generation shown for the 100,000 square feet of shopping center use as calculated by the traffic study dated 4/3/08 (prepared by GMB Engineers & Planners, Inc.) as updated 11/19/09 by MPH Transportation Planning, Inc. is not exceeded for the PUD.~~
- t. ~~A maximum of two access points, unless additional access points are approved by the FDOT and the City of Gainesville, shall be allowed along NE 39th Avenue, subject to the final approval of FDOT. Any proposed reconfiguration of the existing road connection to the Ironwood Golf Course is subject to FDOT and City approval at the PD zoning stage. Boulevard type driveways with the ingress/egress split by a landscaped median and other entry type features shall count as a single access point. These access points shall be specified in the PD zoning ordinance.~~
- u. ~~A maximum of two access points shall be allowed along NE 53rd Avenue unless additional access points are approved by Alachua County and the City of Gainesville, in accordance with the Alachua County Access Management regulations, and the locations shall be included in the PD zoning application. All access points are subject to Alachua County and City of Gainesville approval at the planned development zoning stage and shall be specified in the PD zoning ordinance. To minimize traffic impacts from the Hatchet Creek PUD on NE 53rd Avenue, the access points on NE 53rd Avenue shall be interconnected with the internal public or private road system in the Hatchet Creek development. The private road system interconnections shall be interpreted to include internal driveway systems.~~
- v. ~~A maximum of one access point shall be allowed along NE 15th Street. Any proposed access point along NE 15th Street shall be included in the planned development district zoning application. Any~~



~~proposed access point is subject to City of Gainesville approval at the planned development zoning stage, and shall be specified in the PD zoning ordinance.~~

- ~~w. Additional, limited emergency access will be allowed if the need for such is identified and the access is approved by local government agencies that provide the emergency service(s), and shall be specified in the PD zoning ordinance.~~
- ~~x. Prior to the application for PD zoning related to the planned use district, a major traffic study shall be submitted that meets the specifications provided by FDOT, Alachua County, and the City of Gainesville, and the traffic methodology used in the study shall be agreed to in a letter between the City, and the owner/developer. Any traffic studies undertaken by the owner/developer prior to the signed methodology letter with the City of Gainesville may be unilaterally rejected by the City.~~
- ~~y. Prior to the application for PD zoning related to the Hatchet Creek planned use district, a signal warrant analysis for the intersection of NE 53rd Avenue/NE 15th Street and for the project driveway at NE 39th Avenue shall be submitted as part of the major traffic study requirements. The specifications for the signal warrant analyses shall be part of the traffic methodology letter that will be signed with the City of Gainesville. The owner/developer shall be responsible for the costs of any new traffic signals that are warranted as a result of the development's site related impacts, and the costs shall not be counted toward meeting the transportation mobility requirements in effect at the time of application.~~
- ~~z. The owner/developer shall be responsible for the costs associated with tying a new traffic signal at the proposed entrance to the community on NE 39th Avenue into the Traffic Management System to ensure that the new signal communicates with the system, if and when such new traffic signal is installed.~~
- ~~aa. The following shall be executed and delivered to the City prior to approval of a development plan, prior to recording of a final plat, or prior to issuance of a building permit, whichever first occurs: (1) Avigation and clearance easements granting the City and owner/operator of the Gainesville Alachua County Regional Airport Authority, and their respective successors and assigns, the right to continue to operate the airport despite potential nuisance effects upon residential and any other uses that are established by this PUD and/or by the required PD zoning ordinance; (2) Notice to Prospective Purchasers and Lessees of potential aircraft overflights and noise~~

impacts; and (3) Declaration of Restrictive Covenants to address the property's proximity to the Airport and the imposition of local, state and federal regulations. The easements, notice and declaration shall be in a form acceptable to the City Attorney and airport authority and shall be executed and recorded by the property owner. In addition, a copy of the Notice shall be given to prospective purchasers or lessees at the time of contract or lease negotiations.

- bb. — All residential and non-residential development shall be constructed to achieve an outdoor to indoor noise level reduction (NLR) as specified in Appendix F— Airport Hazard Zoning Regulations, Chapter 30 of the Gainesville Code of Ordinances in effect at the time of application for a building permit.
- cc. — The owner/developer shall fund any potable water and/or wastewater capacity improvements that are based on the PUD demands so that the adopted levels of service in the Potable Water/Wastewater Element of the City's Comprehensive Plan are maintained. The owner/developer shall sign a binding letter of agreement with the City to ensure that the funding will be available to make the required improvements.
- dd. — At the time of application for PD zoning, the owner/developer shall provide design standards generally consistent with traditional design concepts (such as pedestrian scale, parking located to the side or rear of buildings, narrow streets, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, and formal landscaping along streets and sidewalks) for all residential and non-residential uses in the PUD and, subject to City review and approval, those standards shall be specified in the PD zoning ordinance.
- ee. — This PUD does not permit or allow any development that would constitute a development of regional impact or any development that would require a development of regional impact review. Any PD zoning application or any application for proposed development that exceeds the development of regional impact thresholds shall be required to follow the procedures as defined in Chapter 380, F.S. and applicable regulations of the Florida Administrative Code.
- ff. — The PUD shall not be a gated community. Security features, if any, shall be addressed in the PD zoning application and specified in the PD zoning ordinance.
- gg. — The development shall be required to meet any transportation mobility requirements in effect at the time of application for development review. The developer shall provide any transportation modifications

~~that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.~~





THIS MAP TO BE DELETED

150113D  
EXHIBIT B-1



## FUTURE LAND USE ELEMENT

Hatchet Creek PUD and  
Underlying Future Land Use

-  Hatchet Creek PUD
- Underlying Future Land Use**
-  Single Family
-  Industrial
-  Recreation

**City of Gainesville, Florida**

Prepared by Planning and  
Development Services  
March 2013

0 487.5 975 Feet



PB-15-55 CPA

**EXCERPTS FROM THE  
CITY COMPREHENSIVE PLAN**



## Goals, Objectives & Policies



# Transportation Mobility Element

**OVERALL GOAL: ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT, REDEVELOPMENT, AND QUALITY OF LIFE, THAT IS SENSITIVE TO CULTURAL AND ENVIRONMENTAL AMENITIES, AND THAT IMPLEMENTS THE VISION OF THE “YEAR 2035 LONG RANGE TRANSPORTATION PLAN” WITHIN THE CITY OF GAINESVILLE. THE TRANSPORTATION SYSTEM SHALL BE DESIGNED TO MEET THE NEEDS OF PEDESTRIANS, BICYCLISTS, TRANSIT, AND AUTO USERS. SAFETY AND EFFICIENCY SHALL BE ENHANCED BY LIMITATIONS AND CARE IN THE LOCATIONS OF DRIVEWAYS, PROVISION OF SIDEWALK CONNECTIONS WITHIN DEVELOPMENTS, AND AN OVERALL EFFORT TO ENHANCE AND ENCOURAGE PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS, AND SIDEWALKS OF ADEQUATE WIDTHS. BASIC TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATION-DISADVANTAGED RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES, AND BASIC SERVICES.**

### **GOAL 1**

#### **ADOPT TRANSPORTATION MOBILITY LEVELS OF SERVICE.**

**Objective 1.1      The City shall adopt the following transportation mobility levels of service (LOS). These levels of service are solely for planning purposes and are not used to apply transportation concurrency.**

**Policy 1.1.1      Roadway LOS:**



Goals,  
Objectives  
& Policies

**Florida Department of Transportation and the Metropolitan Transportation Planning Organization.**

- Policy 9.3.1      The City shall ensure that future aviation projects and the Airport Industrial Park are integrated with the City's transportation system.
- Objective 9.4      Coordinate airport growth with appropriate aviation or other related organizations.**
- Policy 9.4.1      The City shall collaborate with the Gainesville-Alachua County Regional Airport Authority on all of its aviation projects.
- Policy 9.4.2      The Gainesville-Alachua County Regional Airport Authority shall coordinate with the City, the Federal Aviation Administration, the Florida Department of Transportation, North Central Florida Regional Planning Council, the Continuing Florida Aviation System Planning Process, and other appropriate agencies on all of its aviation projects.

**GOAL 10**

**IMPLEMENT A TRANSPORTATION MOBILITY PROGRAM THAT PROMOTES AND ENHANCES:**

- A.      URBAN REDEVELOPMENT;**
  - B.      INFILL DEVELOPMENT;**
  - C.      A VARIETY OF TRANSPORTATION CHOICES AND OPPORTUNITIES INCLUDING AUTOMOTIVE, PEDESTRIAN, BICYCLE AND TRANSIT;**
  - D.      THE CITY'S ECONOMIC VIABILITY;**
  - E.      DESIRABLE URBAN DESIGN AND FORM;**
  - F.      A MIX OF RESIDENTIAL AND NON-RESIDENTIAL USES;**
  - G.      STREETSCAPING/LANDSCAPING OF ROADWAYS WITHIN THE CITY; AND**
  - H.      PEDESTRIAN AND BICYCLIST COMFORT, SAFETY AND CONVENIENCE.**
- Objective 10.1      The Gainesville Transportation Mobility Program Area (TMPA) shall include all property within city limits (although the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category) and shall be subdivided into designated Zones A, B, C, D, E and M as mapped in the Transportation Mobility Element Data and Analysis Report and in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department website.**





Goals,  
Objectives  
& Policies

- Policy 10.1.1 All property within city limits is included in the Gainesville Transportation Mobility Program Area (TMPA); however, the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category. When annexed properties are designated with a City land use category, they shall be assigned to the most physically proximate TMPA zone as mapped in the Transportation Mobility Element Data and Analysis Report and in the GIS Map Library on the City's Planning and Development Services Department website.
- Policy 10.1.2 All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.
- Policy 10.1.3 Zone A shall promote redevelopment and infill in the eastern portion of the City and the area near the University of Florida. Except as shown in Policy 10.1.4 and Policy 10.1.14, funding for multi-modal transportation in Zone A shall be provided to the maximum extent feasible by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds.
- Policy 10.1.4 For any development or redevelopment within Zone A, the developer shall provide the following transportation mobility requirements. The developer shall provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.
- a. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage;
  - b. Cross-access connections/easements or joint driveways, where available and economically feasible;
  - c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities, and/or transit shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement between the property owner and the City for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding of land or conveyance of easements. The License Agreement term shall be for a minimum of 10 years;
  - d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined



Goals,  
Objectives  
& Policies

in the Access Management portion of the Land Development Code;  
and

- e. Safe and convenient on-site pedestrian circulation, such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

**Policy 10.1.5** For any development or redevelopment within Zones B, C, D, E, or M, the developer shall provide all of the items listed in Policy 10.1.4 and shall provide the transportation mobility requirements as specified in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14, as applicable. The developer shall also provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

**Policy 10.1.6** For any development or redevelopment within Zone B, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

<b>Net, New Average Daily Trip Generation</b>	<b>Number of Criteria That Shall Be Met</b>
50 or less	At least 1
51 to 100	At least 2
101 to 400	At least 3
401 to 1,000	At least 5
1,001 to 5,000	At least 8

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



# North Central Florida Strategic Regional Policy Plan

October 2011

This document has been prepared with financial assistance from the Florida  
Department of Community Affairs

North Central Florida Regional Planning Council  
2009 NW 67th Place  
Gainesville, Florida 32653-1603  
352.955.2200

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





## Chapter V: Regional Transportation

### A. Conditions and Trends

#### 1. Introduction

The region is served by four public transit system service providers, two major and three shuttle/commuter air carriers, one passenger and three freight rail systems, one bus line, and the regional road network. Due to its rural nature, north central Florida is heavily dependent upon automobile and truck transportation. Generally, the existing motor vehicle ground transportation and rail freight transportation systems are adequate.

#### 2. Public Transit

Public transit is lightly utilized in north central Florida. The Gainesville Regional Transit System is the region's only community with a fixed-route public transit system. Paratransit services are available throughout the region provided by Big Bend Transit, Inc., the Suwannee River Economic Council, A & A Transport, MV Transportation, and Suwannee Valley Transit Authority. The Gainesville Regional Transit System also provides paratransit services in Alachua County. Intercity bus transportation is provided by Greyhound Bus Lines. The carrier stops in the following north central Florida municipalities: Gainesville, Hawthorne (bus stop), Waldo (bus stop), Starke, Lake City, and Perry.<sup>1</sup>

The region's rural character and low population density does not easily lend itself to the provision of public transit systems. Correspondingly, only a small percentage of the region's population use public transit. As indicated in Table 5.1 only 1.5 percent of year 2000 north central Florida workers age 16 and over reported using public transportation as their means of transportation to work. Alachua County, which includes Gainesville's fixed-route bus system, had the highest percentage of workers using public transit at 2.4 percent. Lafayette County reported the lowest usage at 0.0 percent. The table also reveals a decline in public transit usage between 1990 and 2000.

<sup>1</sup>Greyhound Bus Lines, Inc., July 8, 2009, <http://www.greyhound.com/home/TicketCenter/en/locations.asp?state=fl>



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;

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





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 receive 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;

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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



b. Developments of Regional Impact

Table 5.18 below summarizes Regional Policies 5.1.5 and 5.1.6.

**TABLE 5.18**  
**SUMMARY OF REGIONAL PLAN POLICIES 5.1.5 THROUGH 5.1.6**  
**DEVELOPMENTS OF REGIONAL IMPACT**

Area	Local Government Comprehensive Plans Containing Transportation Planning Best Practices	Regional Plan Determination of Impacts
Municipalities, Urban Service Areas, Urban Development Areas	Yes	Local Comprehensive Plan Level of Service Standard
Municipalities, Urban Service Areas, Urban Development Areas	No	Local Comprehensive Plan Level of Service Standard
Rural Areas	Yes	Local Comprehensive Plan Level of Service Standard
Rural Areas	No	Local Comprehensive Plan Level of Service Standard

Source: North Central Florida Regional Planning Council, 2011.

**Policy 5.1.5.** The significant and adverse transportation impacts to the Regional Road Network created by a Development of Regional Impact shall be considered adequately mitigated where the local government development order contains conditions which either maintain the minimum level of service standard established in local government comprehensive plans for all significantly and adversely impacted portions of the Regional Road Network consistent with Section 380.06, Florida Statutes, or where the local government development order mitigates impacts to the Regional Road Network through the use of proportionate share consistent with Section 163.3184, Florida Statutes, and Rule 9J-2.045, Florida Administrative Code.

**Policy 5.1.6.** For purposes of Policy 5.1.5, the minimum level of service standard for the Regional Road Network shall be as established in local government comprehensive plans.

**Policy 5.1.7.** All proportionate share funds generated by anticipated significant and adverse impacts to the Regional Road Network as a result of Developments of Regional Impact shall be used to make transportation modifications identified in the local government development order which benefit the Regional Road Network.

## 2. Coordination and Assistance

**REGIONAL GOAL 5.2.** Coordinate with and assist state agencies, transportation planning organizations and local governments to implement an energy-efficient, interagency coordinated transportation system.

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: 12/10/15  
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 19  
Local Government: City of Fanning Springs  
Local Government Item No.: CPA 15-01  
State Land Planning Agency Item No.: 15-1ER

Date Mailed to Local Government and State Land Planning Agency: 12/11/15 (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 City is amending the text and the Future Land Use Plan Map of the City Comprehensive Plan based on an evaluation completed by the City to reflect changes in state requirements pursuant to Section 163.3191, Florida Statutes. More specifically, the amends the text of the Land Use Element; the Transportation Element; the Housing Element; the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element; the Conservation Element; the Recreation and Open Space Element; the Intergovernmental Coordination Element; the Capital Improvements Element; and the Public School Facilities Element; and the Future Land Use Plan Map Series of the City Comprehensive Plan (see attached excerpts).

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

The City is bisected by the following roads which are identified and mapped in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network: U.S. Highway 19/98/Alternate 27 and State Road 26. Nevertheless, significant adverse impacts are not anticipated to occur to the regional road network as a result of the amendment since it retains Minimum Level of Service Standards for these regional facilities. Additionally, the amendment does not result in any change in intensity or density of use. Finally, the amendment adds policies to the City Transportation Element which implement Transportation Planning Best Practices contained in the regional plan (see attached).

Significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance as identified and mapped in the regional plan. The City is located adjacent to the Suwannee River Corridor as well as Fanning Springs State Park, both of which are identified and mapped as Natural Resources of Regional Significance in the regional plan. However, significant adverse impacts are not anticipated to occur to these Natural Resources of Regional Significance as a result of the amendment as it does not result in any change in intensity or density of use. Finally, the amendment includes a new objective and associated policies to protect Natural Resources of Regional Significance in a manner consistent with the goals and policies of the regional plan. The amendment also includes maps of Natural Resources of Regional Significance which are consistent with the mapped Natural Resources of Regional Significance contained in the regional plan (see attached).

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

The City Comprehensive Plan, as amended, is not anticipated to create significant adverse impacts to adjoining local governments.

**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 THE  
CITY COMPREHENSIVE PLAN AMENDMENT**



## I

### FUTURE LAND USE ELEMENT

#### INTRODUCTION

This Future Land Use Element and Future Land Use Plan map and map series, designates the future general distribution, location and extent of the uses of land within the incorporated areas of the City. The purpose of this Future Land Use Element is to provide for the appropriate distribution of population densities and building and structural densities and intensities. The data collected for this plan element and its analysis contained in the City's Data and Analysis document, are not part of this plan element but provide a basis for its formulation.

The following goal, objectives and policies provide for distribution of future land use, as well as, guidance for such future land use. The focal point around which this Future Land Use Element is centered is the City as a designated urban development area and the uses and density of such uses within this designated area.

#### FUTURE LAND USE GOAL, OBJECTIVES AND POLICIES

GOAL I - IN RECOGNITION OF THE IMPORTANCE OF ENHANCING THE QUALITY OF LIFE IN THE CITY, DIRECT DEVELOPMENT TO THOSE AREAS WHICH HAVE IN PLACE, OR HAVE AGREEMENTS TO PROVIDE, SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.

OBJECTIVE I.1     The City shall ~~adopt land development regulations by June 1, 1992 which~~ **shall** make available or schedule for availability the public facilities for future growth and urban development as development occurs in order to provide for urban densities and intensities within the City.

Policy I.1.1        The City's ~~land development regulations~~ 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 I.1.2        The City's land development regulations shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities:

Lands classified as conservation use are lands devoted to the conservation of the unique natural functions within these lands.

Conservation uses shall be limited to public access, native vegetative community restoration and non-residential and residential uses necessary to manage such conservation lands (i.e., ranger stations, research stations and park amenities).

Agriculturally classified lands are lands, which are predominantly used for crop cultivation, livestock, specialty farms, silviculture areas, and dwelling units; In addition, the processing storage and sale of agricultural products and commodities which are not raised on the premises, riding or boarding stables, commercial kennels, veterinary clinics and animal shelters, group homes, child care centers, home occupations, private clubs and lodges, off-site signs, cemeteries and crematories, and other similar uses compatible with agricultural uses may be approved as special exceptions and be subject to an intensity of less than or equal to 1.0 floor area ratio;

Words **bolded and underlined** have been added.  
Words ~~**bolded and struck through**~~ have been deleted

- Policy I.12.1 The City's ~~land development regulations~~ shall include a provision which requires the developer to submit development plans for all proposed subdivision plats within the drainage basin of any designated priority water body shall be submitted to the Water Management District for review and comment as to the consistency of the proposed development with any approved management plans within such basin prior to development review by the City.
- OBJECTIVE I.13 The City, ~~upon adoption of this Comprehensive Plan,~~ shall require the location of the following essential services, electrical transmission lines and substations, natural gas transmission lines and radio, telecommunication and television antennas and towers, owned or operated by publicly regulated entities, to be approved by the City Council. All other essential services, which are hereby defined to include and be limited to electrical distribution lines, water distribution lines and mains, sanitary sewer collection lines, force mains and lift stations, natural gas distribution lines and mains, telephone lines ~~and substations~~, and cable television lines shall be exempt from any City Approval and shall be permitted in any land use category. All public buildings and grounds, and public facilities not defined as an essential service herein and to be located outside of a public right-of-way or easement shall require an amendment to the Future Land Use Plan Map of designation as a public use.
- Policy I.13.1 The City Council shall use the following criteria in considering for approval the following essential services; electrical transmission lines ~~and substations~~, natural gas transmission lines, and radio, telecommunications and television antennas and towers, owned or operated by publicly regulated entities:
1. No such essential service shall be sited within 500 feet of any single or multi-family residence, group living facilities, school or hospital, said distance to be measured from the centerline of the electrical and natural gas transmission lines, as constructed, or the fenced area of electrical substation. In addition, all radio and telecommunication towers shall also maintain the rated self-collapsing distance from any use listed above.
- Policy I.13.2 The City shall allow electrical substations as a permitted use by right within all land use classifications, except Conservation future land use category and any Historic Preservation Overlay district as depicted on the Future Land Use Plan Map. New distribution electric substations should be constructed to the maximum extent practicable, to achieve compatibility with adjacent and surrounding land uses. The following standards intended to balance the need for electricity with land use compatibility shall apply to new distribution electric substations.
1. In nonresidential areas, the distribution electric substation shall comply with the setback and landscaped buffer area criteria applicable to other similar uses in that district.
  2. In residential areas, a setback of up to 100 feet between the distribution electric substation property boundary and permanent equipment structures shall be maintained, as follows:

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- a. For setbacks between 100 feet and 50 feet, an open green space shall be formed by installing native landscaping, including trees and shrub material. Substation equipment shall be protected by a security fence.
- b. For setback of less than 50 feet, a buffer wall 8 feet high or a fence 8 feet high with native landscaping shall be installed around the substation.

## II

### **TRAFFIC CIRCULATION TRANSPORTATION ELEMENT**

#### INTRODUCTION

A traffic circulation system which provides for the safe and efficient movement of people and goods is needed to support existing and future development. The purpose of this plan element is to identify the types, locations and extent of existing and proposed major thoroughfares and transportation routes in the City and establish a framework for making policy decisions in planning for future transportation needs. The data collected for this plan element and analysis of this data, contained in the Data and Analysis document, are not part of this plan element, but serve to provide a foundation and basis for this portion of the Comprehensive Plan.

The ~~Traffic Circulation~~ **Transportation** Element is closely related to the Future Land Use Element. This is due to the inherent two-way relationship between land use and transportation. Land use patterns directly affect the demand for transportation facilities, with more intensive land uses generating more traffic and requiring greater degrees of accessibility. Conversely, the transportation network affects land use in that access provided by transportation facilities (existing or proposed) influences the use of land located adjacent to these facilities.

In addition to the Future Land Use Element, the ~~Traffic Circulation~~ **Transportation** Element is coordinated and consistent with the remaining plan elements as required by the Local Government Comprehensive Planning and Land Development Regulation Act ~~and accompanying Chapter 9J-5, Florida Administrative Code~~. Further, the City's traffic circulation system does not stop at political boundaries. Therefore, coordination between other local governments is a necessary prerequisite to a functional traffic circulation system. The goal, objectives and policies of the Intergovernmental Coordination Element establish guidelines to be followed which provide for coordination between various governmental entities.

The following goal, objectives and policies of this plan element are intended to serve as the plan for traffic circulation needs. The objectives and policies herein provide a basis for addressing transportation needs within the City.

#### **TRAFFIC CIRCULATION TRANSPORTATION GOAL, OBJECTIVES AND POLICIES**

GOAL II - PROVIDE FOR A ~~TRAFFIC CIRCULATION~~ **TRANSPORTATION** SYSTEM WHICH SERVES EXISTING AND FUTURE LAND USES.

OBJECTIVE II.1      The City shall establish a safe, convenient and efficient level of service standard which shall be maintained for all roadways.

Policy II.1.1      Establish the Service Standards as noted below at peak hour for the following roadway segments within the City as defined within the **most recent version of the** Florida Department of Transportation **"1998 Level of Service Handbook"** **Quality/Level of Service Handbook** prepared by the Florida Department of Transportation, Systems Planning Office.

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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
1	S. R. 26  (from City's north limits to S.R. 55/U.S. 19)	2-U	<del>Florida Intrastate Highway</del>  Minor Arterial	<del>Rural Highway Developed Community</del>	C
2	State Road 55 / U.S. 19  (from City's west limits to City's south limits)	4-D	<del>Florida Intrastate Highway</del>  Principal Arterial	<del>Rural Highway Developed Community</del>	C

U - Undivided roadway.

Policy II.1.2. The City's ~~land development regulations~~ shall **maintain include** provisions to control the number and frequency of connections and access points of driveways and roads to arterial and collector roads.

Policy II.1.3. The City's ~~land development regulations~~ shall require the provision of safe and convenient on-site traffic flow, which includes the provision for vehicle parking.

Policy II.1.4. The City's ~~land development regulations~~ 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.

**Policy II.1.5** **In accordance with Section 163.3180(5)(h)1.c. and 163.3180(5)(h)2. Florida Statutes, the City shall provide a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. However, the landowner shall not be held responsible for contributing to deficient transportation facilities.**

OBJECTIVE II.2 The City shall, ~~by 1992~~, require that all traffic circulation system improvements be consistent with the land uses shown on the future land use plan map.

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- Policy II.2.1 The City shall, as part of the capital improvement scheduling of roadway improvements, review all proposed roadway improvements to determine if such improvement will further the direction of the Future Land Use Plan Element. Where the roadway is operated and maintained by another jurisdictional authority, the City shall notify such jurisdiction, in writing, if any identified roadway improvement plan is not consistent with the provisions of the Future Land Use Plan Element.
- OBJECTIVE II.3 The City shall, ~~by 1992~~, coordinate its traffic circulation planning efforts with the Florida Department of Transportation for consistency with the Department's 5-Year Transportation Plan.
- Policy II.3.1. The City shall, during the capital improvements planning process, review all proposed roadway improvements for consistency with the Florida Department of Transportation's 5-Year Transportation Plan.
- OBJECTIVE II.4 The City shall provide for the protection of existing and future right-of-ways from building encroachment by establishing right-of-way setback requirements for all structures along new or realigned collector and arterial roadways ~~by 1992~~.
- Policy II.4.1 The City's ~~land development regulations~~ shall ~~include~~ **maintain** provisions which require all structures along new or realigned collector or arterial roadways to provide additional setbacks for the future need of additional right-of-way.
- Policy II.4.2 **Properties under the same ownership or those consolidated for development shall be treated as one property for the purposes of access management and shall not receive the maximum potential number of access points for that frontage indicated under minimum access spacing standards.**
- Policy II.4.3 **Large commercial developments shall be required to provide and/or extend nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on arterial streets.**
- Policy II.4.4 **Shopping centers shall be required to provide a unified access and circulation plan and require any out parcels to obtain access from the unified access and circulation system.**
- Policy II.4.5 **Existing lots unable to meet the access spacing standards for arterials shall obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements;**
- Policy II.4.6 **Adequate corner clearance shall be maintained at crossroad intersections with arterials.**
- Policy II.4.7 **The City shall encourage cross-access connections easements and joint driveways, where available and economically feasible.**



## V

### CONSERVATION ELEMENT

#### INTRODUCTION

The following goal, objectives and policies constitute the Conservation Element providing for the promotion of the conservation, use and protection of the City's natural resources. The data collected for this plan element and analysis of this data, contained in the City's Data and Analysis document, are not part of this plan element, but serve to provide a foundation and basis for the formulation of this portion of the Comprehensive Plan.

Conservation uses are defined as activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and within this plan includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, or protection of vegetative communities or wildlife habitats.

The Future Land Use Plan map addresses conservation future land use as defined above. The conservation future land use category shown on the Future Land Use Plan map identifies public lands which have been designated "conservation" for the purpose of protecting natural resources or environmental quality. At present, there are no conservation uses within the City. Therefore, until such time as there are publicly owned areas which are designated for the protection of a natural resource, this category, although listed, will not be shown on the Future Land Use Plan Map.

The Future Land Use Plan map series includes the identification of flood prone areas, wetlands, existing and planned waterwells, rivers, bays, lakes, minerals and soils, which are land cover features, but are not land uses. Therefore, although these natural resources are identified within the Future Land Use Plan map series, they are not designated on the Future Land Use Plan map as conservation areas. However, the constraints on future land uses of these natural resources are addressed in the following goal, objective and policy statements.

#### CONSERVATION GOAL, OBJECTIVES AND POLICIES

GOAL V - CONSERVE, THROUGH APPROPRIATE USE AND PROTECTION, THE RESOURCES OF THE CITY TO MAINTAIN THE INTEGRITY OF NATURAL FUNCTIONS.

OBJECTIVE V.1      The City's ~~land development regulations, by 1992~~ shall protect air quality through the appropriate siting of development and associated public facilities.

Policy V.1.1      The City's ~~land development regulations~~ shall require that all appropriate air quality permits are obtained prior to the issuance of development orders, so that minimum air quality levels established by the Florida Department of Environmental Regulation Protection are maintained in the City.

OBJECTIVE V.2      The City shall ~~include within the land development regulations, by 1992,~~ maintain provisions to provide for the conservation, use and protection of the quality and quantity of current and projected water sources, water recharge areas and potable water wells.

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- Policy V.2.1            The City shall as part of the development review process require the coordination of development plans with the Florida Department of Environmental **Regulation Protection** and the Water Management District to assist in monitoring uses which may impact the City's current and projected water sources.
- Policy V.2.2            The City's ~~land development regulations~~ shall prohibit uses within or adjacent to the water resources of the City which would violate water quality anti-degradation rules established by the Florida Department of Environmental **Regulation Protection**.
- Policy V.2.3            The City shall identify and make recommendations, where appropriate, for the purchase of environmentally sensitive lands under the Conservation and Recreation Lands Program or Save Our Rivers Program.
- Policy V.2.4            The City's ~~land development regulations~~ shall require a 35-foot natural buffer around all wetlands and prohibit the location of residential, commercial and industrial land uses within the buffer areas, but allow resource-based recreational activities within buffer areas.
- Policy V.2.5            The City shall, through the development review process, require that post-development runoff rates and pollutant loads do not exceed pre-development conditions.
- Policy V.2.6            The City's ~~land development regulations~~ shall require all new development to maintain the natural functions of environmentally sensitive areas, including but not limited to wetlands and 100-year floodplains, so that the long term environmental integrity and economic and recreational value of these areas is maintained.
- Policy V.2.7            The City's ~~land development regulations~~ shall regulate development within 100-year floodplains in order to maintain the flood-carrying and flood storage capacities of the floodplains and reduce the risk of property damage and loss of life.
- Policy V.2.8            The City's ~~land development regulations~~ shall conserve wetlands by prohibiting any development or dredging and filling which would alter their natural functions. If no other alternative for development exists, mitigation will be considered as a last resort using criteria established within ~~Chapter 17-312, Rules the rules~~ of the Florida Department of Environmental **Regulation Protection**.
- Policy V.2.9            The City shall support the Water Management District in their conducting of water conservation programs by assisting with public information programs for water use restrictions in the case of a water shortage.
- Policy V.2.10           The City shall comply with the plans of the Water Management District for the emergency conservation of water sources through assisting the Water Management District with public information programs for any water use restrictions in the case of water shortage.

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- Policy V.2.11      The City's ~~land development regulations~~ shall require a 50-foot regulated natural buffer adjacent to all perennial rivers, streams and creeks and prohibit the location of residential, commercial and industrial land uses within the buffer areas, but allow resource-based recreational activities within buffer areas.
- Policy V.2.12      The City shall, as part of the development review process, limit development to low density and non-intensive uses in prime aquifer recharge areas, designated by the Water Management District, in order to maintain the natural features of these areas.
- Policy V.2.13      The City shall as part of the development review process require the maintenance of the quantity and quality of surface water runoff within freshwater stream to sink watersheds by prohibiting any development which may diminish or degrade the quality and quantity of surface water runoff within the City.
- Policy V.2.14      The City, prior to granting approval of a site and development plan, for construction or expansion shall require that all hazardous waste generators and facilities are duly permitted as required by Chapter 403, Florida Statutes, by the Florida Department of Environmental **Regulation Protection**. In addition, the City, prior to the issuance of a certificate of land development regulation compliance, shall require that all existing hazardous waste facilities or uses which generates hazardous waste show proof of such permit prior to a change in occupancy.
- OBJECTIVE V.3      The City shall include within the land development regulations for development review, provisions for the conservation, use and protection of soils, minerals, and native vegetative communities, ~~by 1992~~.
- Policy V.3.1      The City shall require within the land development regulations that any mining permit be coordinated with the Florida Department of **Natural Resources-Environmental Protection** so that mineral resources are conserved and used appropriately.
- Policy V.3.2      The City shall review topographic, hydrologic and vegetative cover factors during the development review process in order to protect and conserve the natural functions of soils.
- Policy V.3.3      The City shall require within the development review process that multiple use of forest resources where appropriate, be required to provide for recreation, wildlife habitat, watershed protection, erosion control and maintenance of water quality.
- Policy V.3.4      The City shall cooperate with adjacent local governments and other governmental entities, research and interest groups to conserve and protect, from destruction by development activities, unique vegetative communities located within the City and adjacent local government jurisdictions.
- OBJECTIVE V.4      The City shall include within the site and development plan approval process, ~~by 1992~~, provisions for the location and use of screens and buffers to preserve wildlife and wildlife habitats.

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- Policy V.4.1            The City shall cooperate with the ~~Florida Game and Fresh Water Fish Commission~~ **Florida Fish and Wildlife Conservation Commission** in the monitoring and inventorying of wildlife and wildlife habitats within the City.
- Policy V.4.2            The City shall assist in the application and compliance with all Federal and state regulations which pertain to endangered and rare species.
- Policy V.4.3            The City shall consult with the ~~Florida Game and Fresh Water Fish Commission~~ **Florida Fish and Wildlife Conservation Commission** prior to the issuance of a development order where there is an indication that such issuance would result in an adverse impact to any endangered or rare species.
- Policy V.4.4            The City shall cooperate with the Florida Department of ~~Natural Resources Protection~~ **Protection** in the inventorying and monitoring aquaculture activities within the City.
- Policy V.4.5            The City shall address, during the development review process, the mitigation of development activities within environmentally sensitive areas by prohibiting any development or dredging and filling which would alter their natural functions. If no other alternative for development exists, mitigation will be considered as a last resort using criteria established within ~~Chapter 17-312, Rules Part IV of Chapter 373, Florida Statutes of the Florida Department of Environmental Regulation.~~

**OBJECTIVE V.5** **The City, in order to protect significant natural resources in a manner which is in conformance with and furthers the North Central Florida Strategic Regional Policy Plan, as amended October 27, 2011, hereby adopts the following maps as they apply to the City as part of the Future Land Use Map Series of this Comprehensive Plan;**

- 1. Regionally Significant Natural Resources - Ground Water Resources, dated October 27, 2011;**
- 2. Regionally Significant Natural Resources - Natural Systems, dated October 27, 2011;**
- 3. Regionally Significant Natural Resources - Planning and Resource Management Areas, dated October 27, 2011;**
- 4. Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated October 27, 2011; and**
- 5. Regionally Significant Natural Areas - Surface Water Resources, dated October 27, 2011.**

**The following policies provide direction for the use of these maps in applying the referenced policies of this Comprehensive Plan.**

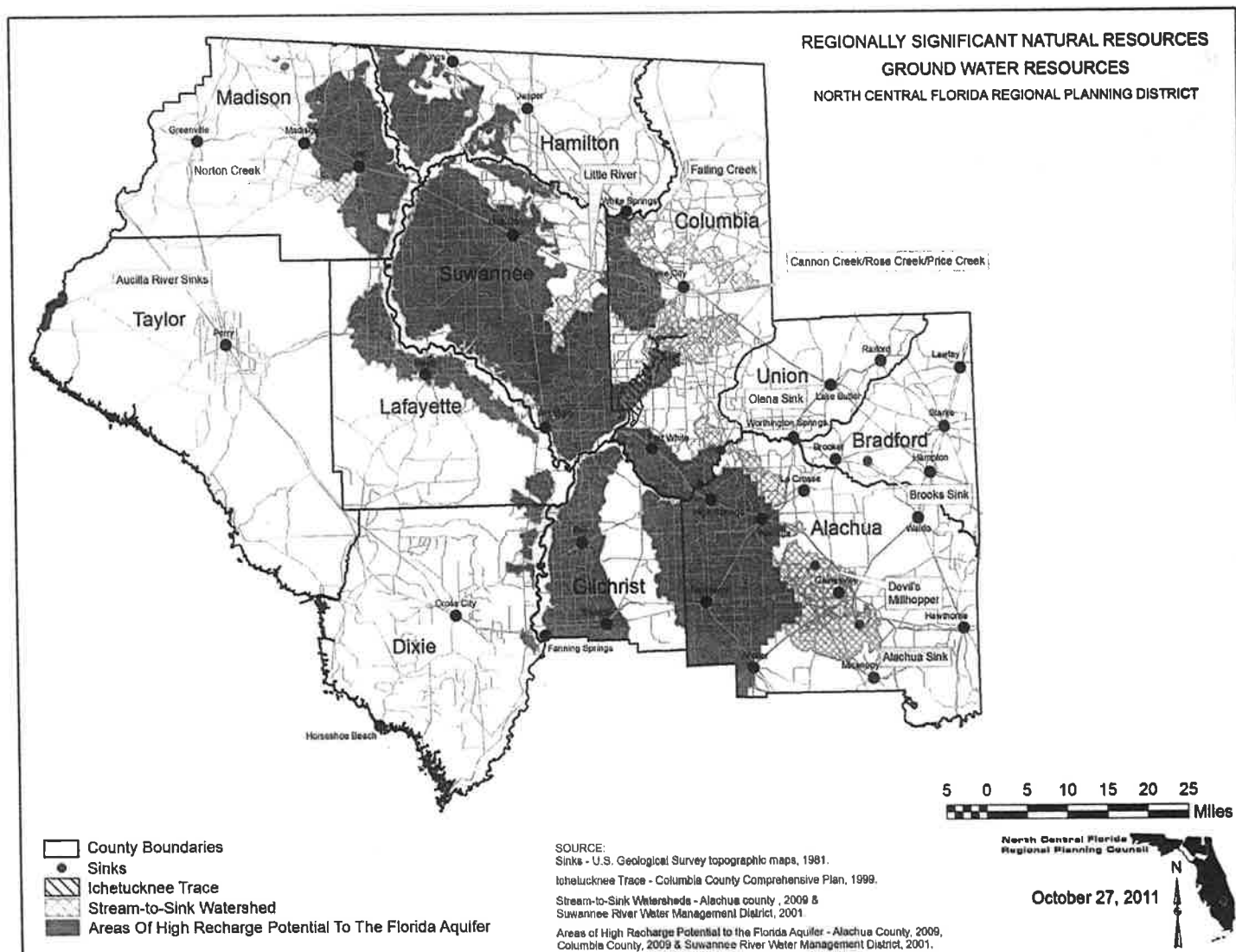
**Policy V.5.1**            **The map entitled Regionally Significant Natural Resources - Ground Water Resources, dated October 27, 2011, included within the Future Land Use Map Series, identifies groundwater resources for the application of the provisions of the high groundwater aquifer protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan.**

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- Policy V.5.2**      **The map entitled Regionally Significant Natural Resources - Natural Systems, dated October 27, 2011, included within the Future Land Use Map Series, identifies listed species for the application of the provisions the critical wildlife habitat policy of this element.**
- Policy V.5.3**      **The maps entitled Regionally Significant Natural Resources - Planning and Resource Management Areas, dated October 27, 2011, included within the Future Land Use Map Series, identifies state owned regionally significant lands for application of the provisions of the conservation land use policy of the Future Land Use Element of this Comprehensive Plan.**
- Policy V.5.4**      **The maps entitled Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated October 27, 2011, included within the Future Land Use Map Series, identifies surface water management improvement water bodies for the application of the provisions of the surface water runoff policy of this element.**
- Policy V.5.5**      **The map entitled Regionally Significant Natural Areas - Surface Water Resources, dated October 27, 2011, included within the Future Land Use Map Series, identifies surface water resources for the application of the provisions of the surface water and riverbank protection policies of this element.**

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**ILLUSTRATION A - XIVa**  
**REGIONALLY SIGNIFICANT NATURAL RESOURCES**  
**GROUNDWATER RESOURCES**

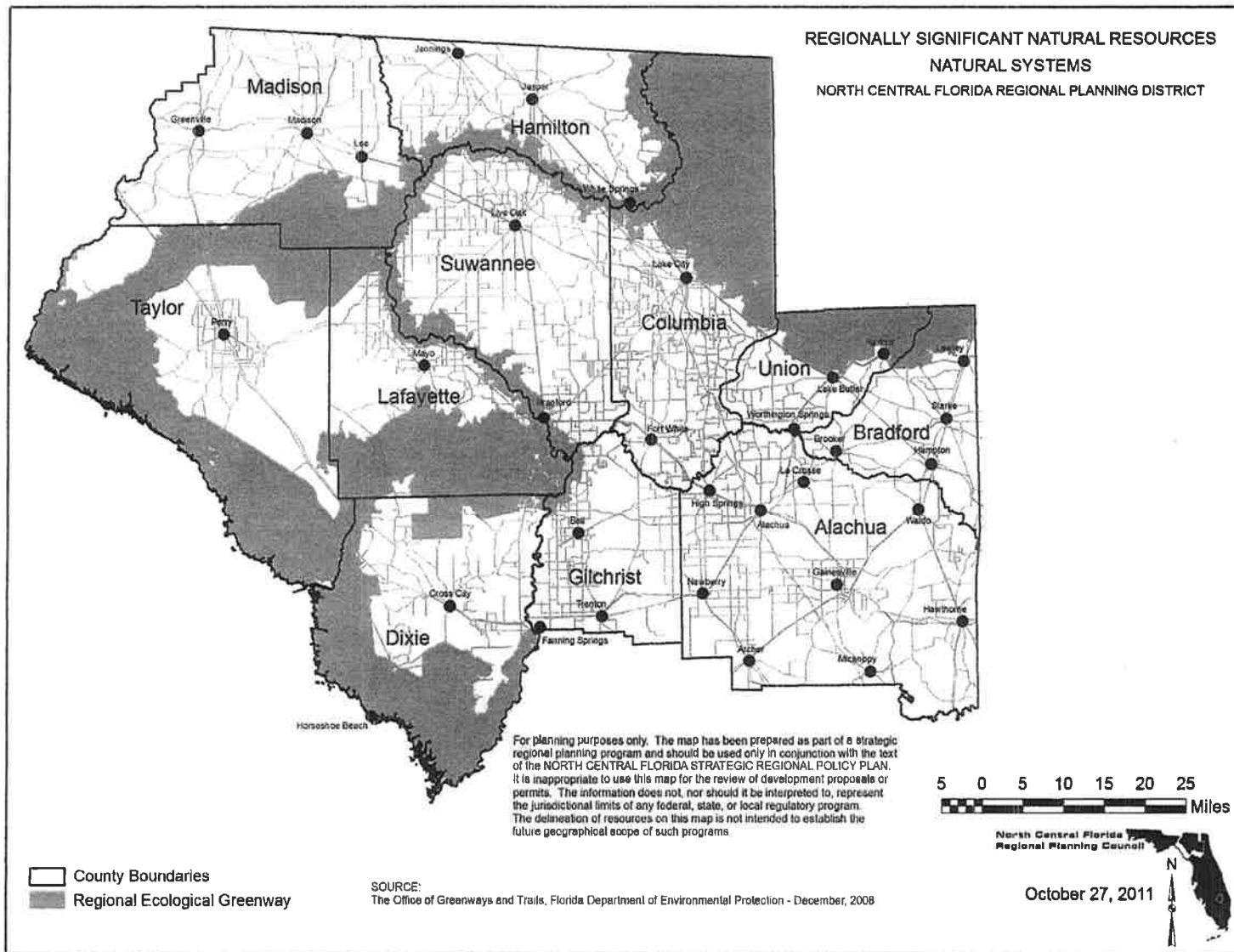


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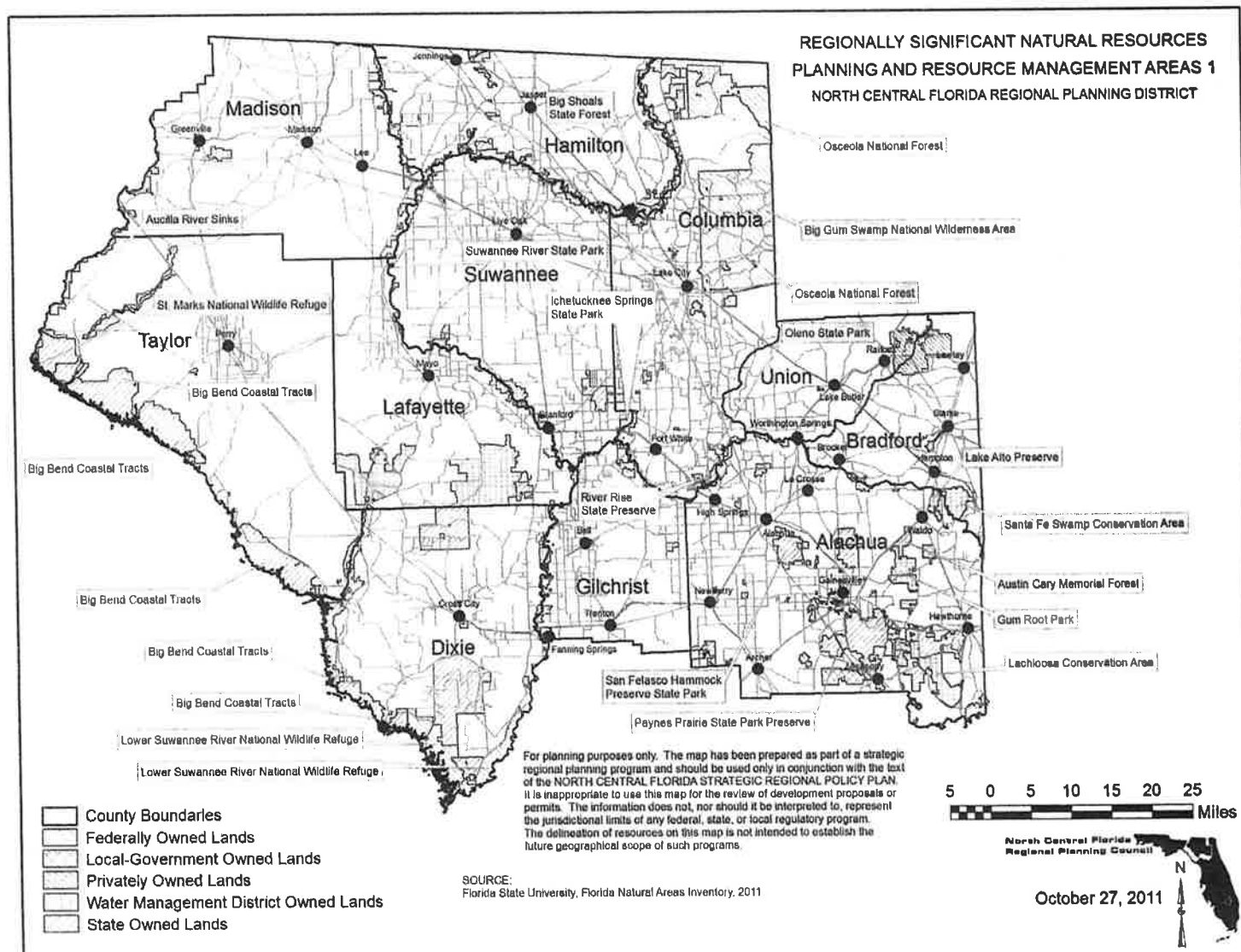
**ILLUSTRATION A-XIVb**  
**REGIONALLY SIGNIFICANT NATURAL RESOURCES**  
**NATURAL SYSTEMS**



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# **ILLUSTRATION A-XIV**

## **REGIONALLY SIGNIFICANT NATURAL RESOURCES PLANNING AND RESOURCE MANAGEMENT AREAS I**



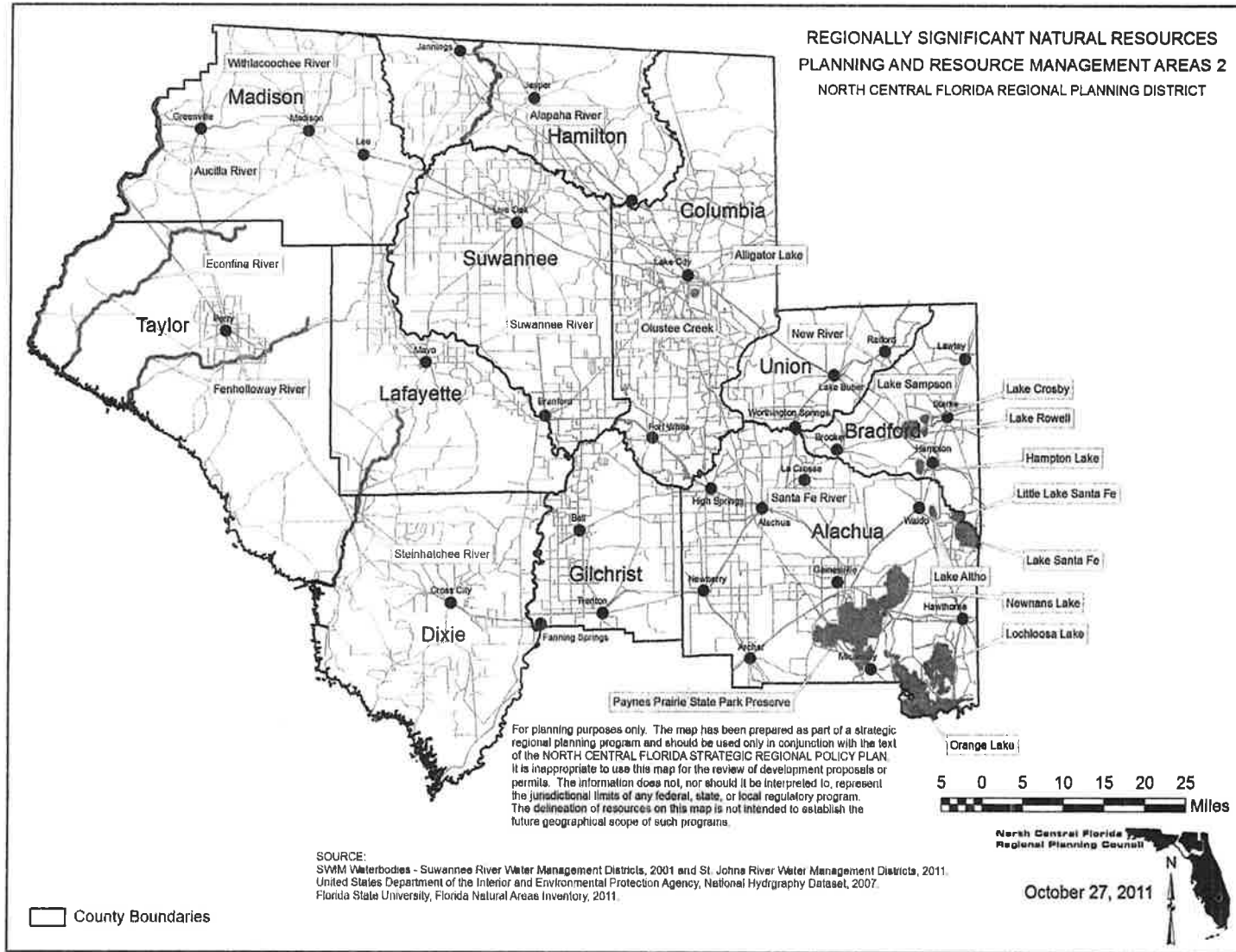
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# **ILLUSTRATION A-XIV**

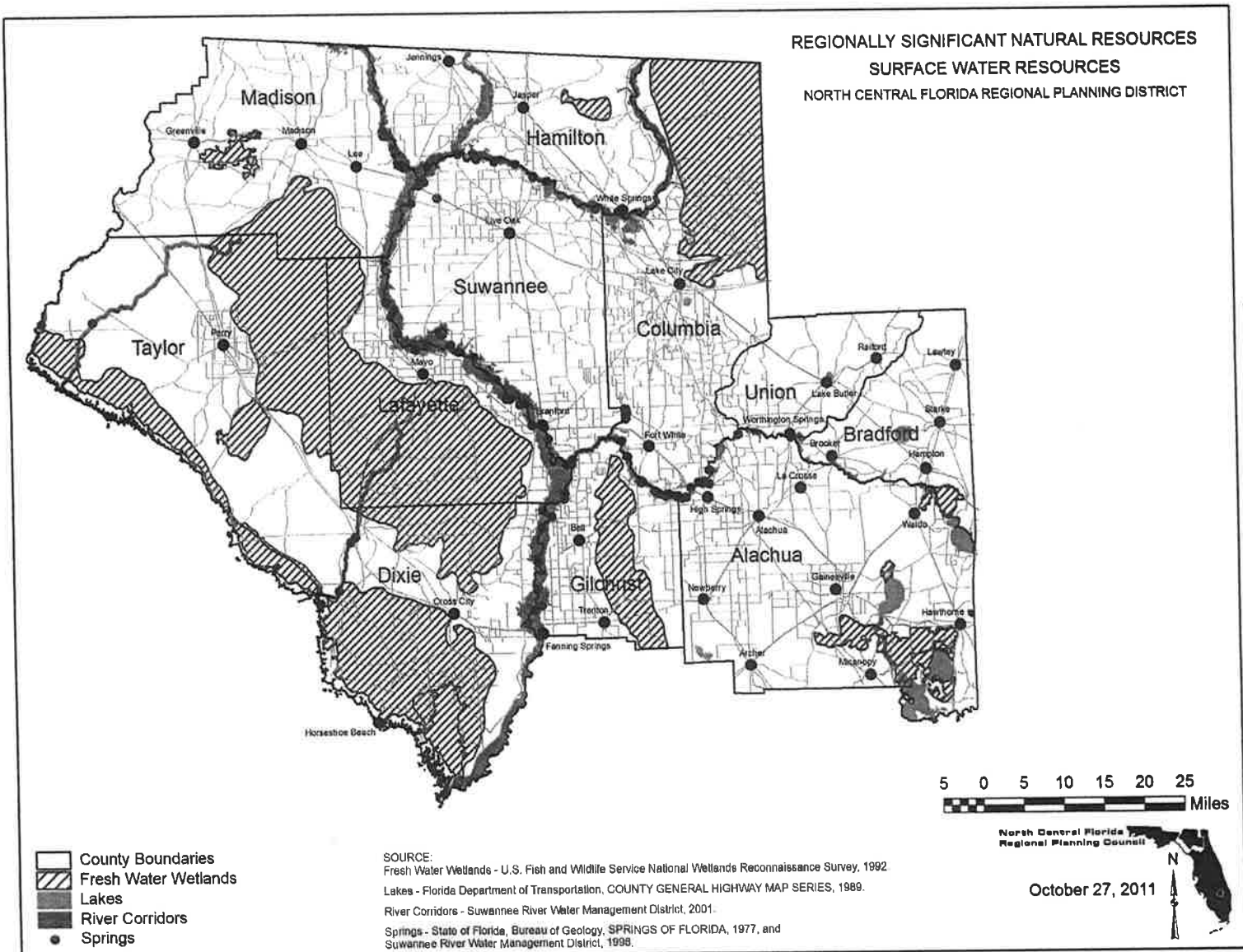
## **REGIONALLY SIGNIFICANT NATURAL RESOURCES** **PLANNING AND RESOURCE MANAGEMENT AREAS 2**



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**ILLUSTRATION A-XIV**  
**REGIONALLY SIGNIFICANT NATURAL RESOURCES**  
**SURFACE WATER RESOURCES**



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



# North Central Florida Strategic Regional Policy Plan

October 2011

This document has been prepared with financial assistance from the Florida  
Department of Community Affairs

North Central Florida Regional Planning Council  
2009 NW 67th Place  
Gainesville, Florida 32653-1603  
352.955.2200

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





## Chapter V: Regional Transportation

### A. Conditions and Trends

#### 1. Introduction

The region is served by four public transit system service providers, two major and three shuttle/commuter air carriers, one passenger and three freight rail systems, one bus line, and the regional road network. Due to its rural nature, north central Florida is heavily dependent upon automobile and truck transportation. Generally, the existing motor vehicle ground transportation and rail freight transportation systems are adequate.

#### 2. Public Transit

Public transit is lightly utilized in north central Florida. The Gainesville Regional Transit System is the region's only community with a fixed-route public transit system. Paratransit services are available throughout the region provided by Big Bend Transit, Inc., the Suwannee River Economic Council, A & A Transport, MV Transportation, and Suwannee Valley Transit Authority. The Gainesville Regional Transit System also provides paratransit services in Alachua County. Intercity bus transportation is provided by Greyhound Bus Lines. The carrier stops in the following north central Florida municipalities: Gainesville, Hawthorne (bus stop), Waldo (bus stop), Starke, Lake City, and Perry.<sup>1</sup>

The region's rural character and low population density does not easily lend itself to the provision of public transit systems. Correspondingly, only a small percentage of the region's population use public transit. As indicated in Table 5.1 only 1.5 percent of year 2000 north central Florida workers age 16 and over reported using public transportation as their means of transportation to work. Alachua County, which includes Gainesville's fixed-route bus system, had the highest percentage of workers using public transit at 2.4 percent. Lafayette County reported the lowest usage at 0.0 percent. The table also reveals a decline in public transit usage between 1990 and 2000.

<sup>1</sup>Greyhound Bus Lines, Inc., July 8, 2009, <http://www.greyhound.com/home/TicketCenter/en/locations.asp?state=fl>



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



## b. Developments of Regional Impact

Table 5.18 below summarizes Regional Policies 5.1.5 and 5.1.6.

**TABLE 5.18**  
**SUMMARY OF REGIONAL PLAN POLICIES 5.1.5 THROUGH 5.1.6**  
**DEVELOPMENTS OF REGIONAL IMPACT**

Area	Local Government Comprehensive Plans Containing Transportation Planning Best Practices	Regional Plan Determination of Impacts
Municipalities, Urban Service Areas, Urban Development Areas	Yes	Local Comprehensive Plan Level of Service Standard
Municipalities, Urban Service Areas, Urban Development Areas	No	Local Comprehensive Plan Level of Service Standard
Rural Areas	Yes	Local Comprehensive Plan Level of Service Standard
Rural Areas	No	Local Comprehensive Plan Level of Service Standard

Source: North Central Florida Regional Planning Council, 2011.

**Policy 5.1.5.** The significant and adverse transportation impacts to the Regional Road Network created by a Development of Regional Impact shall be considered adequately mitigated where the local government development order contains conditions which either maintain the minimum level of service standard established in local government comprehensive plans for all significantly and adversely impacted portions of the Regional Road Network consistent with Section 380.06, Florida Statutes, or where the local government development order mitigates impacts to the Regional Road Network through the use of proportionate share consistent with Section 163.3184, Florida Statutes, and Rule 9J-2.045, Florida Administrative Code.

**Policy 5.1.6.** For purposes of Policy 5.1.5, the minimum level of service standard for the Regional Road Network shall be as established in local government comprehensive plans.

**Policy 5.1.7.** All proportionate share funds generated by anticipated significant and adverse impacts to the Regional Road Network as a result of Developments of Regional Impact shall be used to make transportation modifications identified in the local government development order which benefit the Regional Road Network.

## 2. Coordination and Assistance

**REGIONAL GOAL 5.2.** Coordinate with and assist state agencies, transportation planning organizations and local governments to implement an energy-efficient, interagency coordinated transportation system.

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



## **STAFF-LEVEL ITEMS**







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## REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 11-2-15

### PROJECT DESCRIPTION

#2 City of Greenville - Federal Fiscal Year 2014 Community Development Block Grant -  
Neighborhood Revitalization - Environmental Assessment - Greenville, Madison County, Florida

---

TO: Lauren Milligan, Florida State Clearinghouse

XC: James W. Parrish  
Parrish & Associates  
3041 Carlow Circle  
Tallahassee, FL 32309

       COMMENTS ATTACHED

  X   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. -161-



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

Date of Notice: **October 7, 2017**  
Name of Responsible Entity: **Town of Greenville**  
Address: **154 SW Old Mission Avenue/P.O. Box 235**  
City, State, Zip Code: **Greenville, FL 32331**  
Telephone Number: **850/948-2251**

These notices shall satisfy two separate but related procedural requirements for activities to be undertaken by the **Town of Greenville**.

**REQUEST FOR RELEASE OF FUNDS**

On or about **October 26, 2015**, the **Town of Greenville** will submit a request to the Florida Department of Economic Opportunity (DEO) for the release of **\$600,000** in 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 construct a new pre-engineered 75,000 GPD Wastewater Treatment Plant, including influent pump, grinder station, piping, and related appurtenances (Phase I Construction - Addressed Need), and if funding is available, a chlorine contact chamber and fencing (Unaddressed Need). Completion of Phase I construction will allow a portion of the existing 150,000 GPD wastewater treatment plant to be removed from service. The project improvements will take place immediately adjacent to the existing WWTP at 210 SW Greenville Hills Road. Total project funding is estimated to be \$625,000, including HUD and non-HUD sources.

**FINDING OF NO SIGNIFICANT IMPACT**

The **Town of Greenville** 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 the **Town Clerk's Office, Town Hall, 154 SW Old Mission Avenue, Greenville, Florida**, and may be examined or copied weekdays 8:00 A.M to 4:30 P.M., except Thursdays (8:00 A.M. to 12 P.M.).

**PUBLIC COMMENTS**

Any individual, group, or agency may submit written comments on the ERR to the Town of Greenville Environmental Certifying Officer, Greenville Town Hall, 154 SW Old Mission Avenue, P.O. Box 235, Greenville, FL 32331. All comments must be received **on or before October 23, 2015**. Comments will be considered prior to the **Town of Greenville** requesting a release of funds. Comments should specify which notice they are addressing.

**RELEASE OF FUNDS**

**The Town of Greenville** certifies to the Florida Department of Economic Opportunity and HUD that **Barbara Dansey**, in her 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 **Town of Greenville** to use the CDBG funds.

### **OBJECTIONS TO RELEASE OF FUNDS**

DEO will accept objections to its release of funds and the **Town of Greenville's** 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 **Town of Greenville**; (b) the **Town of Greenville** 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, 107 East Madison Street, Caldwell Building, MSC-400, Tallahassee, FL 32399-6508. Potential objectors should contact the **Town of Greenville** to verify the actual last day of the objection period.

Name and Title of Local Government's Certifying Officer:  
**Barbara Dansey, Mayor**  
Town of Greenville



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## REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 11-2-15

### PROJECT DESCRIPTION

#5 City of Hawthorne- Federal Fiscal Year 2014 Community Development Block Grant - Economic Development - Environmental Assessment - Hawthorne, Alachua County, Florida

---

TO: Lauren Milligan, Florida State Clearinghouse

XC: Fred D. Fox  
Fred Fox Enterprises, Inc.  
P.O. Box 840338  
St. Augustine, FL 32080-0335

       COMMENTS ATTACHED

  X   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: October 22, 2015  
Name of Responsible Entity: City of Hawthorne  
Address: 6700 SE 221<sup>st</sup> Street  
Hawthorne, FL 32640-1270  
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 November 10, 2015, 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:**

**03J Water Facilities** – The installation of four thousand two hundred linear feet (4,200') of twelve inch (12") water main.

<u>Activity</u>	<u>CDBG Funds</u>	<u>Love's Travel Center's Investment Claimed for Match</u>	<u>Love's Travel Center's Investment Not Claimed for Match</u>
03J Water Line Extension	\$600,900.00	\$0.00	\$0.00

**03J Water Facilities** – The construction of a two hundred thousand (200,000) gallon water storage tank with high service pumps.

<u>Activity</u>	<u>CDBG Funds</u>	<u>Love's Travel Center's Investment Claimed for Match</u>	<u>Love's Travel Center's Investment Not Claimed for Match</u>
03J Water Storage Tank	\$819,000.00	\$0.00	\$0.00

<u>Activity</u>	<u>CDBG Funds</u>	<u>Love's Travel Center's Investment Claimed for Match</u>	<u>Love's Travel Center's Investment Not Claimed for Match</u>
17A Acquisition of Love's Property	\$0.00	\$0.00	\$1,000,000.00

<u>Activity</u>	<u>CDBG Funds</u>	<u>Love's Travel Center's Investment Claimed for Match</u>	<u>Love's Travel Center's Investment Not Claimed for Match</u>
001 Building Construction	\$0.00	\$1,250,000.00	\$5,135,000.00

<u>Activity</u>	<u>CDBG Funds</u>	<u>Love's Travel Center's Investment Claimed for Match</u>	<u>Love's Travel Center's Investment Not Claimed for Match</u>
016 Engineering	\$0.00	\$0.00	\$198,300.00
<u>Activity</u>	<u>CDBG Funds</u>	<u>Love's Travel Center's Investment Claimed for Match</u>	<u>Love's Travel Center's Investment Not Claimed for Match</u>
013 Administration	\$120,000.00	\$0.00	\$0.00

Total CDBG Funds = \$1,539,900.00

Love's Travel Center's Investment Claimed for Match = \$1,250,000.00

Love's Travel Center's Investment Not Claimed for Match = \$6,333,300.00

### **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 the City of Hawthorne City Hall located at 6700 SE 221<sup>st</sup> Street, Hawthorne, FL 32640-1270 and may be examined or copied weekdays 8:00 A.M. to 5:00 P.M.

### **PUBLIC COMMENTS**

Any individual, group, or agency may submit written comments on the ERR to Ms. Ellen Vause, City Manager, City of Hawthorne, P.O. Box 1270, Hawthorne, FL 32640-1270. All comments must be received by November 9, 2015. 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, MSC-400, 107 East Madison Street, Tallahassee, FL 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  
City of Hawthorne  
6700 SE 221<sup>st</sup> Street  
Hawthorne, FL 32640-1270  
(352) 481-2432



**FLORIDA STATE CLEARINGHOUSE  
RPC INTERGOVERNMENTAL COORDINATION AND RESPONSE SHEET**

---

SAI#: FL201510227474C

DATE: 10/22/2015

**COMMENTS DUE TO CLEARINGHOUSE: 11/30/2015**

CFDA#: 14.228

COUNTY: GILCHRIST

CITY: FANNING SPRINGS

☒ FEDERAL ASSISTANCE   ☐ DIRECT FEDERAL ACTIVITY   ☐ FEDERAL LICENSE OR PERMIT   ☐ OCS

**PROJECT DESCRIPTION**

**DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT - COMMUNITY  
DEVELOPMENT BLOCK GRANTS/ECONOMIC DEVELOPMENT - CITY OF FANNING  
SPRINGS, INFRASTRUCTURE IMPROVEMENTS FOR A HOLIDAY INN EXPRESS -  
FANNING SPRINGS, GILCHRIST 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.**

**COMMENTS DUE TO RPC: 11/23/2015**     **GILCHRIST****NO COMMENTS:** X

(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:

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**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.





# FRED FOX ENTERPRISES, INC

*Providing Grant Writing and Administration Services*

RECEIVED  
OCT 19 2015  
DEP Office of  
Intergov't Programs

October 9, 2015

Ms. Lauren Milligan  
Florida State Clearing House  
Department of Environmental Protection  
3900 Commonwealth Blvd., MS 47  
Tallahassee, Florida 32399-2400

RE: Environmental Review, City of Fanning Springs Economic Development  
Small Cities Community Development Block Grant #16DB-OH-03-31-02-E07

Dear Ms. Milligan;

The City of Fanning Springs, Florida has been awarded the above referenced CDBG grant in the Economic Development category. The grant will utilize Federal Fiscal Year 2013 Florida Small Cities Community Development Block Grant (CDBG) Program funding to extend and loop potable water lines, install gravity sanitary sewer lines, install three (3) phase electrical power, install, sidewalks, install twelve (12) electrical light poles and underground electrical wiring, and install asphalt paving between US Highway 19 and State Road 26 to provide an entrance road. The proposed CDBG funded infrastructure improvements are required to allow for the development of a Holiday Inn Express Hotel facility which is being constructed in the City of Fanning Springs. The program is being managed by the Florida Department of Economic Opportunity (DEO). As part of the required Environmental Review process, we are advising you of this funding award to give the State Clearing House the opportunity to comment on the proposed project. To provide the State Clearing House with information concerning the project, we are including a copy of the narrative included in the application as an attachment to this letter. Once you have reviewed the application narrative, please have someone from the State Clearing House respond in writing within 30 days of receipt of this letter, whether or not you or any of the agencies you represent feel this project would harm the environment as it relates to the their specific disciplines.

If you have any questions please do not hesitate to contact our office at  
(904) 810-5183.

Sincerely,

Fred D. Fox  
Consultant

FDF/mff  
Enclosures  
EXHIBIT 1

## Project Narrative Form G-2

Describe the proposed project using the guidelines in the instructions. Use additional pages as needed. Please see the instructions on the following page relating to applications for Economic Development loans. Specific directions for Commercial Revitalization and Economic Development application narratives can be found in the instructions provided for each respective category.

Hotel Development and Management Group, LLC plans on constructing a Holiday Inn Express Hotel. All of the proposed CDBG funded infrastructure improvements are needed for the hotel facility to be constructed and opened for business.

Hotel Development and Management Group, LLC currently owns and manages nine (9) hotels located throughout central Florida. The hotels owned and managed by Hotel Development and Management Group, LLC include the following:

- An exterior corridor 125 room Howard Johnsons Hotel in Ocala;
- An interior corridor 74 room Sleep Inn Hotel in Ocala;
- An interior corridor 62 room Sleep Inn Hotel in Wildwood;
- An interior corridor 74 room Holiday Inn Express in Inverness;
- An interior corridor 74 room Holiday Inn Express Hotel in Silver Springs;
- An interior corridor 82 room Hampton Inn Hotel in Leesburg;
- An exterior corridor 117 room Quality Inn Hotel located near the Kennedy Space Center;
- An exterior corridor 150 room Quality Inn Hotel In New Port Richey; and
- An exterior corridor 50 room Quality Inn Conference Center in Citrus Hills.

Hotel Development and Management Group, LLC propose to construct a Holiday Inn Express Hotel on the site. Hotel Development and Management Group, LLC currently has an executed option contract for purchase of the property the proposed Holiday Inn Express Hotel will be constructed on in the City of Fanning Springs. An un-redacted copy of the property option sales contract indicating the purchase price of the property has been provided to DEO prior to the submission of this application. A copy of the property option sales contract with the sales price redacted is being included with this application. The Holiday Inn Express Hotel facility will be located on a portion of Gilchrist County, Florida Parcel #20-10-14-0000-0020-0010 which is currently owned by Brane Partners, LLC & Theo J. Karaphillis Esq. The property which does not currently have a street address is located on the north side of U. S. Highway 19, one parcel of property north of U. S. Highway 19. The property abuts the Nature Coast State Trail on its western border. The property is located in the City of Fanning Springs in Gilchrist County. The Fanning Springs Holiday Inn Express Hotel will be a three (3) story building. The hotel will contain seventy-one (71) hotel rooms. The hotel will encompass approximately forty-five thousand (45,000) square feet. While HDG Hotels have several hotels throughout central Florida, they currently do not have any hotels in the Fanning Springs area.

The Holiday Inn Express Hotel facility will be located on approximately 3.83 acres of property. The facility will contain approximately fifteen thousand square feet (15,000) of conditioned space on each floor. The first floor will contain the lobby, exercise room, breakfast room, approximately 16 hotel rooms and approximately 1,000 square feet of meeting space. Hotel rooms will occupy both the second and third floors. When the Fanning Springs Holiday Inn Express facility is fully operational, the facility will employ thirty (30) full time equivalent employees. All of the thirty (30) employment positions will be filled with new employees.

Hotel Development and Management Group, LLC anticipates spending approximately seven million one hundred thousand dollars (\$7,100,000.00) acquiring the property, constructing the building and equipping the Holiday Inn Express Hotel facility. None of the seven million one hundred thousand dollars (\$7,100,000.00) in development cost is being claimed for points in this application.

**Project Narrative  
Form 2-06 (cont.)**

In order to facilitate the construction of the Holiday Inn Express Hotel facility in the City of Fanning Springs the following infrastructure improvements will need to be carried out by the City of Fanning Springs utilizing the CDBG funding requested herein:

#	Activity	Explanation	Cost
17B	<b>Water Facilities</b>	- The extension and looping of the potable water lines. The installation of approximately three thousand two hundred (3,200) linear feet of 8" potable water main. The potable water lines proposed for installation will generate enough capacity and flow rate to meet the fire sprinkler system needs of the proposed Holiday Inn Express Hotel facility:	\$ 127,500.00
17B	<b>Sewer Facilities</b>	- The installation of eight hundred (800) linear feet of eight inch (8") gravity sanitary sewer lineto serve the proposed Holiday Inn Express Hotel facility.	\$ 43,500.00
17D	<b>ED-Other 3 Phase Electrical Power</b>	- The installation of three phase electrical power to serve the Holiday Inn Express Hotel facility.	\$ 42,000.00
17D	<b>ED-Other Sidewalks</b>	- The installation of three thousand two hundred (3,200) linear feet of five foot (5') wide sidewalk adjacent to the street being constructed between US Highway 19 and State Road 26.	\$ 67,200.00
17D	<b>ED-Other Street Lights</b>	- The installation of twelve (12) electrical light poles including thirty-two hundred (3,200) linear feet of underground electrical wiring the light poles will be located adjacent to the street being constructed between US Highway 19 and State Road 26.	\$ 71,400.00
17B	<b>Street Improvements</b>	- The installation of three thousand two hundred (3,200) linear feet of twenty-four foot (24') wide asphalt paving between US Highway 19 and State Road 26 to provide an entrance road for the Holiday Inn Express Hotel facility.	\$ 401,270.00
21B	<b>Engineering</b>		\$ 217,100.00
21A	<b>Administration</b>		\$ <u>80,000.00</u>
	<b>Total</b>		\$ 1,049,970.00

The CDBG and Rural Infrastructure funded improvements detailed herein are the minimum necessary to allow for the construction of the Holiday Inn Express Hotel facility in the City of Fanning Springs.

No spin off jobs are anticipated from the construction of the City of Fanning Springs Holiday Inn Express Hotel facility.

**Project Narrative  
Form 2-06 (cont.)**

The City of Fanning Springs anticipates the construction of the Holiday Inn Express Hotel facility will generate an increase in property tax revenues of approximately twenty-seven thousand dollars (\$27,000.00) per year.

If the cost of constructing the proposed improvements exceeds the \$752,870.00 in CDBG construction funding that is being requested herein and the three hundred ninety thousand eight hundred thirty dollars (\$390,830.00) of Rural Infrastructure Grant Funding that is being requested separately, the City of Fanning Springs has agreed to assume the additional cost of the water line looping, sanitary sewer gravity line, street improvements, sidewalk improvements, street lighting and three (3) phase electrical power extension.

Hotel Development and Management Group, LLC anticipate the construction and operation of the proposed Holiday Inn Express Hotel facility will create the following new jobs:

Position Title	Number of FTE Jobs	Estimated Annual Salary/ Position
<b>Holiday Inn Express Hotel</b>		
Front Desk Clerk)	10	17,680.00
Housekeeper	15	16,848.00
Maintenance	3	18,720.00
Breakfast Attendants	2	16,848.00
<b>Total</b>	<b>30</b>	



**Project Narrative  
Form 2-06 (cont.)**

The majority of the thirty (30) jobs created by the Holiday Inn Express Hotel facility described herein, will require minimum training and will be made available to low and moderate income persons with a high school education. Any training needed for an entry level employee will be provided as on the job training by Hotel Development and Management Group, LLC.

The source and use of all funds associated with the project are as follows:

ACT. #	ACTIVITY	CDBG FUNDS	RURAL INFRASTRUCTURE GRANT FUNDS	DEVELOPERS INVESTMENT CLAIMED FOR MATCH	DEVELOPERS INVESTMENT NOT CLAIMED FOR MATCH	TOTAL
17B	Sewer Facilities	\$ 43,500.00	0.00	0.00	0.00	\$ 43,500.00
17B	Water Line Extension	\$ 127,500.00	0.00	0.00	0.00	\$ 127,500.00
17B	Street Improvements	\$ 401,270.00	\$ 390,830.00	0.00	0.00	\$ 792,100.00
17D	ED – Other Electrical Power	\$ 42,000.00	0.00	0.00	0.00	\$ 42,000.00
17D	ED - Other Sidewalk	67,200.00	0.00	0.00	0.00	\$ 67,200.00
17D	ED – Other Street Lights	71,400.00	0.00	0.00	0.00	\$ 71,400.00
17C	Property Acquisition & Building Construction – Holiday Inn Express	0.00	0.00	0.00	\$ 7,100,000.00	\$ 7,100,000.00
016	Engineering	\$ 217,100.00	24,870.00	0.00	0.00	\$ 241,970.00
013	Administration	\$ 80,000.00	0.00	0.00	0.00	\$ 80,000.00
	<b>TOTAL</b>	<b>\$ 1,049,970.00</b>	<b>\$415,700.00</b>	<b>0.00</b>	<b>\$ 7,100,000.00</b>	<b>\$ 8,565,670.00</b>

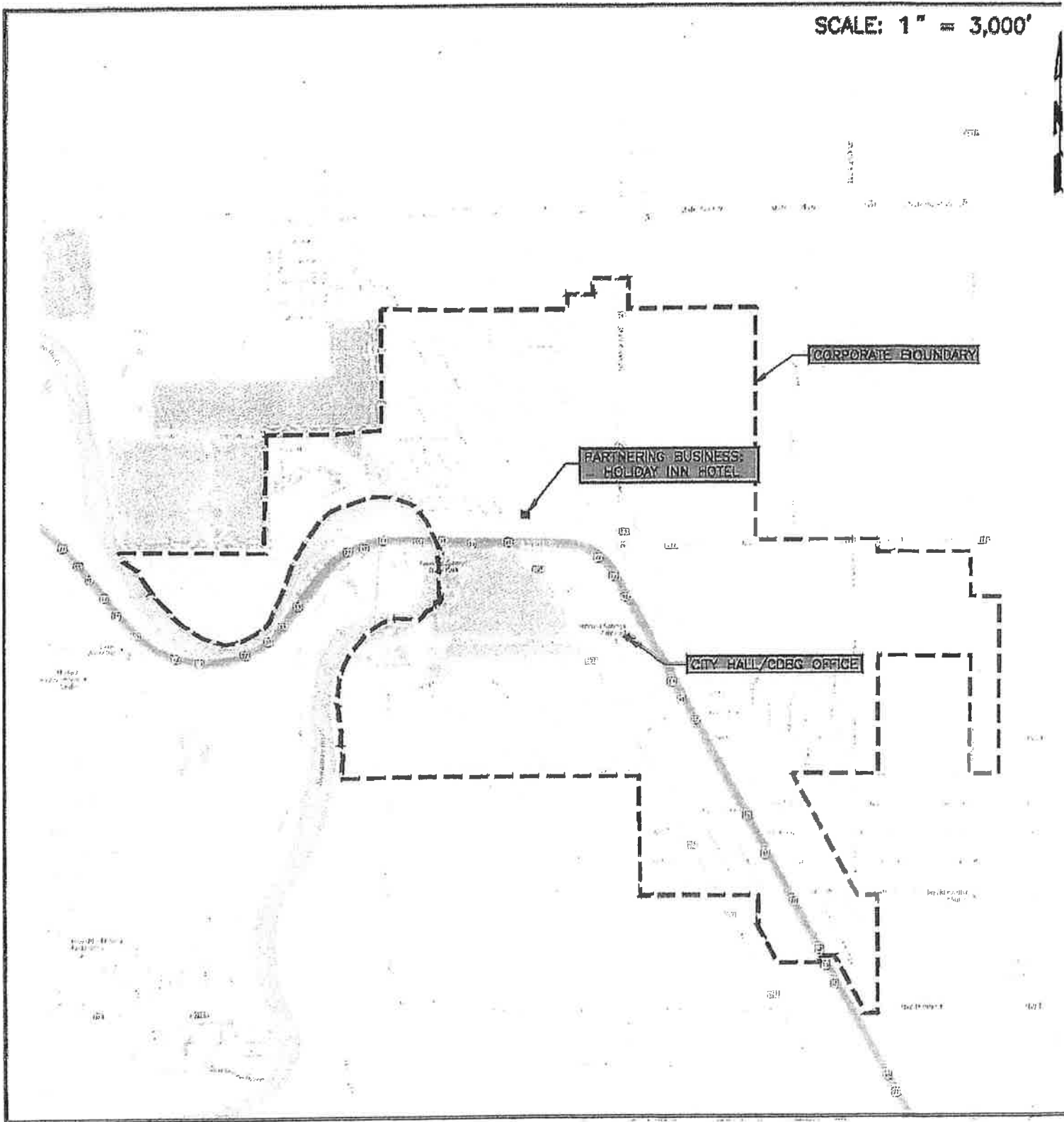
None of the developer's investment to construct the Holiday Inn Express Hotel facility is being claimed for match points in this application

Whereas, thirty (30) new full time equivalent (FTE) jobs are being claimed and claimed for points in this application, the average cost per job for CDBG funds expended will be \$34,999.00, which is less than the \$35,000.00 per job threshold set by HUD.

The construction of the entire project will take place within the city limits of the City of Fanning Springs, Florida.

The project is contingent upon Gilchrist County deeding a portion of a parcel of property on the north side of U. S. Highway 19 to the City of Fanning Springs. The property being deeded to the City of Fanning Springs will be used for ingress and egress to the Holiday Inn Express Hotel project site and as a location for the hotel's advertizing signage. The City of Fanning Springs and Gilchrist County have entered into an Interlocal Agreement related to the use of the property and it has been included as an attachment to this application. The Holiday Inn Express Hotel facility will be located in the City of Fanning Springs, in Gilchrist County.

SCALE: 1" = 3,000'



## FANNING SPRINGS JURISDICTION MAP



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Hamilton • Lafayette • Levy • Madison  
Marion • Suwannee • Taylor • Union Counties

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## REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 11-3-15

### PROJECT DESCRIPTION

#7 City of Fanning Springs - Community Development Block Grant - Economic Development -  
Environmental Review (15DB-OH-03-31-02-E07)

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TO: Lauren Milligan, Florida State Clearinghouse

XC: Fred D. Fox  
Fred Fox Enterprises, Inc.  
P.O. Box 840338  
St. Augustine, FL 32080-0335

       COMMENTS ATTACHED

  X   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. 179-



## Project Narrative Form G-2

Describe the proposed project using the guidelines in the instructions. Use additional pages as needed. Please see the instructions on the following page relating to applications for Economic Development loans. Specific directions for Commercial Revitalization and Economic Development application narratives can be found in the instructions provided for each respective category.

Hotel Development and Management Group, LLC plans on constructing a Holiday Inn Express Hotel. All of the proposed CDBG funded infrastructure improvements are needed for the hotel facility to be constructed and opened for business.

Hotel Development and Management Group, LLC currently owns and manages nine (9) hotels located throughout central Florida. The hotels owned and managed by Hotel Development and Management Group, LLC include the following:

- An exterior corridor 125 room Howard Johnsons Hotel in Ocala;
- An interior corridor 74 room Sleep Inn Hotel in Ocala;
- An interior corridor 62 room Sleep Inn Hotel in Wildwood;
- An interior corridor 74 room Holiday Inn Express in Inverness;
- An interior corridor 74 room Holiday Inn Express Hotel in Silver Springs;
- An interior corridor 82 room Hampton Inn Hotel in Leesburg;
- An exterior corridor 117 room Quality Inn Hotel located near the Kennedy Space Center;
- An exterior corridor 150 room Quality Inn Hotel In New Port Richey; and
- An exterior corridor 50 room Quality Inn Conference Center in Citrus Hills.

Hotel Development and Management Group, LLC propose to construct a Holiday Inn Express Hotel on the site. Hotel Development and Management Group, LLC currently has an executed option contract for purchase of the property the proposed Holiday Inn Express Hotel will be constructed on in the City of Fanning Springs. An un-redacted copy of the property option sales contract indicating the purchase price of the property has been provided to DEO prior to the submission of this application. A copy of the property option sales contract with the sales price redacted is being included with this application. The Holiday Inn Express Hotel facility will be located on a portion of Gilchrist County, Florida Parcel #20-10-14-0000-0020-0010 which is currently owned by Brane Partners, LLC & Theo J. Karaphillis Esq. The property which does not currently have a street address is located on the north side of U. S. Highway 19, one parcel of property north of U. S. Highway 19. The property abuts the Nature Coast State Trail on its western border. The property is located in the City of Fanning Springs in Gilchrist County. The Fanning Springs Holiday Inn Express Hotel will be a three (3) story building. The hotel will contain seventy-one (71) hotel rooms. The hotel will encompass approximately forty-five thousand (45,000) square feet. While HDG Hotels have several hotels throughout central Florida, they currently do not have any hotels in the Fanning Springs area.

The Holiday Inn Express Hotel facility will be located on approximately 3.83 acres of property. The facility will contain approximately fifteen thousand square feet (15,000) of conditioned space on each floor. The first floor will contain the lobby, exercise room, breakfast room, approximately 16 hotel rooms and approximately 1,000 square feet of meeting space. Hotel rooms will occupy both the second and third floors. When the Fanning Springs Holiday Inn Express facility is fully operational, the facility will employ thirty (30) full time equivalent employees. All of the thirty (30) employment positions will be filled with new employees.

Hotel Development and Management Group, LLC anticipates spending approximately seven million one hundred thousand dollars (\$7,100,000.00) acquiring the property, constructing the building and equipping the Holiday Inn Express Hotel facility. None of the seven million one hundred thousand dollars (\$7,100,000.00) in development cost is being claimed for points in this application.

**Project Narrative  
Form 2-06 (cont.)**

Any funds being claimed for points in this application will be expended after the date of the DEO site visit and before the project's administrative closeout.

The CDBG funding being requested in this application will be used for the following construction activities:

- The extension and looping of the potable water lines. The installation of approximately three thousand two hundred (3,200) linear feet of 8" water main. The potable water lines proposed for installation will generate enough capacity and flow rate to meet the fire sprinkler system needs of the proposed Holiday Inn Express Hotel facility: **Estimated Cost \$ 127,500.00;**
- The installation of eight hundred (800) linear feet of eight inch (8") gravity sanitary sewer line to serve the proposed Holiday Inn Express Hotel facility. **Estimated Cost \$ 43,500.00;**
- The installation of three phase electrical power to serve the Holiday Inn Express hotel facility. **Estimated Cost \$ 42,000.00;**
- The installation of three thousand two hundred (3,200) linear feet of twenty-four foot (24') wide asphalt paving and related drainage between US Highway 19 and State Road 26 to provide an entrance road for the Holiday Inn Express Hotel facility off of SR 26. **Estimated Cost \$ 401,270.00;**
- The installation of three thousand two hundred (3,200) linear feet of five foot (5') wide sidewalk adjacent to the street being constructed between US Highway 19 and State Road 26 as required by the City's local Development Regulations. **Estimated Cost \$ 67,200.00;**
- The installation of twelve (12) electrical light poles including thirty-two hundred (3,200) linear feet of underground electrical wiring the light poles will be located adjacent to the street being constructed between US Highway 19 and State Road 26 as required by the City's Local Development Regulations. **Estimated Cost \$ 71,400.00;**

**\$ 752,870.00**

**Total CDBG Construction Cost:**

Based upon Mittauer & Associates, Inc., the project engineer's, probable cost of constructing the public infrastructure improvements needed for the Fanning Springs Holiday Inn Express hotel project of one million one hundred forty-three thousand seven hundred dollars (\$1,143,700.00), the City of Fanning Springs is simultaneously applying to DEO for four hundred fifteen thousand seven hundred dollars (\$415,700.00) of funding from the Rural Infrastructure Fund Grant program. The Rural Infrastructure Fund Grant funding will be used to pay for a portion of the engineering design and complete the road paving and related storm drainage activity included in the project.

The proposed Holiday Inn Express Hotel facility will be connected to the central water and sanitary sewer systems owned and operated by the City of Fanning Springs. The proposed Holiday Inn Express Hotel facility will be connected into the City of Fanning Springs Wastewater Treatment Plant and will be served by the City of Fanning Springs Water Treatment Plant facilities both of which will have adequate capacity to accept the proposed Holiday Inn Express Hotel facility once the proposed improvements included in this application are completed.

Once the infrastructure improvements have been completed, the City of Fanning Springs will take possession of and maintain them.

Hotel Development and Management Group, LLC is estimating the City of Fanning Springs Holiday Inn Express Hotel facility will result in the creation of, a minimum of thirty (30) new full time equivalent employment positions. All thirty of these new, full time equivalent employment positions are being claimed for points in this application. A minimum of sixteen (16) of the thirty (30) individuals employed as a result of the Holiday Inn Express Hotel facility being constructed will be members of low and moderate income households prior to being employed at the Holiday Inn Express Hotel facility. Twenty (20) of the thirty (30) full time equivalent low and moderate income positions claimed for points in this application will be full time positions. If the Holiday Inn Express Hotel facility employs more than thirty (30) individuals, at least fifty-one percent (51%) of the individuals employed will be members of low and moderate income households prior to their employment with the Holiday Inn Express Hotel facility. Thus the national objective "Benefit to Low and Moderate Income Persons" will be realized by this Participating Party for this project.

**Project Narrative  
Form 2-06 (cont.)**

In order to facilitate the construction of the Holiday Inn Express Hotel facility in the City of Fanning Springs the following infrastructure improvements will need to be carried out by the City of Fanning Springs utilizing the CDBG funding requested herein:

#	Activity	Explanation	Cost
17B	<b>Water Facilities</b>	- The extension and looping of the potable water lines. The installation of approximately three thousand two hundred (3,200) linear feet of 8" potable water main. The potable water lines proposed for installation will generate enough capacity and flow rate to meet the fire sprinkler system needs of the proposed Holiday Inn Express Hotel facility:	\$ 127,500.00
17B	<b>Sewer Facilities</b>	- The installation of eight hundred (800) linear feet of eight inch (8") gravity sanitary sewer line to serve the proposed Holiday Inn Express Hotel facility.	\$ 43,500.00
17D	<b>ED-Other 3 Phase Electrical Power</b>	- The installation of three phase electrical power to serve the Holiday Inn Express Hotel facility.	\$ 42,000.00
17D	<b>ED-Other Sidewalks</b>	- The installation of three thousand two hundred (3,200) linear feet of five foot (5') wide sidewalk adjacent to the street being constructed between US Highway 19 and State Road 26.	\$ 67,200.00
17D	<b>ED-Other Street Lights</b>	- The installation of twelve (12) electrical light poles including thirty-two hundred (3,200) linear feet of underground electrical wiring the light poles will be located adjacent to the street being constructed between US Highway 19 and State Road 26.	\$ 71,400.00
17B	<b>Street Improvements</b>	- The installation of three thousand two hundred (3,200) linear feet of twenty-four foot (24') wide asphalt paving between US Highway 19 and State Road 26 to provide an entrance road for the Holiday Inn Express Hotel facility.	\$ 401,270.00
21B	<b>Engineering</b>		\$ 217,100.00
21A	<b>Administration</b>		<u>\$ 80,000.00</u>
	<b>Total</b>		\$ 1,049,970.00

The CDBG and Rural Infrastructure funded improvements detailed herein are the minimum necessary to allow for the construction of the Holiday Inn Express Hotel facility in the City of Fanning Springs.

No spin off jobs are anticipated from the construction of the City of Fanning Springs Holiday Inn Express Hotel facility.

**Project Narrative  
Form 2-06 (cont.)**

The City of Fanning Springs anticipates the construction of the Holiday Inn Express Hotel facility will generate an increase in property tax revenues of approximately twenty-seven thousand dollars (\$27,000.00) per year.

If the cost of constructing the proposed improvements exceeds the \$752,870.00 in CDBG construction funding that is being requested herein and the three hundred ninety thousand eight hundred thirty dollars (\$390,830.00) of Rural Infrastructure Grant Funding that is being requested separately, the City of Fanning Springs has agreed to assume the additional cost of the water line looping, sanitary sewer gravity line, street improvements, sidewalk improvements, street lighting and three (3) phase electrical power extension.

Hotel Development and Management Group, LLC anticipate the construction and operation of the proposed Holiday Inn Express Hotel facility will create the following new jobs:

Position Title	Number of FTE Jobs	Estimated Annual Salary/ Position
<b>Holiday Inn Express Hotel</b>		
Front Desk Clerk)	10	17,680.00
Housekeeper	15	16,848.00
Maintenance	3	18,720.00
Breakfast Attendants	2	16,848.00
<b>Total</b>	<b>30</b>	



**Project Narrative  
Form 2-06 (cont.)**

The majority of the thirty (30) jobs created by the Holiday Inn Express Hotel facility described herein, will require minimum training and will be made available to low and moderate income persons with a high school education. Any training needed for an entry level employee will be provided as on the job training by Hotel Development and Management Group, LLC.

The source and use of all funds associated with the project are as follows:

ACT. #	ACTIVITY	CDBG FUNDS	RURAL INFRASTRUCTURE GRANT FUNDS	DEVELOPERS INVESTMENT CLAIMED FOR MATCH	DEVELOPERS INVESTMENT NOT CLAIMED FOR MATCH	TOTAL
17B	Sewer Facilities	\$ 43,500.00	0.00	0.00	0.00	\$ 43,500.00
17B	Water Line Extension	\$ 127,500.00	0.00	0.00	0.00	\$ 127,500.00
17B	Street Improvements	\$ 401,270.00	\$ 390,830.00	0.00	0.00	\$ 792,100.00
17D	ED – Other Electrical Power	\$ 42,000.00	0.00	0.00	0.00	\$ 42,000.00
17D	ED - Other Sidewalk	67,200.00	0.00	0.00	0.00	\$ 67,200.00
17D	ED – Other Street Lights	71,400.00	0.00	0.00	0.00	\$ 71,400.00
17C	Property Acquisition & Building Construction – Holiday Inn Express	0.00	0.00	0.00	\$ 7,100,000.00	\$ 7,100,000.00
016	Engineering	\$ 217,100.00	24,870.00	0.00	0.00	\$ 241,970.00
013	Administration	\$ 80,000.00	0.00	0.00	0.00	\$ 80,000.00
	<b>TOTAL</b>	<b>\$ 1,049,970.00</b>	<b>\$415,700.00</b>	<b>0.00</b>	<b>\$ 7,100,000.00</b>	<b>\$ 8,565,670.00</b>

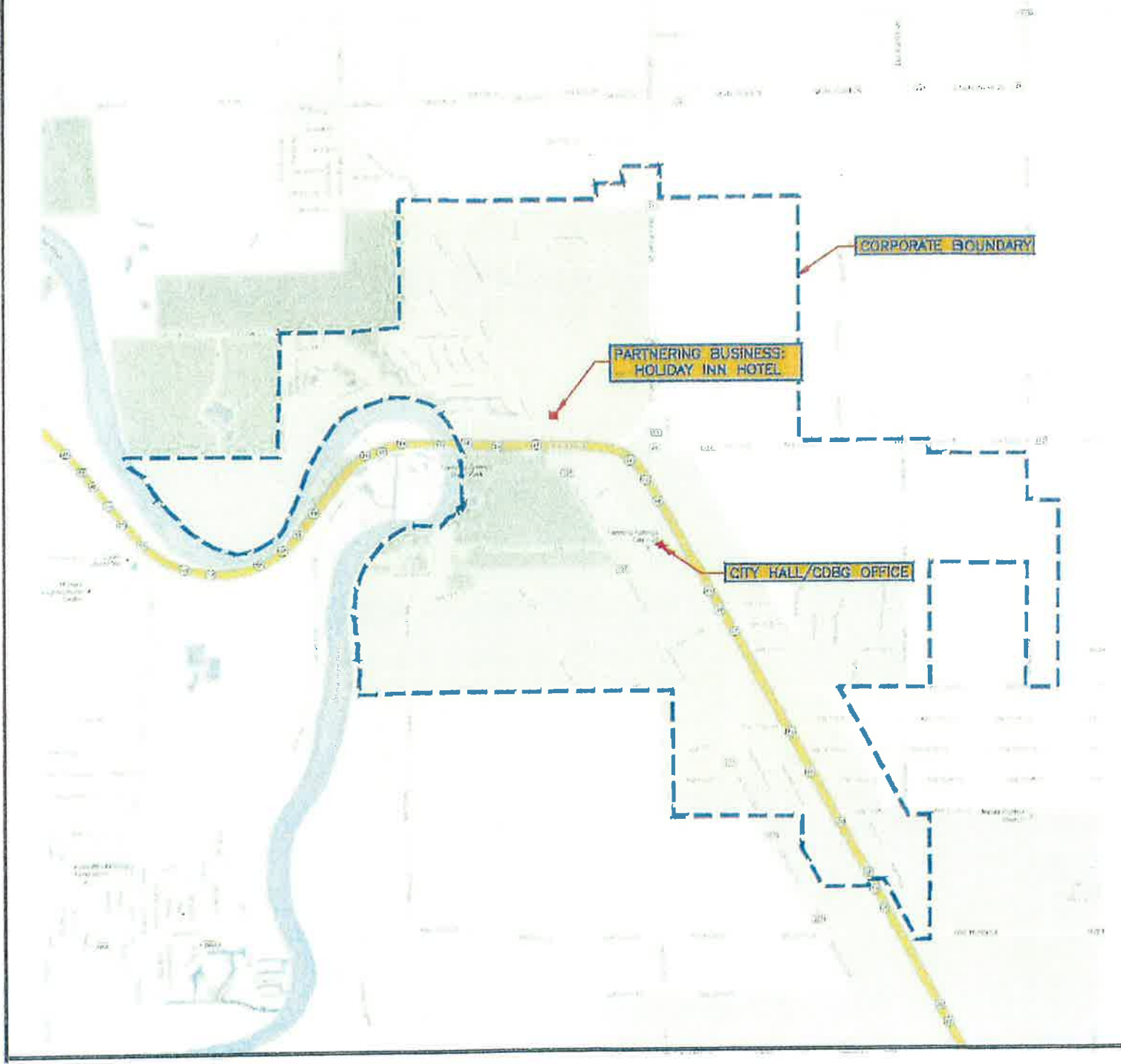
None of the developer's investment to construct the Holiday Inn Express Hotel facility is being claimed for match points in this application

Whereas, thirty (30) new full time equivalent (FTE) jobs are being claimed and claimed for points in this application, the average cost per job for CDBG funds expended will be \$34,999.00, which is less than the \$35,000.00 per job threshold set by HUD.

The construction of the entire project will take place within the city limits of the City of Fanning Springs, Florida.

The project is contingent upon Gilchrist County deeding a portion of a parcel of property on the north side of U. S. Highway 19 to the City of Fanning Springs. The property being deeded to the City of Fanning Springs will be used for ingress and egress to the Holiday Inn Express Hotel project site and as a location for the hotel's advertizing signage. The City of Fanning Springs and Gilchrist County have entered into an Interlocal Agreement related to the use of the property and it has been included as an attachment to this application. The Holiday Inn Express Hotel facility will be located in the City of Fanning Springs, in Gilchrist County.

SCALE: 1" = 3,000'



## FANNING SPRINGS JURISDICTION MAP



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Hamilton • Lafayette • Levy • Madison  
Marion • Suwannee • Taylor • Union Counties

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## REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 11-3-15

### PROJECT DESCRIPTION

#8 City of Perry - Community Development Block Grant - Commercial Revitalization -  
Environmental Review (16DB-OK-03-72-02-C03)

---

TO: Lauren Milligan, Florida State Clearinghouse

XC: Fred D. Fox  
Fred Fox Enterprises, Inc.  
P.O. Box 840338  
St. Augustine, FL 32080-0335

       COMMENTS ATTACHED

  X   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

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by coordinating growth management, protecting regional resources,  
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## Project Narrative — G-2

### Service Area #1 City of Perry City Wide Service Area:

The Service Area for this project is the corporate limits of the City of Perry. The lives of all of the citizens of Perry will be enhanced with the existence of a vibrant downtown. A vibrant downtown will provide additional shopping, restaurant, tourist and job opportunities for the people living within the community.

The City of Perry's downtown commercial district has been struggling with a high vacancy rate in the project area. The downtown businesses, local government and the city's residents need help in revitalizing Perry's downtown. With the construction of the proposed improvements the City hopes to help the economic environment for the existing merchants and draw new businesses into the downtown.

### Project Area #1: Streetscape Improvement Project Area

Project Area #1 for this CDBG Small Cities application in the Commercial Revitalization category is bound on the north by the northern right of way of Main Street, on the south by the south side of the right of way for Ellis Street, on the east by the rear property lines of the properties on the east side of Jefferson Street and on the west by the rear property lines of the properties on the western side of Jefferson Street.

The activity included in Project Area #1 is as follows:

**03L Sidewalks and Pedestrian Malls** – In this activity, the City is proposing to provide streetscape improvements along both sides of Jefferson Street between Main Street on the north and Ellis Street on the south, a distance of approximately nine hundred (900) linear feet

The project will include bump outs at all four corners of all four (4) intersections, the upgrading of crosswalks, sidewalks, curbs, gutters, benches, trash receptacles, landscaping, irrigation, and on street parking.

Activity	Description	CDBG Cost	Local Match Funds
03L – Sidewalks & Pedestrian Malls	Streetscape and Crosswalk Improvements	\$ 475,130.00	\$ 50,000.00

### Project Area #2 - Enhanced Streetscape Improvement Project Area:

Project Area #2 for this CDBG Small Cities application in the Commercial Revitalization category is bound on the north by the northern right of way of Main Street, on the south by the south side of the right of way for Green Street, on the east by the eastern right of way line of Jefferson Street and on the west by the rear property lines of the properties located on the western side of Jefferson Street.

## Project Narrative (continued) — G-2

### Service Area #1 City of Perry City Wide Service Area (continued):

### Project Area #2 (continued):

The CDBG funded activity included in Project Area #2 is as follows:

**03L Sidewalks and Pedestrian Malls** – In this activity, the City is proposing to construct a second story balcony with a canopy awning above, adjacent to the two story buildings located within the block and a canopy awning adjacent to the one story buildings within the block. The balconies and canopy awnings will be freestanding, owned and maintained by the City. The canopies will only be connected to the existing privately owned adjacent buildings within the block by roof flashing to keep the gap between the canopy awnings and the buildings from leaking during periods of inclement weather. After consulting with the Department of Economic Opportunity (DEO), DEO has advised the City that the vertical construction on the second story balconies and canopy awnings would be considered a Sidewalk and Pedestrian Mall Activity under the CDBG grant and the horizontal construction including the balcony floor framing and canopy awnings would be considered Commercial Building Rehabilitation Improvements. The Department further advised the City if all of the CDBG Grant funding was used on Sidewalk and Pedestrian Mall Improvements and the City used local funding for the Building Rehabilitation Improvements, the CDBG Rules relating to Building Rehabilitation improvements would not apply to this project. Since the estimated cost of completing the project significantly exceeds the six hundred and forty four thousand dollars (\$644,000.00) available for construction, the City will construct all portions of the project considered Building Rehabilitation improvements with local funds. The Sidewalk and Pedestrian Mall Activity in Project Area #2 will take place along a three hundred (300) linear feet area on the west side of Jefferson Street.

Activity	Description	CDBG Cost	Local Match Funds
<b>03L – Sidewalks &amp; Pedestrian Malls</b>	<b>Streetscape Improvements</b>	<b>\$ 168,870.00</b>	<b>\$ 0.00</b>

The design of the project is complete the Plans and Specifications for the project are prepared and the required permits have been applied for. The City of Perry is claiming “Readiness to Proceed” points for this project in the application.

Without the funding provided through the Small Cities CDBG Commercial Revitalization program this project could not be undertaken by the City.

The beneficiaries for the activities proposed in this service area are those people living within the City of Perry’s City Wide Service Area who are the primary users of the City of Perry’s downtown; therefore, the national objective “Benefit to Low and Moderate Income Persons” is realized. Currently 2,737 occupied households are located within the service area. These 2,737 households contain a total of 6,895 people. Based upon the 2010 Census, 3,810 of the people living in the service area or 55.26% are LMI and 3,085 of the people living in the households in the service area or 44.74% have household incomes which are above the LMI income limits. Thus, National Objective #1, Benefit to Low Moderate Income Persons is realized by the three activities being carried out in this service area.

The City of Perry has committed fifty thousand dollars (\$50,000.00) from the Community Redevelopment Agency for the Streetscape and Pedestrian Mall activity as local match in this application.

### Project Narrative (continued) — G-2

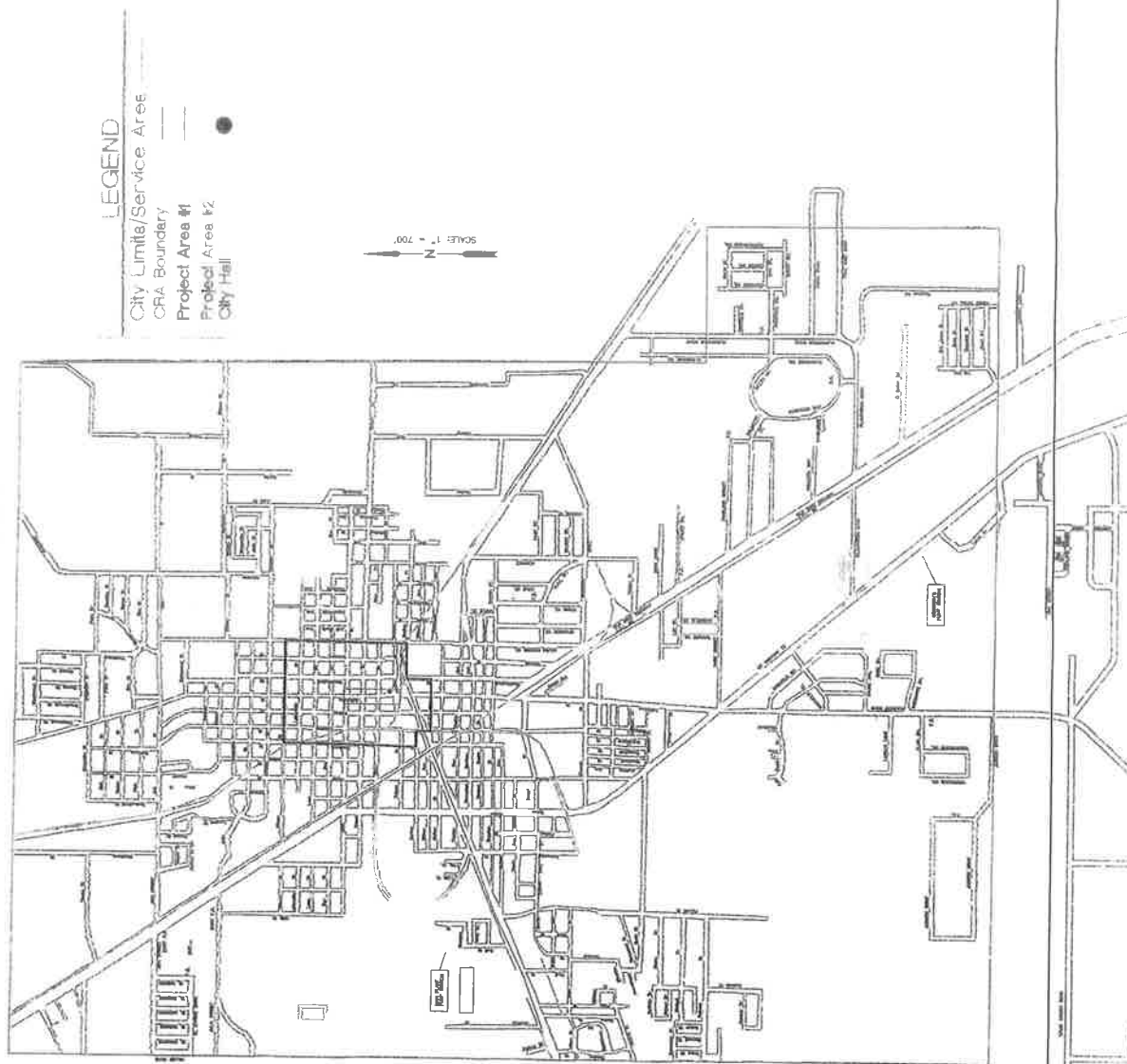
The City anticipates it will take approximately twenty-four (24) months for the project to be complete including completion of the environmental review, bidding, construction and grant closeout.

None of the proposed CDBG funded activities are located in a flood zone.

The sources and uses of funds for the project are as follows:

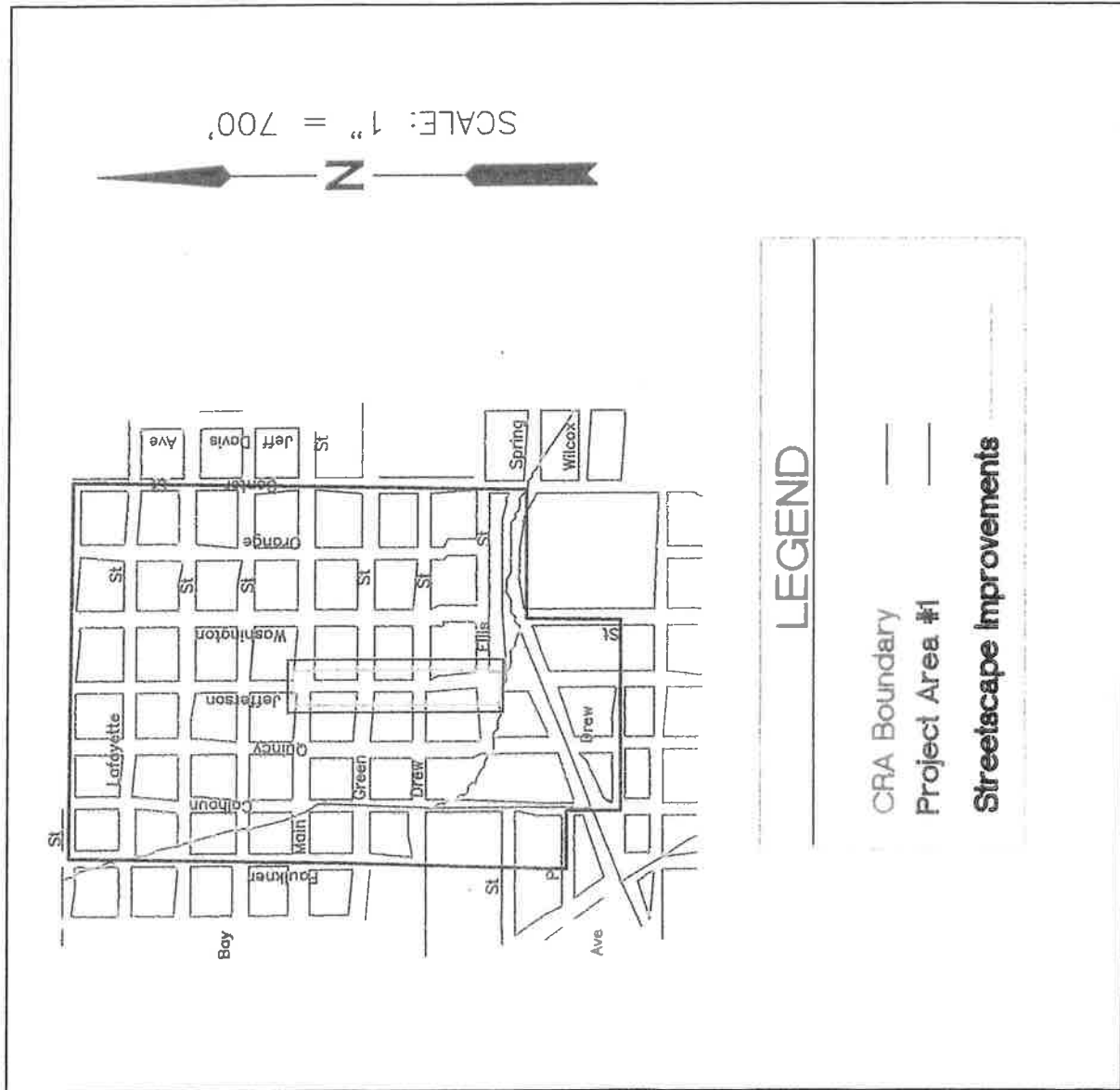
ACTIVITY	CDBG	CITY MATCH CLAIMED FOR POINTS	ADDITIONAL CITY MATCH NOT CLAIMED FOR POINTS	TOTAL
03L – Sidewalks and Pedestrian Malls – Project Area #1	\$475,130.00	\$50,000.00	\$290,649.00	\$815,779.00
03L – Sidewalks and Pedestrian Malls – Project Area #2	\$168,870.00	0.00	\$100,000.00	\$268,870.00
17C – Commercial Building Rehabilitation	0.00	0.00	\$105,718.00	\$105,718.00
016 – Engineering	0.00	0.00	\$35,000.00	\$35,000.00
013 – Administration	\$56,000.00	0.00	0.00	\$56,000.00
<b>Total</b>	<b>\$700,000.00</b>	<b>\$50,000.00</b>	<b>\$531,367.00</b>	<b>\$1,281,367.00</b>

# PERRY CITY LIMITS AND SERVICE AREA

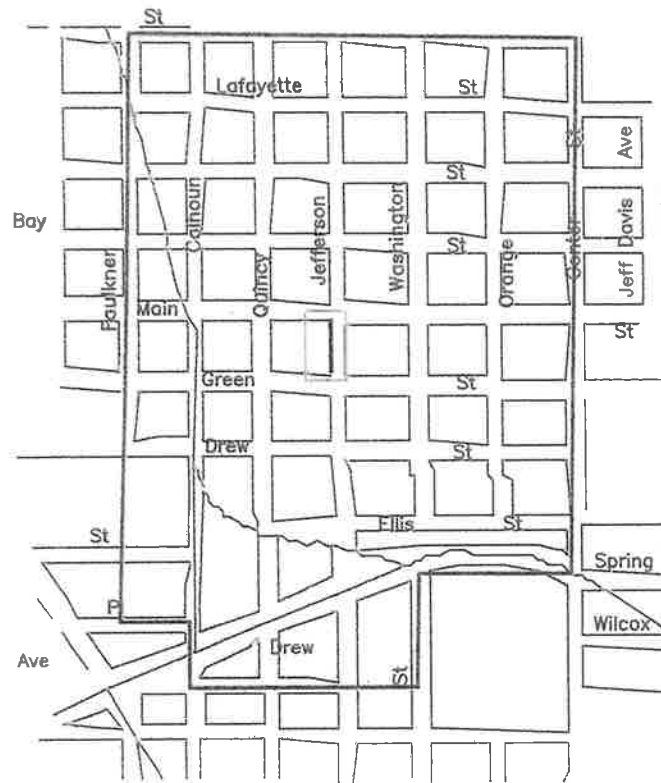




# PROJECT AREA #1



## PROJECT AREA #2



### LEGEND

CRA Boundary

Project Area #2

Streetscape Improvements



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## REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 11-3-15

### PROJECT DESCRIPTION

#9 - Suwannee County - Community Development Block Grant - Housing Rehabilitation - Environmental Review (16DB-OK-03-71-01-H16)

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TO: Lauren Milligan, Florida State Clearinghouse

XC: Fred D. Fox  
Fred Fox Enterprises, Inc.  
P.O. Box 840338  
St. Augustine, FL 32080-0335

       COMMENTS ATTACHED

  X   NO COMMENTS REGARDING THIS PROJECT

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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.



## Project Narrative — G-2

### Service Area #1 – Unincorporated Suwannee County Housing Rehab/Demolition/ Replacement Service Area:

This project consist of repairing or replacing a minimum of eleven (11) low to moderate income owner occupied housing units all of which will be located within unincorporated Suwannee County.

The total household income of the occupants of five (5) of the eleven (11) housing units will be less than 50% of area median income of which the total household income of the occupants of two (2) of the housing units will be under 30% of area median income. The household income of the occupants of the six (6) remaining housing units will be less than 80% of area median income.

Suwannee County has incorporated the minimum green standards and supplemental green standards recommended by the Department of Economic Opportunity (DEO) in the County's Housing Assistance Plan (HAP).

As part of this project the County will utilize CDBG funds for temporary relocation. Up to eleven (11) benefitting households will receive temporary relocation assistance for the period of time their home is under construction.

100% of the beneficiaries of this project will be members of low to moderate income households.

National Objective #1, Benefit to Low Moderate Income Persons is realized by this activity

Activity #	Activity/Description	CDBG Amount	Local Match
14A	Housing Rehab/Demolition/Replacement	\$ 615,500.00	\$50,000.00
08	Temporary Relocation	\$ 22,000.00	

The County anticipates it will take approximately twenty-four (24) months for the project to be complete including the environmental review, client solicitation, client selection, site specific environmental reviews, the development of rehabilitation/replacement bid specifications, project bidding, construction and grant closeout.

The County has committed \$50,000.00 in SHIP funding as local match for the project. The entire fifty thousand dollars (\$50,000.00) of local SHIP funds committed as match for the project will be utilized in conjunction with CDBG funding to rehabilitate or replace the eleven (11) housing units included in the "Housing Rehabilitation/Demo/Replacement" activity for CDBG qualifying clients.

Until the housing units to be addressed are selected and site specific environmental reviews have been completed, it is not known whether any of the housing units addressed will be located within a flood zone. If any of the housing units selected for inclusion in the program are located within a flood zone, the requirements for rehabilitating or replacing a residential housing unit located within a flood zone will be followed.

## Project Narrative — G-2 (continued)

The source and use of funds for the project are as follows:

	CDBG	Leverage	Total
14A – Housing Rehab/Demolition/Replacement	\$ 615,500.00	\$ 50,000.00	\$ 665,500.00
08 – Temporary Relocation	\$ 22,000.00	0.00	\$ 22,000.00
Administration	\$ 112,500.00	0.00	\$ 112,500.00
<b>Total</b>	<b>\$ 750,000.00</b>	<b>\$ 50,000.00</b>	<b>\$ 800,000.00</b>

### Additional Information:

1. After the eleven (11) housing units have been addressed, if funding remains available, the remaining CDBG and match funding will be used to rehabilitate or replace additional housing units owned and occupied by low and moderate income households.

[illegible]

SCALE 0.5" = 1' HORIZ

SCALE

MARCH 2003





**FLORIDA STATE CLEARINGHOUSE  
RPC INTERGOVERNMENTAL COORDINATION AND RESPONSE SHEET**

SAI#: FL201510157470C

DATE: 10/23/2015

COMMENTS DUE TO CLEARINGHOUSE: 11/14/2015

CFDA#: 10.768

COUNTY: GILCHRIST

CITY: FANNING SPRINGS

☒ FEDERAL ASSISTANCE   ☐ DIRECT FEDERAL ACTIVITY   ☐ FEDERAL LICENSE OR PERMIT   ☐ OCS

**PROJECT DESCRIPTION**

**U.S. DEPARTMENT OF AGRICULTURE - BUSINESS AND INDUSTRY LOANS - M&S  
CAPITAL PARTNERS, LLC, CONSTRUCTION AND LONG-TERM FINANCING FOR A  
HOLIDAY INN EXPRESS - FANNING SPRINGS, GILCHRIST 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.**

COMMENTS DUE TO RPC: 11/7/2015

     GILCHRISTNO COMMENTS: X

(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.



**M&S Capital Partners, LLC**  
**d/b/a Holiday Inn Express - Fanning Springs**  
507 East Fort King Street  
Ocala, FL 34471  
(352) 867-1347

October 16, 2015

Memo To: Lauren Milligan  
Florida State Clearinghouse  
3900 Commonwealth Blvd.  
Mail Station 47  
Tallahassee, FL 32399-3000  
lauren.milligan@dep.state.fl.us

M&S Capital Partners, LLC, d/b/a Holiday Inn Express - Fanning Springs ("Company") is requesting a USDA Rural Development guaranteed loan for construction funding and permanent financing for a proposed 71-room, 42,000 square foot Holiday Inn Express hotel to be located on 4.69 acres at the 7200 block of North U.S. Highway 19, Fanning Springs, Gilchrist County, Florida 32693. There is construction involved with this project. Reportedly, the site has been historically utilized for farming and at some point during the last 100 years has been turned and graded several times. As part of the USDA application process, the Company is to notify each of your agencies of the project and the project details and request written comments from each of your agencies. Currently, the property has not yet been acquired and no permitting or other action has been taken with regards to the site. The Company will comply with all applicable local, state and Federal building codes and laws.

The site is located on the east side of North U.S. Highway 19, the main thoroughfare through Fanning Springs and the Nature Coast. The site is ideally situated for a hotel and is located near other commercial retail businesses and several natural tourist attractions including the Suwannee River, Gulf Coast, Nature Coast Trail and several other nature trails and springs throughout the area attracting thousands of visitors annually. Currently, the town and surrounding area have no flagged hotels and with thousands of tourist visiting the area, there is a tremendous need for overnight accommodations. The owners of the Company currently own and successfully operate eight hotel properties, lease one, and are currently building another in Dunnellon Florida. Once the hotel is complete, the Company will employ 26 fulltime employees from the local rural area. As a result of this loan, the Company will provide much needed overnight accommodations to the area, the economic climate of the area will be stimulated and improved for the long term and a substantial portion of the Company's revenues should flow through the local rural area.

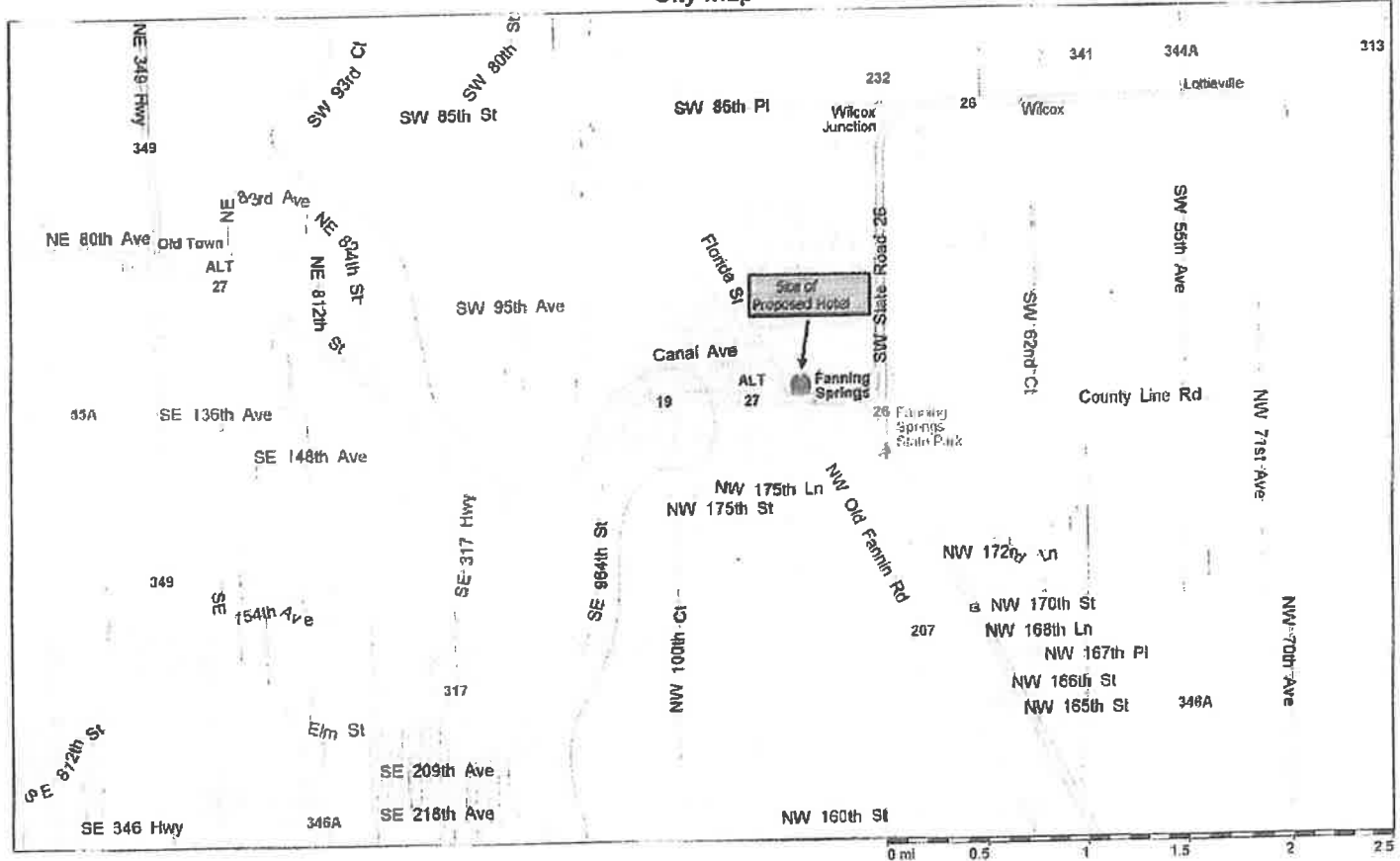
The necessary water and sewer are in place; the necessary electric, telephone, police protection and fire protection services are in place. There are no pending or final regulatory or legal actions against the Company or its owners. Enclosed for your information are the following: USDA form 1940-20, legal, site, and improvements description; preliminary site plan, area maps; aerial photograph, site photographs, Standard Flood Hazard Determinations, FEMA Flood Maps, topographic map, Gilchrist County Property Appraiser information and SF 424. There is no adverse public reaction, no mitigation measures are required for the project, no special permitting and no other federal actions are required to the best of our knowledge.

We are to notify you as a part of the USDA loan application process. We request that you provide your positive comments supporting our loan / project to: Joe Mueller, USDA Rural Development (email: [joe.mueller@fl.usda.gov](mailto:joe.mueller@fl.usda.gov), phone: 352-338-3441) and a copy to: Steve Small, Capital Resource (email: [capitalresource@msn.com](mailto:capitalresource@msn.com), phone: 727-446-7758). If you have questions about our loan project, please contact Azim Saju, 352-867-1347. Thank you for your support.

Cc: Scott R. Koons, Executive Director  
North Central FL Regional Planning Council  
2009 NW 67th Place  
Gainesville, FL 32653-1603  
[koons@ncfrpc.org](mailto:koons@ncfrpc.org)

Dr. Timothy Parsons, RPA, Compliance  
Division of Historical Resources  
500 South Bronough Street  
Tallahassee, Florida 32399-0250  
[timothy.parsons@dos.myflorida.com](mailto:timothy.parsons@dos.myflorida.com)  
[compliancepermits@dos.myflorida.com](mailto:compliancepermits@dos.myflorida.com)

# City Map



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**FLORIDA STATE CLEARINGHOUSE  
RPC INTERGOVERNMENTAL COORDINATION AND RESPONSE SHEET**

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SAI#: FL201510257476C

DATE: 10/25/2015

**COMMENTS DUE TO CLEARINGHOUSE: 11/23/2015**

CFDA#: 14.219

COUNTY: GILCHRIST

CITY: TRENTON

☒ FEDERAL ASSISTANCE   ☐ DIRECT FEDERAL ACTIVITY   ☐ FEDERAL LICENSE OR PERMIT   ☐ OCS

**PROJECT DESCRIPTION**

**DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT - COMMUNITY  
PLANNING AND DEVELOPMENT - COMMUNITY DEVELOPMENT BLOCK  
GRANTS/SMALL CITIES PROGRAM - NEIGHBORHOOD REVITALIZATION - CITY  
OF TRENTON - GILCHRIST COUNTY**

**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.**

**COMMENTS DUE TO RPC: 11/16/2015**     **GILCHRIST****NO COMMENTS:** ☒

(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:

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**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.



October 16, 2015

Florida State Clearinghouse  
Department of Environmental Protection  
3900 Commonwealth Boulevard, M S 47  
Tallahassee, FL 32399-3000

**RECEIVED**

**OCT 20 2015**

DEP Office of  
Intergov't Programs

Re: FFY 2014 CDBG Neighborhood Revitalization Application  
City of Trenton

Dear Sir/Madame:

On behalf of the City of Trenton, please find enclosed four (4) copies of the Intergovernmental Coordination and Review materials, as required by the Florida Small Cities CDBG Program.

They are as follows:

1. Application Profile and Narrative
2. Sources and Uses of Non-CDBG Funds Information
3. CDBG Funds and Activity Goal Score Spreadsheet
4. All Maps
5. No Historic Preservation Documents Required

Please provide any correspondence relating to your review of this grant to the Department of Economic Opportunity and the following persons:

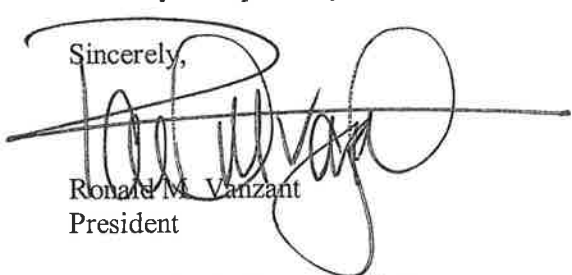
City of Trenton  
Attn: Taylor Brown  
114 North Main Street  
Trenton, FL 32693

Florida Small Cities CDBG Program  
Department of Economic Opportunity  
107 East Madison Street  
MSC-400  
Tallahassee, FL 32399

Jordan & Associates  
Attn: Ronald Vanzant  
P O Box 66579  
Orange Park, FL 32065

Should you require any further information, please do not hesitate to contact us.

Sincerely,



Ronald M. Vanzant  
President

cc: Taylor Brown, City Manager

Enclosures





**FLORIDA STATE CLEARINGHOUSE  
RPC INTERGOVERNMENTAL COORDINATION AND RESPONSE SHEET**

SAI#: FL201510257477C

DATE: 10/25/2015

COMMENTS DUE TO CLEARINGHOUSE: 11/23/2015

CFDA#: 14.219

COUNTY: LEVY

CITY: YANKEETOWN

☒ FEDERAL ASSISTANCE   ☐ DIRECT FEDERAL ACTIVITY   ☐ FEDERAL LICENSE OR PERMIT   ☐ OCS

**PROJECT DESCRIPTION**

**DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT - COMMUNITY  
PLANNING AND DEVELOPMENT - COMMUNITY DEVELOPMENT BLOCK  
GRANTS/SMALL CITIES PROGRAM - NEIGHBORHOOD REVITALIZATION -  
YANKEETOWN - LEVY COUNTY**

**ROUTING:****RPC**

X WITHLACOOCHEE 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.**

COMMENTS DUE TO RPC: 11/16/2015

     LEVY**NO COMMENTS:** ☒

(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:

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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.**



## Project Narrative — G-2

Describe the proposed project using the guidelines in the instructions. Specific directions for Commercial Revitalization and Economic Development application narratives can be found in the instructions. Use additional pages as needed.

### Service Area #1 62nd Street Water Line Replacement Service Area:

The potable water piping in the 62nd Street Water Line Replacement Service Area in the Town of Yankeetown experiences frequent water line breaks due to the age of the lines and the shallow depth at which they are buried. The activity proposed in this service area involves the replacement of the existing potable water lines in the service area with two inch (2") and six inch (6") water lines. Approximately two thousand three hundred linear feet (2,300') of replacement potable water lines will be installed. The project will also include the replacement of fifty-four (54) service laterals and water meters serving the residential housing units in the service area. The installation of the proposed new equipment will include all components, including fire hydrants, required for a complete installation.

The scope of work to be carried out in Service Area #1 is as follows:

- The replacement of the existing water line, services and water meters along 60<sup>th</sup> Street between Alley "B" on the North and Harmony Lane on the South, a distance of 1,000 linear feet. The activity in this area will result in seven (7) water meters and services being relocated;
- The relocation of eleven (11) water meters and services from Alley 60 west to 61<sup>st</sup> Street;
- The replacement of the existing water line, services and water meters running along Alley 61 between Knotts Way on the north and Harmony Lane on the south, a distance of 650 linear feet. The activity in this area will result in seventeen (17) water meters and services being relocated;
- The replacement of the existing water line running along Alley 62 between Knotts Way on the north and Harmony Lane on the south, a distance of 650 linear feet. The activity in this area will result in fourteen (14) water meters and services being relocated; and
- The relocation of five (5) water meters and services on Knotts Way and on 63<sup>rd</sup> Street.

Service area #1 is bound on the north by County Road C-40, on the south by Harmony Lane, on the east by 60<sup>th</sup> Street and on the west by 63<sup>rd</sup> Street.

The beneficiaries for the activity proposed in this Service Area #1 are those people living within the Service Area connected to the Town's central water system. Currently 55 occupied households are located within the Service Area #1. The individuals residing in the dwelling units in Service Area #1 will see their water pressure and volume increase once the planned upgrades to the water system are completed. The 55 households in the service area contain 121 people, 31 of these people or 25.62% are VLI, 116 of the people living in the service area or 95.87% are LMI and 5 of the people living in the service area or 4.13% have household incomes above the LMI income limits.

Thus, National Objective 1, Benefit to Low Moderate Income Persons is realized by this activity.

Activity	CDBG Cost	Local Match
03J Water Line Replacement	\$474,700.00	\$ 23,000.00

**Project Narrative  
Form G-2 (cont.)**

**Service Area #2 - Potable Water System Wide Service Area:**

This service area includes all of the homes that are served by the Town of Yankeeetown's potable water system:

**03J Water Tank/Well/Treatment Plant** – The Town of Yankeeetown recently completed a significant upgrade of the Town's water treatment plant. One of the items that still needs to be addressed is the upgrading of the cold weather protection for the high service pump controls at the Town's water treatment plant. The proposed CDBG project will include the needed upgrades to the pump controls at the Town's water treatment plant. The funds in this activity will be used to complete the upgrade to the pump controls at the Town's water treatment plant. The installation of the proposed new equipment will include all components required for a complete installation.

The beneficiaries for the activity proposed in this service area are all of the people living in the residential housing units currently being served by the town's potable water system. Currently 454 occupied households are connected to the town's potable water system. These 454 households contain 992.12 people. 110.36 of the people living in the households in the service area, or 11.12% are VLI, 683.72 of the people living in the households in the service area or 68.92% are LMI and 308.40 of the people living in the households in the service area or 31.08% have household incomes which are above the LMI income limits.

Thus, National Objective 1, Benefit to Low Moderate Income Persons is realized by this activity

Activity #	Activity	Description	CDBG Cost	Local Match
03J	Water Tank/Well/Treatment Plant Improvements –	Upgrades to the pump controls	\$ 40,000.00	\$ 0.00

Without the assistance of CDBG funding the Town of Yankeeetown will not be able to address this project at this time.

The Project engineer has completed plans and specifications for the project and applied for all required permits. The Town is claiming "Readiness to Proceed" points in this application. The Town has included thirty seven thousand three hundred dollars in engineering fees in this application. The engineering fees are broken out as follows; ten thousand dollars (\$10,000.00) for bidding services, twenty four thousand three hundred dollars (\$24,300.00) for construction observation services and three thousand dollars (\$3,000.00) to update the Town's water distribution system maps to show the new water lines that were installed as part of the project.

The Town is committing twenty five thousand dollars (\$25,000.00) as matching funds for this project in this application. The matching funds will be expended after the date of DEO's site visit for the project and before the project is administratively closed out.

The Town anticipates it will take approximately twenty-four (24) months for the project to be complete including completion of the environmental review, project design, bidding, construction and grant closeout.

The work in all three service areas will be carried out in a floodplain.

**Project Narrative  
Form G-2 (cont.)**

The sources and uses of funds for the project are as follows:

Activities	CDBG	Match	Total
03J- Water Tank/Well Treatment Plant	\$ 40,000.00	0.00	\$ 40,000.00
03J-Water Line Replacement	\$ 474,700.00	\$ 23,000.00	\$ 497,700.00
Engineering	\$ 37,300.00	\$ 2,000.00	\$ 39,300.00
Administration	\$ 48,000.00	0.00	\$ 48,000.00
<b>Total</b>	<b>\$ 600,000.00</b>	<b>\$ 25,000.00</b>	<b>\$ 625,000.00</b>

**Unmet Need**

**Service Area #3 - 64th Street Water Line Replacement Service Area:**

The potable water piping in the 64nd Street Water Line Replacement Service Area in the Town of Yankeetown experiences frequent water line breaks due to the age of the water lines and the shallow depth at which they are buried. The activity proposed in this service area involves the replacement of the existing potable water lines in the service area with six inch (6") water lines. Approximately three thousand three hundred and fifty linear feet (3,350') of replacement potable water lines will be installed. Additionally; twenty-one (21) water meters will be relocated and an additional twenty-seven (27) water meters and service laterals will be relocated. The installation of the proposed new equipment will include all components, including fire hydrants, required for a complete installation.

The scope of work to be carried out in Service Area #3 is as follows:

- The replacement of the existing water line along 64<sup>th</sup> Street between County Road C-40 on the north and Riverside Drive on the south, a distance of 850 linear feet. The activity in this area will result in eight (8) water meters and services being relocated;
- The replacement of the existing water line along 65<sup>th</sup> Street between County Road C-40 on the north and Riverside Drive on the south, a distance of 1,200 linear feet. The activity in this area will result in twenty (20) water meters and services being relocated;
- The relocation of six (6) water meters along 66<sup>th</sup> Street between County Road C-40 on the north and Riverside Drive on the south.
- The replacement of the existing water line along 67<sup>th</sup> Street starting at Lake Street and heading North to County Road C-40 and then heading east on County Road C-40 to 66<sup>th</sup> Street, a distance of 1,300 linear feet. The activity in this area and on 67<sup>th</sup> Street starting at Riverside Drive will result in eleven (11) water meters being relocated; and
- The relocation of four (4) water meters along Lake Street between 66<sup>th</sup> Street on the east and 67<sup>th</sup> Street on the west.

**Project Narrative  
Form G-2 (cont.)**

**Unmet Need (continued)**

**Service Area #3 - 64th Street Water Line Replacement Service Area (continued):**

Service area #3 is bound on the north by County Road C-40, on the south by Riverside Drive, on the east by 64<sup>th</sup> Street and on the west by the rear property lines of the properties on the west side of 67<sup>rd</sup> Street.

The beneficiaries for the activity proposed in this Service Area #3 are those people living within the Service Area connected to the Town's central water system. Currently 40 occupied households are located within the Service Area #3. The individuals residing in the dwelling units in Service Area #3 will see their water pressure and volume increase once the planned upgrades to the water system are completed. The 40 households in the service area contain 71 people, 8 of these people or 11.27% are VLI, 53 of the people living in the service area or 74.65% are LMI and 18 of the people living in the service area or 25.35% have household incomes above the LMI income limits.

Thus, National Objective 1, Benefit to Low Moderate Income Persons is realized by this activity.

Activity	CDBG Cost
03J Water Line Replacement	\$ 200,000.00

**Service Area #2 - Potable Water System Wide Service Area (Additional Work):**

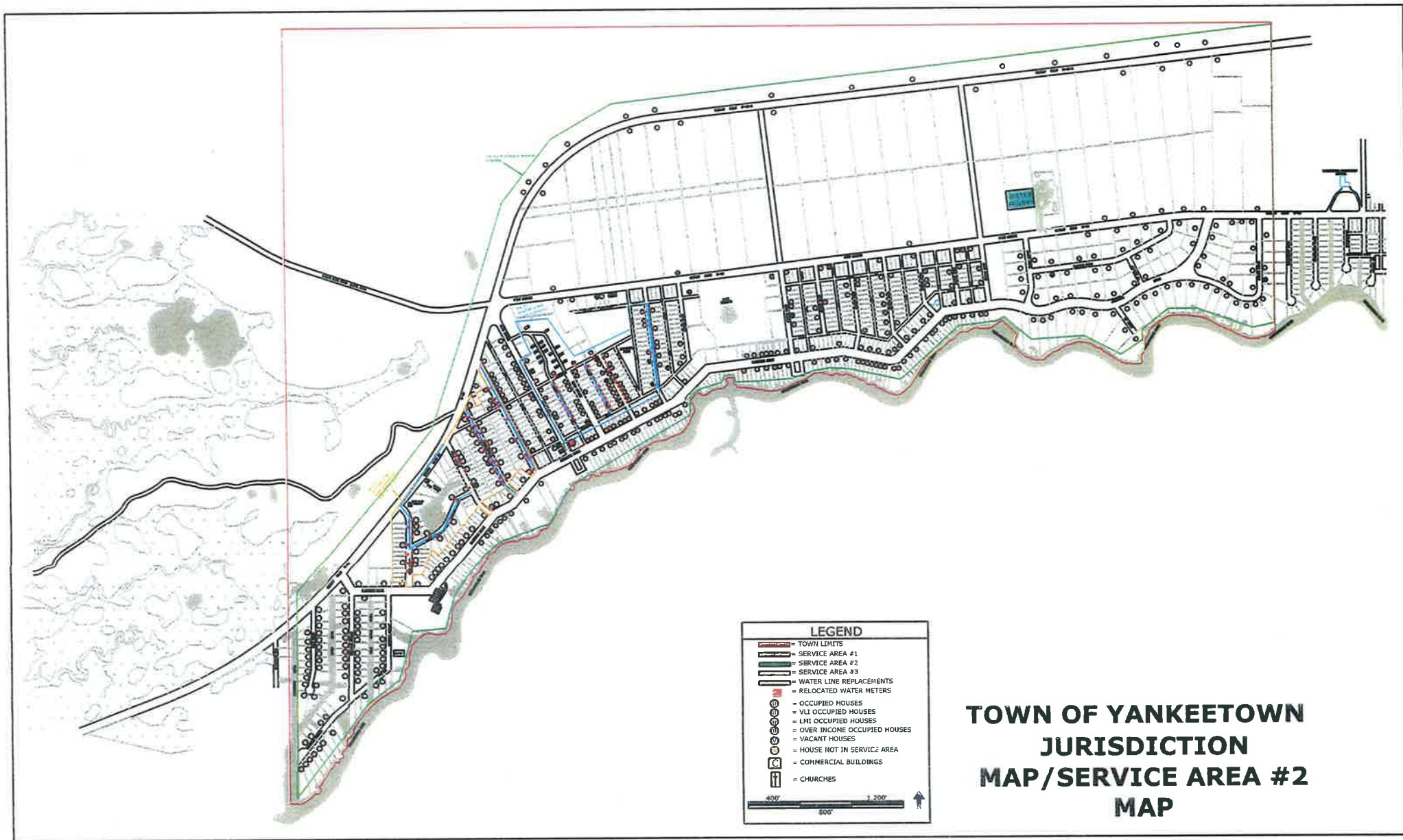
This service area includes all of the homes that are served by the Town of Yankeetown's potable water system:

**03J Water Tank/Well/Treatment Plant** – The Town of Yankeetown recently completed a significant upgrade of the Town's water treatment plant. One of the items that still needs to be addressed is the renovation or replacement of the maintenance building at the Town's water treatment plant. The proposed CDBG activity, if funds are available, will include the needed renovation or replace the maintenance building at the Town's water treatment plant. The funds in this activity will be used to complete the upgrade to the maintenance building at the Town's water treatment plant. The upgrades to or replacement of the maintenance building will include all components required to completely renovation or replace the maintenance building.

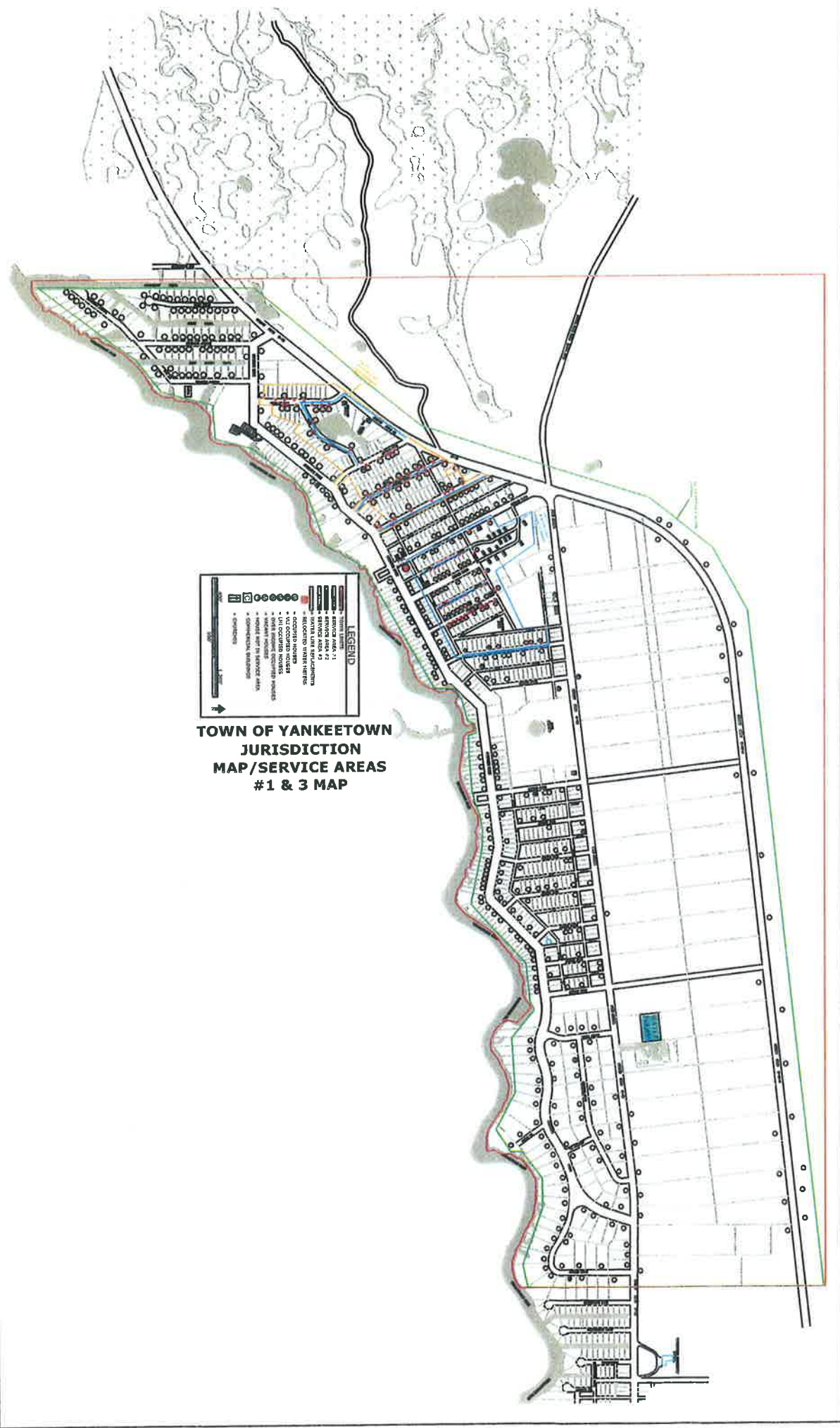
The beneficiaries for the activity proposed in this service area are all of the people living in the residential housing units currently being served by the town's potable water system. Currently 454 occupied households are connected to the town's potable water system. These 454 households contain 992.12 people. 110.36 of the people living in the households in the service area, or 11.12% are VLI, 683.72 of the people living in the households in the service area or 68.92% are LMI and 308.40 of the people living in the households in the service area or 31.08% have household incomes which are above the LMI income limits.

Thus, National Objective 1, Benefit to Low Moderate Income Persons is realized by this activity.

Activity #	Activity	Description	CDBG Cost
03J	Water Tank/Well Treatment Plant – Renovation or replacement of the maintenance building		\$ 60,000.00







**TOWN OF YANKEETOWN  
JURISDICTION  
MAP/SERVICE AREAS  
#1 & 3 MAP**