



Serving Alachua  
Bradford • Columbia  
Dixie • Gilchrist • Hamilton  
Lafayette • Levy • Madison  
Suwannee • Taylor • Union Counties

---

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

# MEETING NOTICE

## CLEARINGHOUSE COMMITTEE

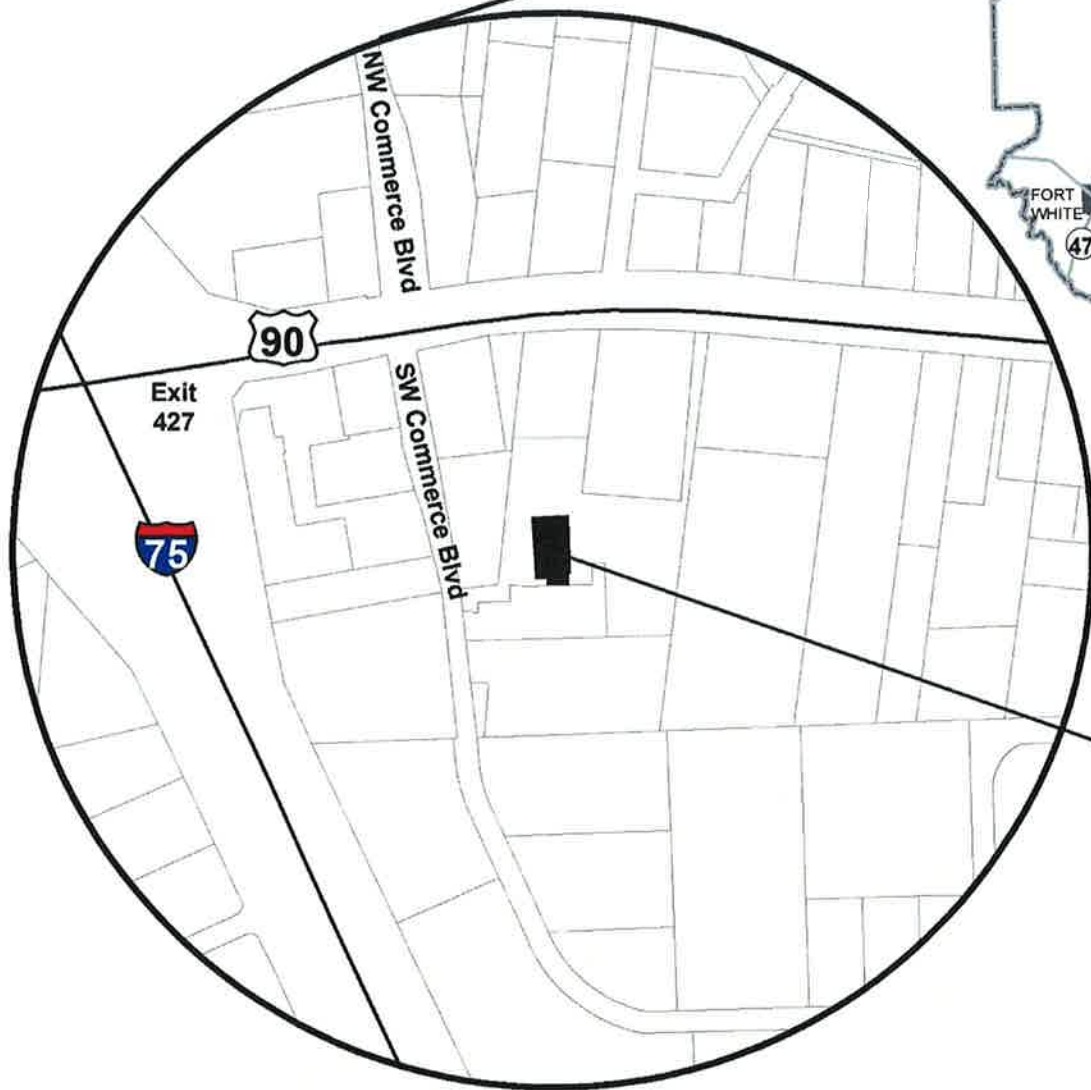
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **September 28, 2017**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(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.



1 inch = 500 feet

Holiday Inn  
Hotel & Suites





Serving Alachua  
Bradford • Columbia  
Dixie • Gilchrist • Hamilton  
Lafayette • Levy • Madison  
Suwannee • Taylor • Union Counties

---

2009 NW 67th Place, Gainesville, FL 32653 - 1 803 • 352 . 955 . 2200

## AGENDA

### CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites  
Lake City, Florida

September 28, 2017  
6:00 p.m.

#### **PAGE NO.**

I. APPROVAL OF THE AUGUST 24, 2017 MEETING MINUTES **5**

II. COMMITTEE-LEVEL REVIEW ITEMS

#### Comprehensive Plan Amendments

#102 - Alachua County Comprehensive Plan Adopted Amendment (DEO No. 17-3ESR) **9**

#103 - Columbia County Comprehensive Plan Adopted Amendment DEO No. 17-1ESR) **13**

#105 - Union County Comprehensive Plan Draft Amendment (DEO No. 17-1ER) **17**

#106 - City of Archer Comprehensive Plan Adopted Amendment (DEO No. 17-1ESR) **37**

III. STAFF-LEVEL REVIEW ITEMS

#104 - Town of Cross City - New Fire Station Project - United States Department of Agriculture Rural Development Loan Application, Dixie County, Florida **59**



NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL  
CLEARINGHOUSE COMMITTEE  
MINUTES

Holiday Inn Hotel and Suites  
Lake City, Florida

August 24, 2017  
6:00 p.m.

MEMBERS PRESENT

Beth Burnam (via telephone)  
Jim Catron  
Charles Chestnut, IV  
Thomas Demps  
Janice Mortimer

MEMBERS ABSENT

Anthony Adams, Vice-Chair  
William Hunter  
James Montgomery, Chair  
Helen Warren

STAFF PRESENT

Steven Dopp

Noting the presence of a quorum, the meeting came to order at 6:06 p.m.

Noting the absence of the Chair and Vice-Chair, the Committee selected a temporary Chair for the meeting.

**ACTION:** It was moved by Commissioner Catron and seconded by Commissioner Demps for Commissioner Chestnut to serve as temporary chair for the meeting. The motion carried unanimously.

I. APPROVAL OF THE JUNE 22, 2017 MEETING MINUTES

**ACTION:** It was moved by Commissioner Catron and seconded by Commissioner Demps to approve the June 22, 2017 meeting minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

#101 - Madison County Comprehensive Plan Draft Amendment (DEO No. 17-1ESR)

**ACTION:** It was moved by Commissioner Catron and seconded by Commissioner Demps to add Clearinghouse Committee item #101, Madison County Comprehensive Plan Draft Amendment (DEO No. 17-1ESR) to the agenda. The motion carried unanimously.

#98 - Alachua County Comprehensive Plan Adopted Amendments (DEO 17-2ESR and 17-3ESR)

#99 - City of Gainesville Comprehensive Plan Adopted Amendments (DEO 17-2ESR)

#100 - Alachua County Comprehensive Plan Draft Amendment (DEO No. 17-4ESR)

#101 - Madison County Comprehensive Plan Draft Amendment (DEO No. 17-1ESR)

The Committee agreed by consensus to group these items for purposes of Clearinghouse Committee review. Mr. Dopp stated that the staff reports find the comprehensive plans, as amended, are 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 Catron and seconded by Commissioner Mortimer to approve the staff reports as circulated. The motion carried unanimously.**

The meeting adjourned at 6:18 p.m.

---

James Montgomery, Chair

9/28/17

**COMMITTEE-LEVEL ITEMS**





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

Regional Planning Council: North Central Fl                      Regional Planning Council Item No.: 102  
Review Date: 9/28/17    Local Government: Alachua County  
Amendment Type: Adopted Amendment                          Local Government Item No.: CPA 05-17  
State Land Planning Agency Item No.: 17-3ESR

Date Mailed to Local Government and State Land Planning Agency: 9/29/17 (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**

County item CPA-05-17 adds Objective 1.8 and associated policies and amends Urban Residential densities policies relating to Cottage Neighborhoods (see attached).

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

The amendment is not anticipated to result in significant adverse impacts to regional facilities Natural Resources of Regional Significance or adjoining local governments as it does not result in a change in allowable uses, densities or intensities of use.

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

The County 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 County and the Florida Department of Economic Opportunity.



## EXHIBIT A

### Future Land Use Element

#### URBAN RESIDENTIAL DENSITIES

- Policy 1.3.7** Low Density Residential land use category shall provide for a gross density of one to four dwelling units per acre except as provided for in Cottage Neighborhoods, Transit Oriented Development (TOD) and Traditional Neighborhood Development (TND) meeting the requirements of this Element.
- Policy 1.3.8** Medium Density Residential land use category shall provide for a gross density of four to eight dwelling units per acre except as provided for in Cottage Neighborhoods, Transit Oriented Development (TOD) and Traditional Neighborhood Development (TND) meeting the requirements of this Element.

#### OBJECTIVE 1.8 COTTAGE NEIGHBORHOODS

Cottage Neighborhoods offer opportunities for creative, diverse and high quality infill development within the Urban Cluster and promote a variety of housing types and sizes available within the community to meet the needs of a population diverse in age, income, and household composition. These neighborhoods provide for more efficient use of land through density bonuses consistent with Housing Element Policy 1.2.2, which provides incentives for development of affordable housing. Cottage Neighborhoods encourage the creation of more usable open space for residents of the development and maximize resident and pedestrian oriented outdoor spaces while minimizing the impact of automobile traffic and parking.

- Policy 1.8.1** Cottage Neighborhoods are groups of smaller homes built around a common green space.
- Policy 1.8.2** Design criteria for Cottage Neighborhoods shall be established in the Unified Land Development Code and shall include, but not be limited to, provisions for clustering, maximum neighborhood size and maximum unit size.
- Policy 1.8.3** Cottage Neighborhoods meeting the design requirements for such neighborhoods in the Unified Land Development Code shall be allowed to develop at two times the maximum units per acre of the underlying future land use designation.



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

Regional Planning Council: North Central Fl  
Review Date: 9/28/17  
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 103  
Local Government: Columbia County  
Local Government Item No.: CPA 0224  
State Land Planning Agency Item No.: 17-1ESR

Date Mailed to Local Government and State Land Planning Agency (estimated): 9/29/17

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 approximately 235 acres from Highway Interchange to Agriculture (1 dwelling unit per 5 acres) (see attached).

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

The subject property is located within a Stream-to-Sink Watershed as identified and mapped in the North Central Florida Strategic Regional Policy Plan. However, significant adverse impacts are not anticipated to occur to the Regional Road Network as a result of the amendment as the amendment results in a decrease in allowable intensities of use.

The subject property is located adjacent to Interstate Highway 10, which is identified as part of the Regional Road Network as identified in the regional plan. Nevertheless, significant adverse impacts are not anticipated to occur to the Regional Road Network as a result of the amendment as the amendment results in a decrease in allowable intensities of use.

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

The County 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?**

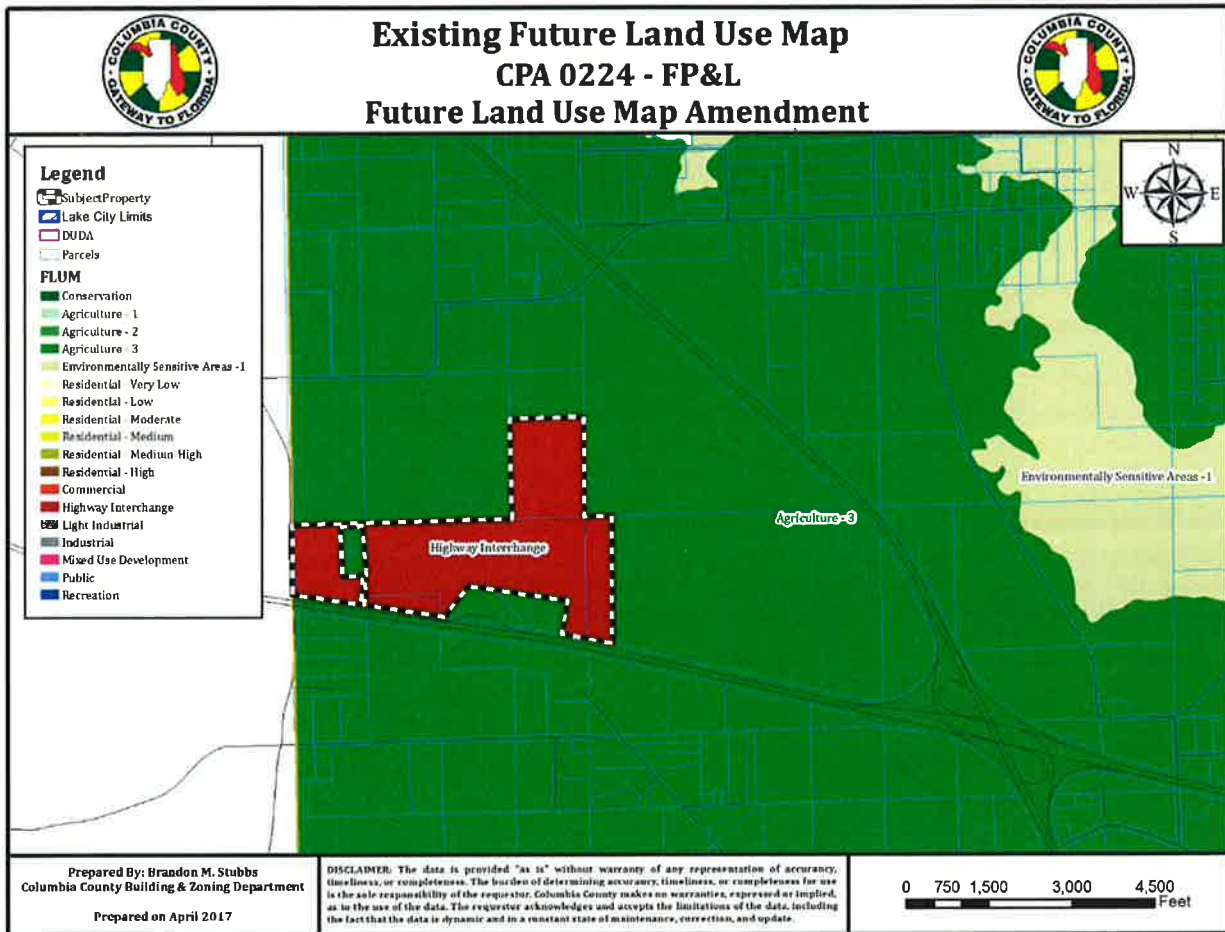
|                |                      |
|----------------|----------------------|
| Yes _____      | No _____             |
| Not Applicable | _____ <u>X</u> _____ |

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

## SUMMARY

The proposed Large Scale Amendment to the Future Land Use Map of the Comprehensive Plan would amend the FLUM Designation of ±253.25 acres from Highway Interchange to Agriculture. The subject property is currently vacant.

**Map 1. Existing FLUM with Subject Property**



The AGRICULTURE FLUM Designation is described as follows in Policy I.2.2 of the Future Land Use Element of the Comprehensive Plan:

*"Agricultural land use. Agriculturally classified lands are lands, which are predominantly used for crop cultivation, livestock, specialty farms, silviculture activities conducted in accordance with the silviculture policy contained within the conservation element of the comprehensive plan and dwelling units.*

*In addition, the processing, storage and sale of agricultural products and commodities which are not raised on the premises, livestock auction arenas, livestock and poultry slaughterhouses, sawmills, planing mills and other wood processing plants, agricultural equipment and related machinery sales, agricultural feed and grain packaging, blending, storage, and sales, agricultural fertilizer storage and sales, agricultural fairs and fairground activities, recreational activities such as racetracks, speedways, golf courses, country clubs, tennis and racquet clubs, golf and archery ranges, rifle, shotgun and pistol ranges, travel trailer parks or campgrounds (including day camps), and hunting or fishing camps, riding or boarding stables, drive-in theaters, commercial kennels, veterinary clinics and animal shelters, cemeteries and crematories, airplane landing fields, small engine repair (not to exceed 2,000 square feet), automotive repair (not to exceed 2,500 square feet)*





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

Regional Planning Council: North Central Fl                      Regional Planning Council Item No.: 105  
Review Date: 9/28/17    Local Government: Union County  
Amendment Type: Draft Amendment                                Local Government Item No.: CPA 17-01  
State Land Planning Agency Item No.: 17-1ER  
Date Mailed to Local Government and State Land Planning Agency: 9/29/17 (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 County is amending its comprehensive plan based on an evaluation completed by the County to reflect changes in state requirements pursuant to Section 163.3191, Florida Statutes. More specifically, the item amends the Future Land Use Map as well as the text of the Future Land Use Element; the Traffic Circulation 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 (see attached excerpts).

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

The County is bisected by State Roads 18, 100, 121 and 238, all of which are identified in the North Central Florida Strategic Regional Policy Plan as Regional Transportation Facilities. Additionally, Lake Butler, a portion of the North Central Florida Ecological Greenway, identified state-owned conservation lands, the Santa Fe River Corridor and Worthington Spring, which are identified and mapped as Natural Resources of Regional Significance in the Regional Plan are located within the County. Nevertheless, significant adverse impacts are not anticipated to regional facilities or Natural Resources of Regional Significance as the amendment does not result in an increase in allowable density or intensity of use.

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

The County 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

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**



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

# I

## FUTURE LAND USE ELEMENT

### INTRODUCTION

This Future Land Use Element and Future Land Use Plan map designates the future general distribution, location and extent of the uses of land within the unincorporated areas of the County. It provides for the appropriate distribution of population densities and building and structural densities and intensities. Data collected for this plan element and its analysis, contained in the County's Data and Analysis document, are not part of this plan element but do provide a basis for its formulation.

The following goal, objectives and policies provide for allocation of future land uses as well as guidance for its distribution. The focal point around which this Future Land Use Element is centered is the relationship between urban development areas and rural areas of the County, and the uses and intensity of each of those areas. The rural character of the unincorporated areas of the County provides opportunity for guiding direction, location and concentration of future urban uses. The concentration of urban uses within urban development areas of the County will enable both public and private sectors to feasibly plan for the public facilities and services needed to serve the residents of the County.

The following policies list uses for each of the land use classifications described in the Future Land Use Element. In addition to the uses there are also uses listed as special exceptions or special permits. A special exception or special permit is a use that would not be appropriate generally or without restriction throughout the land use classification, but if controlled as to number, area, or location would promote the public health, safety, welfare, morals, order, comfort, convenience, appearance, prosperity or general welfare. Special exceptions or special permits, as all other development orders, shall only be issued in conjunction with a Certificate of Concurrency Compliance as provided within the Concurrency Management System found within this Comprehensive Plan.

### FUTURE LAND USE GOAL, OBJECTIVES AND POLICIES

GOAL I - IN RECOGNITION OF THE IMPORTANCE OF CONSERVING THE NATURAL RESOURCES, **DISCOURAGING URBAN SPRAWL**, AND ENHANCING THE QUALITY OF LIFE IN THE COUNTY, **DIRECT DEVELOPMENT TO THOSE AREAS WHICH HAVE IN PLACE OR HAVE AGREEMENTS TO PROVIDE, THE LAND AND WATER RESOURCES, FISCAL ABILITIES AND SERVICE CAPACITY TO ACCOMMODATE GROWTH DEVELOP** IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.

### OBJECTIVES AND POLICIES FOR URBAN DEVELOPMENT AREAS

Urban development areas are those areas shown on the County's Future Land Use Plan Map.

These areas are not urban service areas for public facilities, but are areas to which higher density agricultural, residential (single family, multi-family, and mobile homes) and commercial and industrial uses are to be directed so that at such time as public facilities may be provided, they can be done so in an efficient and economical manner.

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

Policy I.13.1 The Board of County Commissioners shall use the following criteria in considering for approval the following essential services owned or operated by publicly regulated entities: electrical transmission lines **and substations**, natural gas transmission lines, and radio, telecommunications and television antennas and towers. No such service shall be sited within 200 feet of any single or multi-family residence, group living facility, 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 stations~~. 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 County 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 abutting residential areas, a setback of 100 feet between the distribution electric substation property boundary and permanent equipment structures shall be maintained. 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.**
- 2. In residential areas, a setback of 100 feet between the distribution electric substation property boundary and permanent equipment structures shall be maintained. 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.**

OBJECTIVE I.14 The County shall continue to enforce the airport land use restrictions as provided in the airport land use restriction policy of this element.

Policy I.14.1 Airport land use restrictions shall be provided notwithstanding any other provisions of this Comprehensive Plan, so that no use may be made of land or water adjacent to any airport which will interfere with the operation of an airborne aircraft. The following special requirements shall apply to each permitted use:

1. All lights or illumination used in conjunction with street, parking, signs, or use of land and structures shall be arranged and operated in such a manner that it is not misleading or dangerous to aircraft operating from the airport or in vicinity thereof.
2. No operations from any land use type shall produce smoke, glare, or other visual hazards within 3 statute miles of any usable runway of the airport.
3. No operations from any land use type shall produce electronic interference with navigation signals or radio communication between the airport and aircraft.

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

## II

### ~~TRAFFIC CIRCULATION~~ **TRANSPORTATION** ELEMENT

#### INTRODUCTION

A traffic circulation system provides for the safe and efficient movement of people and goods and supports existing and future development. This plan element identifies the types, locations and extent of existing and proposed major thoroughfares and transportation routes in the County and establishes a framework for policy decisions in planning future transportation needs. Data collected for this plan element and its analysis, contained in the Data and Analysis document, are not part of this plan element but provide a basis for its formulation.

The ~~Traffic Circulation~~ **Transportation** Element interrelates with the Future Land Use Element due to the inherent two-way relationship between land use and transportation. Land use patterns directly affect the demand for transportation facilities. More intensive land uses generate more traffic and require greater degrees of accessibility. Conversely, the transportation network affects and influences the use of land located adjacent to these facilities.

The ~~Traffic Circulation~~ **Transportation** Element also 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 County's traffic circulation system does not stop at political boundaries. Coordination with other local governments is prerequisite to a total traffic circulation system. The goal, objectives and policies of the Intergovernmental Coordination Element establish guidelines for coordination between various governmental entities.

The following goal, objectives and policies of this plan element serve as the plan for ~~traffic circulation~~ **transportation** needs. The objectives and policies herein provide a basis for addressing transportation needs within the County.

#### ~~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 County shall maintain a safe, convenient and efficient level of service standard for all roadways.

Policy II.1.1 Establish the Service Standards as noted below at peak hour for the following roadway segments within the County as defined within the **most recent version of the** Florida Department of Transportation ~~2002~~ Quality/Level of Service Handbook.

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

|                    |   |    |                 |       |   |
|--------------------|---|----|-----------------|-------|---|
| <b><u>2829</u></b> | C.R. 240<br>from C.R. 241 to County west boundary | 2U | Minor Collector | Rural | D |
| <b><u>2930</u></b> | C.R. 241A<br>from C.R. 241 to S.R. 238            | 2U | Minor Collector | Rural | D |
| <b><u>3031</u></b> | C.R. 241<br>from S.R. 238 to County west boundary | 2U | Minor Collector | Rural | D |
| <b><u>3132</u></b> | C.R. 791<br>from C.R. 241A to S.R. 238            | 2U | Minor Collector | Rural | D |

U - Undivided roadway.

Policy II.1.2. The County shall control the number and frequency of connections and access points of driveways and roads to arterial and collector roads by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code, in effect **on January 1, 2003 upon adoption of this Comprehensive Plan** and the following requirements for County roads:

1. Permitting 1 access point for ingress and egress purposes to a single property or development;
2. Permitting 2 access points if the minimum distance between the two access points exceeds 20 feet;
3. Permitting 3 access points if the minimum distance between each access point is at least 100 feet; or
4. Permitting more than 3 access points where a minimum distance of 1000 feet is maintained between each access point.

Policy II.1.3. The County shall require the provision of safe and convenient on-site traffic flow which includes the provision for vehicle parking to be located on the same lot or parcel of land the parking is intended to serve. Each off-street parking space, with the exception of handicapped parking spaces, shall be a minimum of 10 feet by 20 feet in size. Each handicapped parking space shall be a minimum of 12 feet by 20 feet in size plus a 5 foot wide access aisle. The County may allow the establishment of such offstreet parking facilities within 300 feet of the premises they are intended to service when the practical difficulties prevent the placing of the facilities on the same lot as the premises they are designed to serve.

Policy II.1.4. The County for any development required to provide a site plan or requiring platting along proposed collector or arterial roadways, shall include requirements for an additional 10 foot right-of-way for bicycle and pedestrian ways to be provided 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, as amended, the County 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.**



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

**However, the landowner shall not be held responsible for contributing to deficient transportation facilities.**

- OBJECTIVE II.2 The County shall continue to require all traffic circulation system improvements be consistent with land uses shown on the future land use plan map of the Comprehensive Plan by limiting higher density and higher intensity land use locations to be adjacent to collector and arterial roads.
- Policy II.2.1 The County shall, as part of the capital improvements scheduling of roadway improvements, review all such proposed roadway improvements to determine if they will further the direction of the Future Land Use Plan Element. Where the roadway is operated and maintained by another jurisdictional authority, the County shall notify such jurisdiction, in writing, if any proposed roadway improvement is not consistent with the provisions of the Future Land Use Plan Element.
- Policy II.2.2 The County shall coordinate the traffic circulation system improvements with the provisions of the adopted Suwannee River Management Plan prepared pursuant to Florida Statutes Chapter 380, by the Suwannee River Resource Planning and Management Committee.
- OBJECTIVE II.3 The County shall 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 County 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 County shall continue to provide for the protection of future rights-of-way from building encroachment by establishing right-of-way setback requirements, as provided in the rights-of-way setback policy contained within the ~~Traffic Circulation-Transportation~~ Element of this Comprehensive Plan, for all structures along new or realigned collector and arterial roadways. Extra right-of-way will either be provided by the developer if the road is part of the development or purchased as additional right-of-way.
- Policy II.4.1 The County shall continue to require all structures along new or realigned collector or arterial roadways to provide an additional setback of 75 feet as measured from the centerline of the right of way for the future need of additional right-of-way. Such additional right-of-way shall be provided by the developer of the land as part of the development review process or shall be purchased by the agency improving the roadway.
- 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.**

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

- 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 County shall encourage cross-access connections easements and joint driveways, where available and economically feasible.**

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

## IV

### SANITARY SEWER, SOLID WASTE, DRAINAGE, POTABLE WATER AND NATURAL GROUNDWATER AQUIFER RECHARGE ELEMENT

#### INTRODUCTION

The following plan element provides direction for the use, maintenance and location of general sanitary sewer, solid waste, drainage, potable water facilities and natural groundwater aquifer recharge areas in conformance with the future land use element of this Comprehensive Plan.

The data collected for this plan element and its analysis, contained in the County's Data and Analysis document, are not part of this plan element but provide a basis for the formulation of it.

This portion of the Comprehensive Plan provides a goal, objectives and policies which direct the implementation and use of such public facilities in a logical and economic fashion consistent with the State of Florida Comprehensive Plan, the North Central Florida Strategic Regional Policy Plan and other elements of this Comprehensive Plan.

#### SANITARY SEWER, SOLID WASTE, DRAINAGE, POTABLE WATER AND NATURAL GROUNDWATER AQUIFER RECHARGE ELEMENT GOALS, OBJECTIVES AND POLICIES

**GOAL IV-1 - ENSURE THE PROVISION OF PUBLIC FACILITIES IN A TIMELY, ORDERLY, EFFICIENT, AND ENVIRONMENTALLY SOUND MANNER AT AN ACCEPTABLE LEVEL OF SERVICE FOR THE COUNTY'S POPULATION.**

**OBJECTIVE IV.1** The County shall continue to correct existing deficiencies by undertaking capital improvement projects in accordance with the schedule contained in the Capital Improvements Element of this Comprehensive Plan.

**Policy IV.1.1** The County shall provide that within the schedule contained in the Capital Improvements Element, that capital improvement projects needed for replacement or correction of existing deficiencies in public facilities be given priority over providing for future facilities needs;

1. Highest priority - projects imminently needed to protect the public health and safety; and
2. Secondary priority - existing facilities not meeting maintenance or operation level of service standards adopted herein.

#### SANITARY SEWER FACILITY SUBELEMENT

**GOAL IV-2 - ENSURE THE PROVISION OF PUBLIC SANITARY SEWER FACILITIES IN A TIMELY, ORDERLY EFFICIENT AND ENVIRONMENTALLY SOUND MANNER AT AN ACCEPTABLE LEVEL OF SERVICE FOR THE COUNTY'S POPULATION.**

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

OBJECTIVE IV.2 If applicable and funds are available, the County shall continue to coordinate the extension of, or increase in the capacity of sanitary sewer facilities by scheduling the completion of public facility improvements, and requiring that they are concurrent with projected demand.

Policy IV.2.1 The County hereby establishes the following level of service standards for sanitary sewer facilities.

| FACILITY TYPE   | LEVEL OF SERVICE STANDARD  |
|---|--|
| Individual Septic Tanks                                 | Standards as specified in Chapter 64E-6, Florida Administrative Code, in effect <del>on</del> <b><u>January 1, 2003 upon adoption of this Comprehensive Plan</u></b> |
| City of Lake Butler<br>Community Sanitary Sewer System  | 94 gallons per capita per day  |
| Union Correctional Institute                            | 123 gallons per capita per day   |
| Lake Butler Reception<br>and Medical Center (west unit) | 62 gallons per capita per day  |
| B & C Water Resources                                   | 94 gallons per capita per day  |

Policy IV.2.2 The County shall prohibit the installation of septic tanks in locations with soils which do not meet the installation requirements of Chapter 64E-6, Florida Administrative Code in effect ~~on January 1, 2003~~ **upon adoption of this Comprehensive Plan.**

Policy IV.2.3 The County shall continue to allow existing septic tanks and package wastewater treatment facilities to remain in service until such time as centralized sanitary sewer service is accessible, conditioned on the following requirements:

1. The County shall not issue a building permit for construction of a building or facility where sanitary sewage is proposed to be disposed using an onsite sewage disposal system in an area classified industrial on the Future Land Use Plan Map, or uses for industrial or manufacturing purposes, or its equivalent, where a centralized sanitary sewer system is available within 1,000 feet of the area used or classified industrial, or where the likelihood exists that the onsite sewage disposal system may receive toxic, hazardous or industrial waste; and
2. The County shall not issue an occupational license to the owner or tenant of a building located in an area classified industrial on the County's Future Land Use Plan Map, or used for industrial or manufacturing purposes, or its equivalent, when such site is served by an onsite sewage disposal system without the owner or tenant first obtaining an annual operating permit from the County Health Department; and
3. The County shall not issue a certificate or land development regulation compliance to a new owner or tenant of a building located in an area zoned industrial on the County's Official Zoning Atlas, or used for industrial or manufacturing purposes, or its equivalent, or which operates a business

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

Florida Administrative Code, in effect ~~on January 1, 2003~~ **upon adoption of this Comprehensive Plan**, as cited above, which is directly discharged into an Outstanding Florida Water shall include an additional level of treatment equal to the runoff of the first 1.5 inches of rainfall from the design storm consistent with Chapter 62-25.025(9), Florida Administrative Code, in effect ~~on January 1, 2003~~ **upon adoption of this Comprehensive Plan**, in order to meet the receiving water quality standards of Chapter 62-302, Florida Administrative Code, in effect ~~on January 1, 2003~~ **upon adoption of this Comprehensive Plan**. Such stormwater discharge facilities shall be designed so as not to lower the receiving water quality below its designated classification as established in Chapter 62-302, Florida Administrative Code, in effect ~~on January 1, 2003~~ **upon adoption of this Comprehensive Plan**.

POTABLE WATER FACILITY SUBELEMENT

GOAL IV-5 - ENSURE THE PROVISION OF PUBLIC POTABLE WATER FACILITIES IN A TIMELY, ORDERLY EFFICIENT AND ENVIRONMENTALLY SOUND MANNER AT AN ACCEPTABLE LEVEL OF SERVICE FOR THE COUNTY'S POPULATION.

OBJECTIVE IV.5 The County shall continue to coordinate the extension of, or increase in the capacity of potable water facilities by scheduling the completion of public facility improvements and requiring that they are concurrent with projected demand.

Policy IV.5.1 The County hereby establishes the following level of service standards for potable water.

| FACILITY TYPE                                      | LEVEL OF SERVICE STANDARD   |
|--|---|
| Private individual water wells                     | Standards as specified in Chapter 62-22, Florida Administrative Code in effect on January 1, 2003 |
| City of Lake Butler Community Potable Water System | 155 gallons per capita per day  |
| FACILITY TYPE                                      | LEVEL OF SERVICE STANDARD   |
| Union Correctional Facility Potable Water System   | 181 gallons per capita per day  |
| B & C Water Resources                              | 155 gallons per capita per day  |

Policy IV.5.2 The County shall permit residential densities in excess of 2 dwelling units per acre, but less than or equal to 4 dwelling units per acre only within areas served by centralized potable water systems, and residential densities in excess of 4 dwelling units per acre only within areas served by centralized potable water systems and centralized sanitary sewer systems.

**Policy IV. 5.3** **The County shall consult with the applicable water supply utility prior to issuance of a building permit or its functional equivalent to ensure that adequate water supplies and facilities will be in place and available no later**

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

**than the anticipated date of issuance of a certificate of occupancy or its functional equivalent.**

GOAL IV-6 - ENSURE THE PROTECTION OF SURFACE AND GROUNDWATER QUALITY AND QUANTITY BY ESTABLISHMENT OF PLANS AND PROGRAMS TO PROMOTE ORDERLY USE AND DEVELOPMENT OF LAND IN A MANNER WHICH WILL PROMOTE SUCH PROTECTION AND AVAILABILITY

OBJECTIVE IV.6 ~~The County shall require that no sanitary sewer facility have any discharge into designated high groundwater aquifer recharge areas as designated by the Water Management District and depicted in Appendix A of this Comprehensive Plan.~~

Policy IV.6.1 The County shall continue to require that, during the development review process, all proposed development within the drainage basin of any designated priority water body shall be coordinated with the Water Management District. Further, the County shall ensure that any proposed development is consistent with any approved management plans within that basin.

OBJECTIVE IV.7 The County shall continue to coordinate with the Water Management District to protect the functions of high groundwater aquifer recharge areas as designated by the Water Management District and depicted in Appendix A of this Comprehensive Plan and natural drainage features by requiring all proposed subdivision plats be reviewed by the Water Management District prior to final approval of the plat.

Policy IV.7.1 The County shall provide for the limitation of development adjacent to natural drainage features to protect the functions of the feature by enforcing a design standard that require all development to conform with the natural contours of the land and leave natural drainage ways undisturbed. In addition, no development shall be constructed so that such development impedes the natural flow of water from higher adjacent properties across such development.

Policy IV.7.2 The County shall provide for the limitation of development and associated impervious surfaces in high groundwater aquifer recharge areas as designated by the Water Management District and depicted in Appendix A of this Comprehensive Plan to protect the functions of the recharge area through requirement of the following:

1. Stormwater management practices shall not include drainage wells and sinkholes for stormwater disposal where recharge is into potable water aquifers. Where development is proposed on private property with existing private drainage wells, these wells shall be abandoned, including adequate sealing and plugging according to Chapter 62-28, Florida Administrative Code, and as administered and regulated by the Water Management District, in effect ~~on January 1, 2003~~ **upon adoption of this Comprehensive Plan;**
2. Well construction, modification or closure shall be regulated in accordance with the criteria established by the Water Management District and the Florida Department of Health;

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

## CONCURRENCY MANAGEMENT SYSTEM

### INTRODUCTION

Chapter ~~9J-5~~ **163**, ~~Statutes Administrative Code~~ requires the adoption of a concurrency management system to ensure facilities and services needed to support development are available concurrent with the impacts of such development. This concurrency management system ensures that, prior to the issuance of a development order or permit, the adopted level of service standards required within this Comprehensive Plan for roads, potable water, sanitary sewer, solid waste, drainage and recreation and open space will be maintained.

The County has adopted policies within this Comprehensive Plan which establish level of service standards for public facilities. The concurrency management system in turn provides a mechanism for the County to ensure the maintenance of these standards concurrent with the impacts of development.

### PURPOSE AND OVERVIEW

The County shall require a concurrency review be made with applications for development approvals and a Certificates of Concurrency issued prior to development. If the application is deemed concurrent, a Certificate of Concurrency will be issued by the Land Development Regulation Administrator. If the development requires any other development permit, a copy of the Certificate of Concurrency shall be included with any future application for a development permit. A separate concurrency review shall not be required for each development permit for the same project.

For purposes of this Concurrency Management System, a development order means any order granting, denying, or granting with conditions an application for a development permit.

A development permit includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting development of land.

Concurrency review addresses only the availability of public facilities and capacity of services, and a Certificate of Concurrency does not represent overall development approval. If the application for development is not concurrent, the applicant shall be notified that a certificate cannot be issued for the development. The burden of showing compliance with adopted levels of service and with meeting the concurrency test shall be upon the applicant.

The County shall review applications for development, and a development approval shall be issued only if the proposed development does not lower the existing level of service of public facilities and services below the adopted level of service in this Comprehensive Plan.

The minimum requirements for concurrency within this management system are:

1. For Sanitary Sewer, Solid Waste, Drainage and Potable Water Facilities

**a. Prior to the issuance of a building permit or its functional equivalent, the County will consult with the applicable water supply utility to ensure that adequate water supplies and facilities will be in place and available no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent.**

**ab.** A development order or permit may be issued, subject to the condition that, at the time of issuance of a certificate of occupancy or its functional equivalent, if the necessary facilities and services are in place and available to serve the new development; or

Words **bolded and underlined** have been added.

Words **~~bolded and struck through~~** have been deleted

facilities and services to serve the new development to be in place or under actual construction not more than three years after the issuance of a building permit or its functional equivalent; or

- d. At the time a development order or permit is issued the necessary facilities and services are guaranteed on an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than three years after issuance of a building permit or its functional equivalent.

#### **4. For Public School Facilities**

- a. **At the time a final subdivision or site plan approval for residential uses is issued the necessary public school facilities and services are in place; or**
- b. **A final subdivision or site plan approval for residential uses is issued, subject to the condition that the necessary public school facilities and services needed to serve the new development are scheduled to be in place or under actual construction no more than three years after issuance of final subdivision or site plan approval as provided in the County's 5-Year Schedule of the Capital Improvements Element; or**
- c. **A final subdivision or site plan approval for residential uses is issued, subject to the execution of a legally binding mitigation agreement between the applicant, School Board and County. This agreement shall be supported by a bond, deposit of funds or other acceptable financial means to assure performance of the proportional share mitigation agreed to by the developer.**



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

## CONCURRENCY DETERMINATION PROCEDURES

A concurrency test shall be made of the following public facilities and services for which level of service standards have been established in this Comprehensive Plan:

1. ~~Traffic circulation~~ **Transportation,**
2. Solid waste,
3. Potable water, ~~and~~
4. Recreation,
- 5. Sanitary Sewer,**
- 6. Drainage, and**
- 7. Public School Facilities.**

The concurrency test for facilities and services will be determined by comparing the available capacity of a facility or service to the demand created by the proposed project. Available capacity will be determined by adding to the total excess capacity of existing facilities the total capacity of any new facilities which meet the previously defined concurrency standards, followed by subtracting capacity committed through concurrency reservations or previously approved development orders or permits.

1. For development orders and permits, determination procedures shall apply, as follows:
  - a. Should an applicant desire to determine if sufficient capacity exists to accommodate the proposed project, the Land Development Regulation Administrator shall make an informal, non-binding determination regarding the apparent sufficiency in the capacity of public facilities and services to satisfy the demands of the proposed project.  
If there appears to be insufficient capacity, the Land Development Regulation Administrator shall make a determination of what public facilities or services would become deficient if the proposed project were approved.
  - b. Certain development approvals are ineligible to receive a concurrency reservation because they are too conceptual and, consequently, do not allow an accurate assessment of public facility impacts. These development approvals are land use amendments to the Comprehensive Plan and rezoning requests and shall receive a non-binding concurrency determination.
  - c. Any concurrency determination, whether requested as part of an application for development approval or without an application for development approval, is a non-binding determination of what public facilities and services are available on the date of inquiry. The issuance of a Certificate of Concurrency Compliance shall be the only binding action, for reserving capacity in public facilities and services.
2. For roadways, determination procedures shall apply, as follows:
  - a. The County shall provide level of service information as set forth in the most recent Data and Analysis Report in support of the County's Comprehensive Plan. If this information indicates a level of service failure, the applicant may either
    - (1) Accept the level of service information as set forth in the most recent Data and Analysis Report supporting the County's Comprehensive Plan, or

Words **bolded and underlined** have been added.

Words **~~bolded and struck through~~** have been deleted

- (2) Prepare a more detailed Highway Capacity Analysis as outlined in the Highway Capacity Manual, ~~2000~~ **2010**, or
  - (3) Conduct a speed and delay study following the procedures outlined in the Florida Department of Transportation, ~~Site Impact Handbook, April 1997~~ **Transportation Impact Handbook, dated August 12, 2010.**
- b. If the applicant chooses to perform a more detailed analysis, the applicant shall submit the completed alternative analysis to the Land Development Administrator for review. The Land Development Administrator shall review the alternative analysis for accuracy and appropriate application of the methodology.
  - c. If the foregoing alternative methodology indicates an acceptable level of service and is accepted by the Land Development Regulation Administrator, the alternative methodology shall be used in place of the most recent Data and Analysis to support the County's Comprehensive Plan.
3. For sanitary sewer, solid waste, drainage, potable water, and recreation and open space, determination procedures shall apply, as follows:
    - a. The County shall provide level of service information as set forth in the most recent Data and Analysis Report in support of the County's Comprehensive Plan.
    - b. If such level of service information indicates the proposed project will not result in a level of service failure, the concurrency determination will be that adequate facility capacity exists at acceptable levels of service.
    - c. If such level of service information indicates the proposed project will result in a level of service failure, the concurrency determination will be that adequate facility capacity at acceptable levels of service is not available on the date of application or inquiry.
4. **For Public School Facilities the following determination procedures shall apply:**
    - a. **The School Board staff will review and determine school capacity of each school type.**
    - b. **Development applications must include the number and type of units, and projection of students by type of school based on the student generation rates established by the School Board.**
    - c. **The County will transmit completed applications for residential development to the School Board for a determination of whether there is adequate school capacity to accommodate the proposed residential development, based on the adopted Level of Service standards.**
    - d. **Within forty-five (45) days from the date of the initial transmittal, consistent with the development review process and schedule of the County, the School Board staff will review the completed application and report in writing to the County whether adequate school capacity exists for each level of school.**
    - e. **If the School Board determines that adequate capacity does not exist but that mitigation may be an acceptable alternative, the development application will remain active pending the conclusion of the mitigation negotiation period.**

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

- f. The County will issue a School Concurrency Determination only upon:**
- 1. The School Board's written determination that adequate school capacity will be in place or under actual construction within three (3) years after the issuance of final subdivision or site plan approval for each school type without mitigation; or**
  - 2. The execution of a legally binding mitigation agreement between the applicant, School Board, and County. This agreement shall be supported by a bond, deposit of funds or other acceptable financial means to assure performance of the proportionate share mitigation agreed to by the developer.**
- g. If the School Board determines that adequate capacity will not be in place or under actual construction within three (3) years after the issuance of final subdivision or site plan approval and mitigation is not an acceptable alternative, the County and Municipalities will not issue a School Concurrency Determination and will deny the residential development order or defer action until such time as the School Board reports that capacity is available or acceptable mitigation agreement is approved by the School Board and the County.**



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

Regional Planning Council: North Central FI  
Review Date: 9/28/17  
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 106  
Local Government: City of Archer  
Local Government Item No.: CPA 17-06  
State Land Planning Agency Item No.: 17-1ESR

Date Mailed to Local Government and State Land Planning Agency: 9/29/17 (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 reclassifying 133.88 acres on the Future Land Use Plan Map of the City Comprehensive Plan from Residential (up to 1 dwelling unit per acre) to Commercial. (see attached).

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

The subject properties of the amendment are located within one-half mile of U.S. Highway 27/41 and State Road 24, both of which are part of the Regional Road Network as identified and mapped in the North Central Florida Strategic Regional Policy Plan. The local government data and analysis report indicates that State Road 24 is anticipated to operate at Level of Service F as a result of the amendment. Regional Plan Policy 5.1.1 states that for regional review purposes, adverse impacts to the Regional Road Network are considered to be adequately mitigated within cities where local government comprehensive plans include Transportation Planning Best Practices as goals and policies in the local government comprehensive plan (see attached). The City Comprehensive Plan contains policies consistent with Transportation Planning Best Practices. Therefore, adverse impacts to the Regional Road Network are considered to be adequately mitigated.

The City is located within an Area of High Recharge Potential to the Floridan Aquifer, a Natural Resource of Regional Significance as identified and mapped in the regional plan. However, significant adverse impacts are not anticipated to the natural resource as the City Comprehensive Plan contains an objective and associated policies designed to protect Natural Resources of Regional Significance in a manner consistent with the goals and policies of 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.

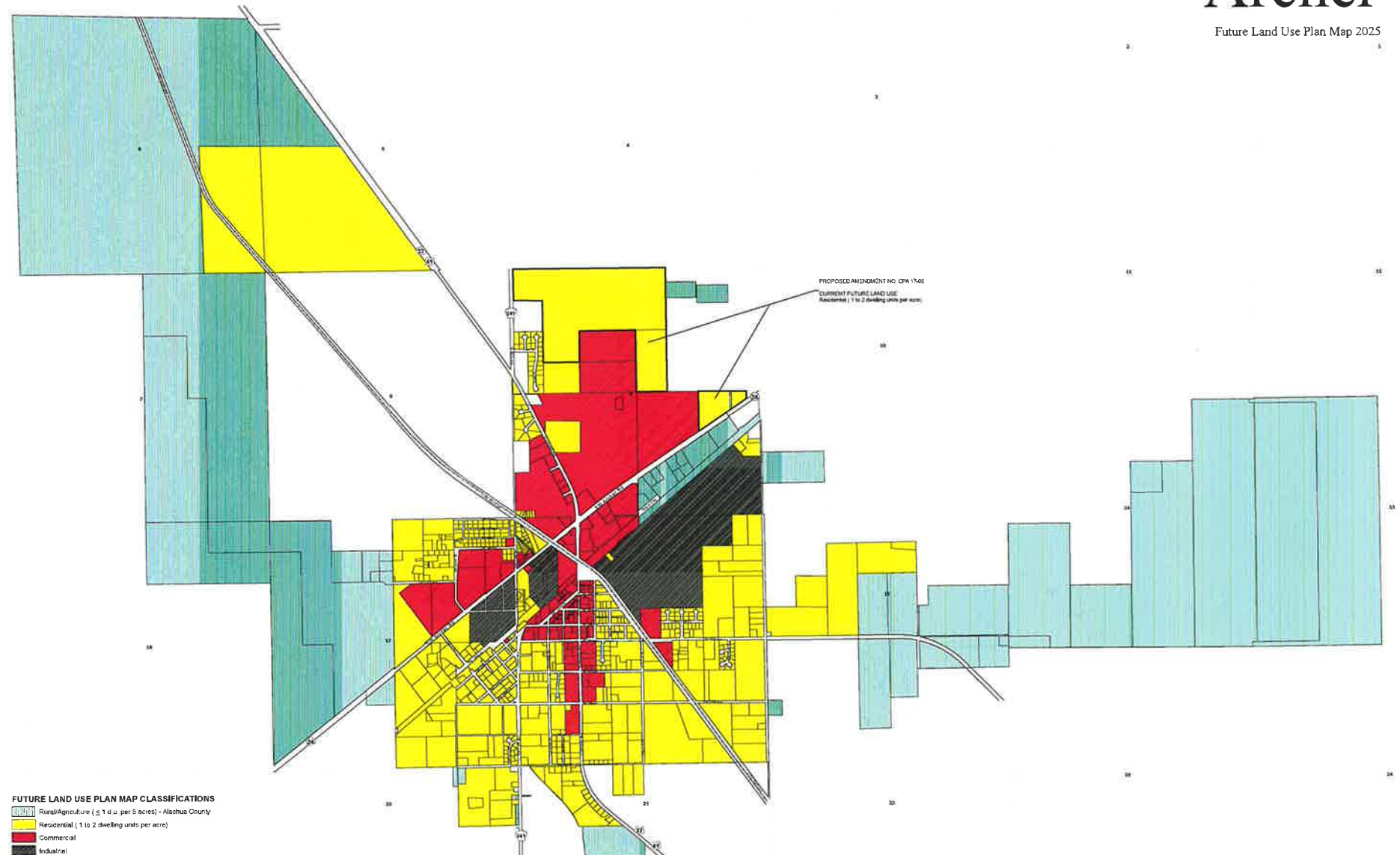
**Request a copy of the adopted version of the amendment?**

|                |          |
|----------------|----------|
| Yes _____      | No _____ |
| Not Applicable | ___X___  |

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

# City of Archer

Future Land Use Plan Map 2025



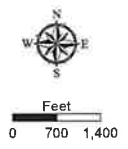
**FUTURE LAND USE PLAN MAP CLASSIFICATIONS**

- Rural/Agriculture (≤ 1 d.u. per 5 acres) - Alachua County
- Residential (1 to 2 dwelling units per acre)
- Commercial
- Industrial
- Historic Overlay District (None)

**OTHER MAP FEATURES**

- City Limits
- Township 11 South, Range 18 East
- Railroad
- U.S. Highway
- State Highway
- County Road

Source: County Property Appraiser, 2017.  
WWW.SAR\_2015/arcgis/rest/services/Planning/MapServer



ADOPTED DECEMBER 18, 1991 BY ORDINANCE NO. 27341  
 AMENDED JANUARY 24, 2000 BY ORDINANCE NO. 2-2000  
 AMENDED SEPTEMBER 11, 2000 BY ORDINANCE NO. 6-00  
 AMENDED NOVEMBER 26, 2001 BY ORDINANCE NO. 10-2001  
 AMENDED JANUARY 28, 2002 BY ORDINANCE NO. 2-2002  
 AMENDED FEBRUARY 6, 2004 BY ORDINANCE NO. 3-04  
 AMENDED OCTOBER 19, 2005 BY ORDINANCE NOS. 5-2005, 6-2005 AND 8-2005  
 AMENDED FEBRUARY 13, 2006 BY ORDINANCE NO. 2-2006  
 AMENDED APRIL 10, 2006 BY ORDINANCE NO. 4-2006  
 AMENDED JULY 9, 2007 BY ORDINANCE NO. 6-2007  
 AMENDED AUGUST 27, 2007 BY ORDINANCE NO. 16-2007  
 AMENDED NOVEMBER 26, 2007 BY ORDINANCE NOS. 7-2007, 8-2007, 9-2007, 10-2007, 11-2007, 12-2007 AND 13-2007  
 AMENDED JULY 28, 2008 BY ORDINANCE NO. 10-2008  
 AMENDED FEBRUARY 27, 2012 BY ORDINANCE NO. 21-2012  
 AMENDED MARCH 11, 2013 BY ORDINANCE NO. 10-2013  
 AMENDED DECEMBER 14, 2015 BY ORDINANCE NO. 04-2015







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





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

### e. Transportation Planning Best Practices

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

#### Enhance Road Network Connectivity by

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

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

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

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

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

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

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

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



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

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

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

Promote Access Management Strategies by

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

#### Develop Multimodal Transportation Systems by

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

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

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

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

Establishing a local public mass transit system.



## C. Regional Goals and Policies

### 1. Regional Road Network

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

#### Regional Indicators

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

#### a. Local Government Comprehensive Plans

Table 5.17 below summarizes Regional Policies 5.1.1 through 5.1.4.



**TABLE 5.17**

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

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

Source: North Central Florida Regional Planning Council, 2011.

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

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

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

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

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





**EXCERPTS FROM THE  
CITY COMPREHENSIVE PLAN**



## II 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 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 Transportation Element is coordinated and consistent with the remaining plan elements as required by the Local Government Comprehensive Planning. 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.

### TRANSPORTATION GOAL OBJECTIVES AND POLICIES

#### GOAL II - PROVIDE FOR A 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 motorized and non-motorized transportation systems.

**Policy II.1.1**      Establish Level of Service Standard at peak hour as defined within the most recent version of the Florida Department of Transportation Quality/ Level of Service Handbook for the following roadway segments within the City:

| ROADWAY SEGMENT NUMBER | ROADWAY SEGMENT DESCRIPTION                                      | NUMBER OF LANES | FUNCTIONAL CLASSIFICATION | AREA TYPE | LEVEL OF SERVICE |
|------------------------|--|-----------------|---------------------------|-----------|------------------|
| 1                      | U.S. 41/S.R. 45<br>(from north city limits to south city limits) | 2U              | Principal Arterial        | Community | C                |
| 2                      | S.R. 24<br>(from east city limits to west city limits)           | 2U              | Minor Arterial            | Community | D                |
| 3                      | C.R. 241<br>(from C.R. 346 to south city limits)                 | 2U              | Collector                 | Rural     | C                |
| 4                      | C.R. 346<br>(from U.S. 41/S.R. 45 to east city limits)           | 2U              | Collector                 | Rural     | C                |
| 5                      | C.R. 241<br>(from U.S. 41 to north city limits)                  | 2U              | Collector                 | Rural     | C                |

**U - Undivided Roadway**

- Policy II.1.2      The City shall 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 shall require the provision of safe and convenient off street parking and loading standards, which includes the provision for non-motorized vehicle parking.
- Policy II.1.4      The City shall 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      The City shall negotiate with the state to extend the rails to trails program from Gainesville to Archer.
- Policy II.1.6      The City should plan for the development of biking and jogging paths through the Archer as part of a "linear park."
- Policy II.1.7      The City shall encourage safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site.
- Policy II.1.8      The City shall encourage sidewalk connections from the development to existing and planned public sidewalk along the development frontage.

- OBJECTIVE II.2** The City shall, require that all traffic circulation improvements be consistent with and complement the future land uses on the future land use plan map.
- 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 plans are not consistent with the provisions of the future land use plan element.
- Policy II.2.2** The City shall negotiate with the Florida Department of Transportation to four-lane State Road 24 through the City to the west city-limits.
- OBJECTIVE II.3** The City shall coordinate its traffic circulation planning efforts with the Florida Department of Transportation for consistency with the Department's 5-, 10- and 20-year Transportation Plans.
- Policy II.3.1** The City shall, during the capital improvements planning process for roadway improvements, review the proposed roadway improvements which will be completed as part of the implementation of the Florida Department of Transportation Five-Year Transportation Plan so that such capital project planning is complementary and consistent with the state roadway improvement planning.
- OBJECTIVE II.4** The City shall control the number and frequency of connections and access points of driveways and roadways to arterial and collector roads.
- Policy II.4.1** The City shall be consistent with the regulations of the Florida Department of Transportation pertaining to Access Management. The City has established that access points or curb breaks shall be regulated as follows:
1. 1 curb break permitted for a single property;
  2. 2 curb breaks with a minimum distance of 75 feet;
  3. 3 curb breaks with a minimum distance of 150 feet; and
  4. More than 3 curb breaks with a minimum distance of 300 feet.
- Policy II.4.2** The Supplementary District Regulations found within the City's land development code shall require all structures along all new or realigned arterial roadways to provide adequate setbacks for the future need of additional right-of-way.
- Policy II.4.3** 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.4.4** 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.4.5 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.4.6 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.4.7 Adequate corner clearance shall be maintained at crossroad intersections with arterials.
- Policy II.4.8 The City shall encourage cross-access connections easements and joint driveways, where available and economically feasible.
- Policy II.4.9 The City shall encourage closure of existing excessive, duplicative, unsafe curb cuts or narrowing of overly wide curb cuts at the development site.
- OBJECTIVE II.5 The City will attempt to ensure that transportation plans made by other units of government do not have a detrimental effect on city residents.
- Policy II.5.1 The City shall require developers, who put in anything more intensive than one dwelling per four acres and with more than two units, be required to pave the roads into and through the development.
- Policy II.5.2 In accordance with Section 163.3180(5)(h)1.c. and 163.3180(5)(h)2., Florida Statutes, as amended, 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.

3. The necessary facilities are under construction at the time the final development order is issued; or
4. The necessary facilities and series are guaranteed in an enforceable development agreement that includes provisions of subsection 1, 2, and 3 above and the guarantees that the necessary facilities and services will be in place when the impacts of development occur.

- Policy IV.3.5 All wastewater treatment and disposal systems shall meet applicable federal, state, regional, water management district, and local treatment requirements.
- Policy IV.3.6 Wastewater effluent not meeting applicable water quality standards shall not be discharged.
- Policy IV.3.7 No new public sanitary sewer system shall be permitted unless it is consistent with the policies established in all elements of the Comprehensive Plan.

#### POLICIES FOR SOLID WASTE DISPOSAL

OBJECTIVE IV.4 The City shall ensure that collection, transportation and disposal of solid waste is handled safely, securely and efficiently to protect human health and the environment.

Policy IV.4.1 The City of Archer hereby establishes the following level of service standards for solid waste disposal facilities:

| FACILITY TYPE        | LEVEL OF SERVICE             |
|----------------------|------------------------------|
| Solid Waste Landfill | .61 tons per capita per year |

- Policy IV.4.2 The City shall maximize the use of County's solid waste landfill facilities through an interlocal agreement with the County and continue the existing strategy for separation of solid waste for recycling.
- Policy IV.4.3 If the Alachua County landfill should be unavailable to the City, the City will utilize other landfill facilities by pursuing inter local agreements with adjoining counties for landfill space, or contracting with regional landfills.

#### POLICIES FOR DRAINAGE

OBJECTIVE IV.5 The City shall coordinate improvements to the stormwater management system which serve new or future needs with the Future Land Use Map and level of service standards as adopted in this Comprehensive Plan.

Policy IV.5.1 Drainage improvements shall be coordinated with the goals, objectives and policies of the Conservation Element and Recreation and Open Space Element of this Comprehensive Plan.

Policy IV.5.2 The City sets the following level of service standards for drainage:

All projects shall provide a detention/retention system such that the peak rate of post-development runoff will not exceed the peak-rate of pre-development runoff from storm events, including:

1. A storm with a 10 year, 24 hour rainfall depth with Soil Conservation Service (CSS) type II distribution falling on average antecedent moisture conditions for projects serving exclusively forest, and recreational uses: or
2. A storm with 100 year critical duration rainfall depth for projects serving any land use other than silvicultural or recreational uses.

All other storm water management projects shall adhere to the standards as specified in Chapter 62-25, Florida Administrative Code, with treatment of the first inch of run-off on-site to meet water quality standards required by Chapter 62-25, Florida Administrative (rule of Florida Department of Environmental Protection. The policy will include Ch. 40B-4, Florida Administrative Code (rule of Suwannee River Water Management District).

Any development exempt from the above Chapter 62-25, Florida Administrative or Ch. 40B-4, and which is adjacent to, or drains into a surface water, canal, stream, or empties into a sinkhole, shall first allow the runoff to enter a grassed swale designed to percolate 80% of the runoff from a 3 year, 1 hour design storm within 72 hours after a storm event.

Policy IV.5.3

To ensure water quality and flood protection, new development shall provide facilities designed to control and treat stormwater runoff at the following levels of service:

1. **Flood Management:** All new building lots shall include adequate buildable area above the 100-year floodplain and all new habitable structures must be outside the floodplain. Existing lots of record without buildable area above the floodplain may only develop subject to limitations such as intensity, clearing, limits on the use of fill material and requirement for appropriate on-site sewage disposal. No development shall adversely impact the functions of the floodplain.

| FACILITY TYPE                   | LEVEL OF SERVICE  |
|---------------------------------|---|
| Residential floor elevation     | 1 foot above the 100 year/critical duration storm elevation                                 |
| Non-residential floor elevation | 1 foot above the 100 year/critical duration storm elevation or flood resistant construction |

**WATER QUALITY**

|                  |  |
|------------------|--|
| Retention basins | 100 year/critical-duration storm or applicable |
|------------------|--|

**WATER MANAGEMENT DISTRICT STANDARDS**

|                    |  |
|--------------------|--|
| Detention basins   | 25 year/critical-duration storm with 100 year/critical-duration storm routing analysis |
| Storm sewer system | 3 year/10 minute   |
| Cross drains       | 10/25 year/24 hour storm for closed systems<br>100 year/24 hour for open system        |
| Side drains        | 10 year/20 minute  |

2. **Water Quality:** All new development, redevelopment, and, when expansion occurs, existing developed areas, must provide adequate stormwater treatment so as not to degrade the water quality of the receiving water body. 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 pollutant which will degrade the water quality of the watershed. Regardless of the area served, the stormwater treatment provided must prove a level of treatment which meets or exceeds Chapter 62-25 Florida Administrative Code and applicable federal, state, regional, Water Management District and local requirements in effect on the date of adoption of this Comprehensive Plan.



**STAFF-LEVEL ITEMS**





Serving  
Alachua • Bradford  
Columbia • Dixie • Gilchrist  
Hamilton • Lafayette • Levy • Madison  
Marion • Suwannee • Taylor • Union Counties

---

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

**REGIONAL CLEARINGHOUSE  
INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 9-15-17

**PROJECT DESCRIPTION**

#104 - Town of Cross City - New Fire Station Project - USDA Loan Application, Dixie County, Florida

---

TO: Lauren Milligan, Florida State Clearinghouse

XC: Rebecca Manning, Area Specialist  
USDA Rural Development  
2441 NE 3rd Street, Suite 204-1  
Ocala, FL 34470

       **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



**APPLICATION FOR FEDERAL ASSISTANCE**

Version 7/03

|  |    |  |   |  |  |
|--|----|--|---|--|--|
| 1. TYPE OF SUBMISSION:<br>Application<br><input checked="" type="checkbox"/> Construction<br><input type="checkbox"/> Non-Construction   |    | Pre-application<br><input checked="" type="checkbox"/> Construction<br><input type="checkbox"/> Non-Construction | 2. DATE SUBMITTED   | Applicant Identifier                                 |  |
|  |    |  | 3. DATE RECEIVED BY STATE   | State Application Identifier                         |  |
|  |    |  | 4. DATE RECEIVED BY FEDERAL AGENCY  | Federal Identifier                                   |  |
| 5. APPLICANT INFORMATION   |    |  |   |  |  |
| Legal Name:  |    |  | Organizational Unit:  |  |  |
| Town of Cross City   |    |  | Department:   |  |  |
| Organizational DUNS:   |    |  | Division:<br>Fire Department  |  |  |
| Address:<br>Street:<br>PO Box 417  |    |  | Name and telephone number of person to be contacted on matters involving this application (give area code)  |  |  |
| City:<br>Cross City  |    |  | Prefix:   | First Name:<br>Gary                                  |  |
| County:<br>Dixie   |    |  | Middle Name   |  |  |
| State:<br>FL   |    |  | Last Name<br>Pinner   |  |  |
| Zip Code<br>32628  |    |  | Suffix:   |  |  |
| Country:<br>USA  |    |  | Email:<br>xcity@bellsouth.net   |  |  |
| 6. EMPLOYER IDENTIFICATION NUMBER (EIN):<br>□□-□□□□□□□□  |    |  | Phone Number (give area code)<br>352-498-3306   | Fax Number (give area code)<br>352-498-7549          |  |
| 8. TYPE OF APPLICATION:<br><input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision<br>If Revision, enter appropriate letter(s) in box(es)<br>(See back of form for description of letters.)<br>Other (specify) □ □ |    |  | 7. TYPE OF APPLICANT: (See back of form for Application Types)<br>C - Municipal<br>Other (specify)  |  |  |
| 10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:<br>TITLE (Name of Program):<br>Community Facilities Loans<br>1 0 - 7 6 6  |    |  | 9. NAME OF FEDERAL AGENCY:<br>USDA Rural Development  |  |  |
| 12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.):<br>Cross City, Florida, Dixie County   |    |  | 11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:<br>Construction of a new fire station   |  |  |
| 13. PROPOSED PROJECT<br>Start Date: Ending Date:   |    |  | 14. CONGRESSIONAL DISTRICTS OF:<br>a. Applicant b. Project  |  |  |
| 15. ESTIMATED FUNDING:   |    |  | 16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?  |  |  |
| a. Federal   | \$ | 150,000  | a. Yes. <input type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE:  |  |  |
| b. Applicant   | \$ | 100,000  | b. No. <input checked="" type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372  |  |  |
| c. State   | \$ |  | <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW   |  |  |
| d. Local   | \$ |  | 17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?  |  |  |
| e. Other   | \$ |  | <input type="checkbox"/> Yes If "Yes" attach an explanation. <input type="checkbox"/> No  |  |  |
| f. Program Income  | \$ |  | 18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED. |  |  |
| g. TOTAL   | \$ |  | g. Authorized Representative  |  |  |
| Prefix   |    | First Name<br>Kenneth  |   | Middle Name  |  |
| Last Name<br>Lee   |    |  |   | Suffix   |  |
| b. Title<br>Mayor  |    |  |   | c. Telephone Number (give area code)<br>352-498-3306 |  |
| d. Signature of Authorized Representative<br><i>Kenneth Lee</i>  |    |  |   | e. Date Signed                                       |  |

Previous Edition Usable  
Authorized for Local Reproduction

Standard Form 424 (Rev. 9-2003)  
Prescribed by OMB Circular A-102

## ENVIRONMENTAL REPORT

### Cross City Fire Station

#### **A Project Description and Location**

Cross City is proposing to replace their aging fire station, located at 176 NE 210<sup>th</sup> Avenue, with a newer facility that will better address their current and future needs. The new station will include three truck bays, living area, meeting area, kitchen, bunk areas, and restroom facilities to serve the volunteers during their respective rotations. The new location will require site improvements to include parking, stormwater retention and treatment, electrical service, water and sewer connection, and new building. Minimal land clearing is anticipated.

#### **Existing Facilities**

##### A. Location

The existing station is located along NE 210<sup>th</sup> Avenue across from City Hall.

##### Condition of Facilities:

The existing station is very out dated, with limited expansion abilities. As a result, a new building is needed to include living areas, kitchen, bunk areas, meeting room, restrooms, and three truck bays.

#### **Proposed Project**

##### A. Project Design

The project will include the following:

- 6000 sq. ft. firehouse with 3 truck bays, fixtures, HVAC, power, and plumbing,
- Driveway for emergency use,
- Parking for volunteers,
- On-site stormwater treatment,
- Water and sewer connections to the City utilities,
- Landscaping,
- Signage.

The project is currently in the planning process. The Town intends to hire the necessary design professionals to complete the project and permit it through the necessary agencies.

The site is anticipated to require the following permits:

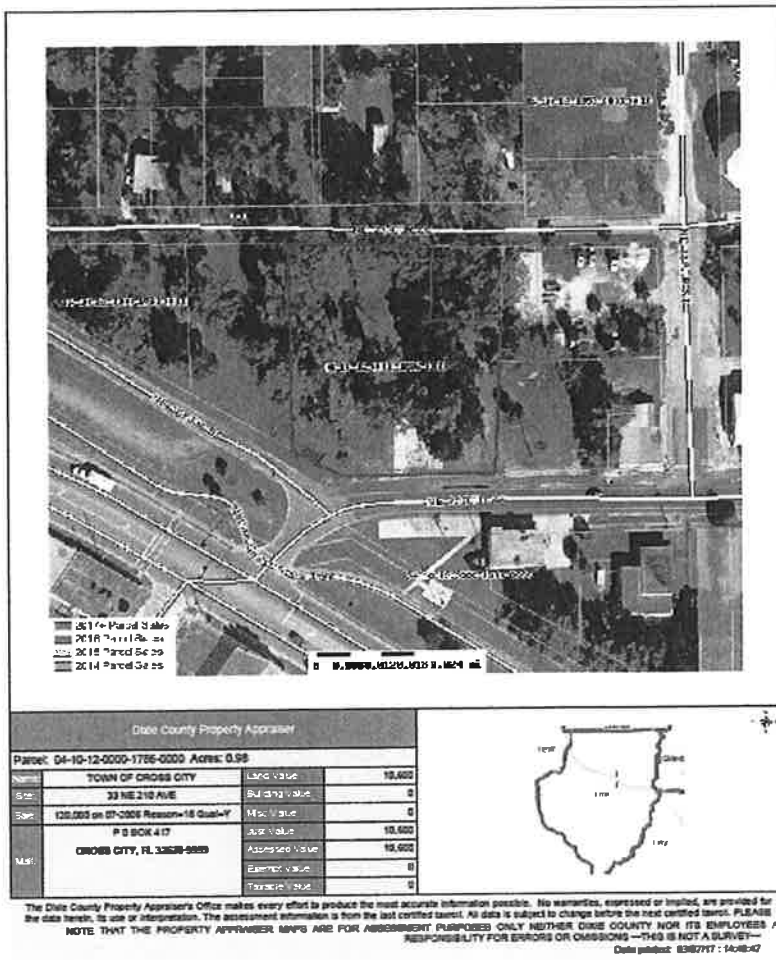
- SRWMD / FDEP permit for stormwater management
- Building Permits
- FDEP Collection and Distribution permits

**B Land Ownership and Land Use**

The new fire station is proposed on a 0.98 acre City owned parcel, located at 33 NE 210<sup>th</sup> Avenue. The parcel is bordered by NE 210<sup>th</sup> and NE 214<sup>th</sup> Avenues and is parcel 04-10-12-0000-1786-0000 in the Dixie County Property Appraiser's records. The property is currently zoned Municipal.

No additional property will be impacted by the project. The proposed fire station is located adjacent to the City's storage yard and a proposed bank. A handful of residential lots are across the street from the proposed location. Some of the residents may be low income or minority. A Phase I Environmental Site Assessment (ESA) has not been conducted on the site in the past six months.

The parcel is shown on the following Dixie County Property Appraisers Map.



**C Historic Preservation**

No known historical artifacts reside on the proposed property. This report is being submitted to the State Historic Preservation Officer (SHPO) for review and comment.

**D Threatened and Endangered Species / Biological Resources**

A copy of the site plan was submitted to US Fish and Wildlife Service (USFWS) and no impacts to threatened and endangered species or biological resources is anticipated. Documentation from their review is attached in Appendix B.

**E Wetland**

A review of the National Wetland Inventory Maps prepared by the US Fish and Wildlife Service (USFWS) website indicates the proposed project will have no impacts on any listed wetlands. Maps generated from the USFWS website are included in Appendix A.

**F. Floodplains**

The project site is located in Zone X, which indicates the parcel is outside the 0.2% chance floodplain. A FEMA map of the proposed project area is included in Appendix A.

**G. Coastal Areas**

The proposed project site is not within the boundaries of a coastal zone management area and or Coastal Barrier Resource Area (CBRA). The project site is 15 mile inland from the coast.

**H. Farmlands**

A map of the proposed project site indicates the project will not impact prime farmland. A map from NRCS Wet Soil Survey is included in Appendix A.

**I. Environmental Risk Management**

There are no anticipated hazardous materials, substances or wastes that will be generated, discharged, or used within the proposed firehouse. The current site is owned by the Town and has no improvements currently on-site. As a result, there are minimal risks associated with the presence of lead-based paints, asbestos or mold.

**J. Other Resources**

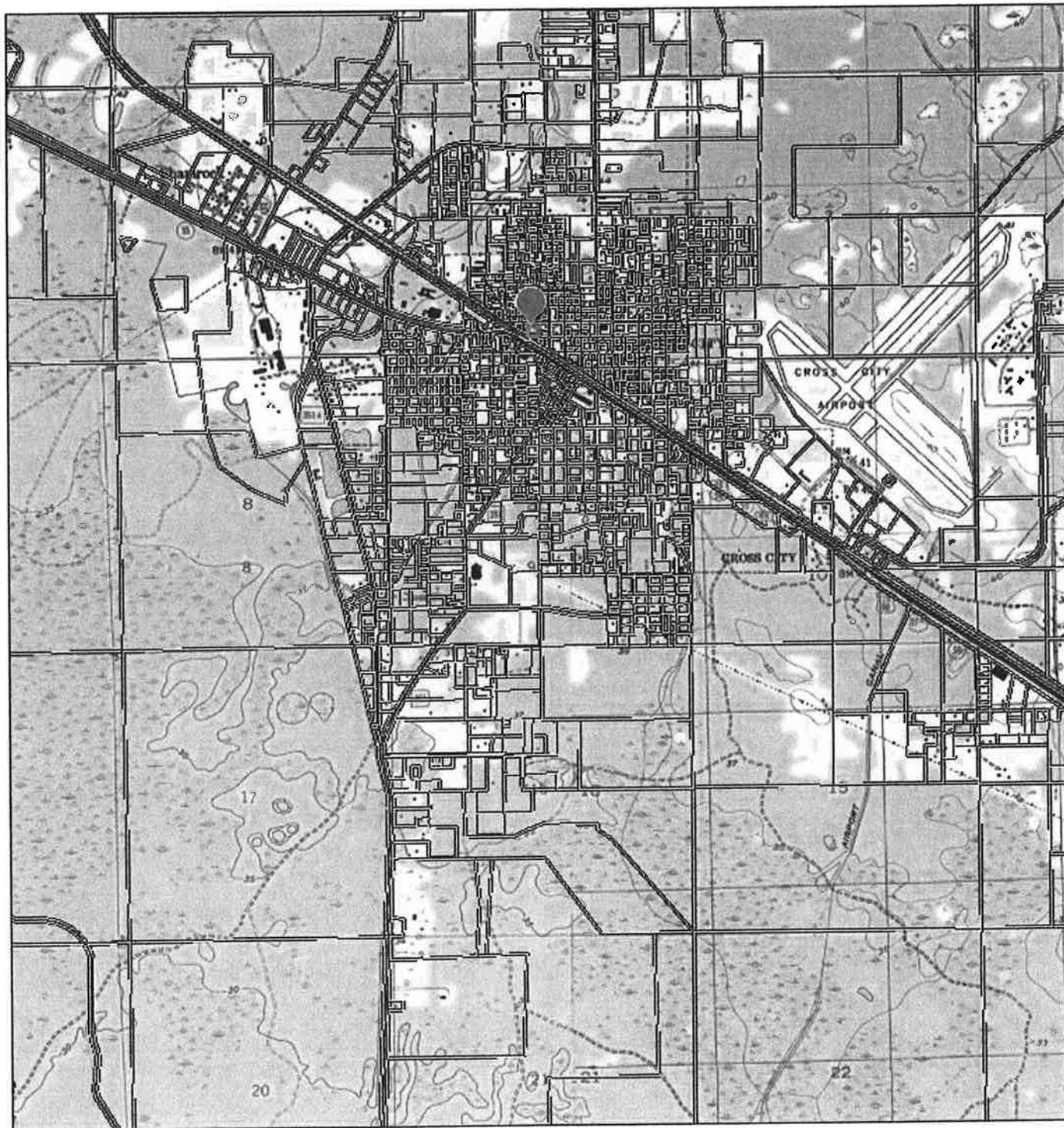
The proposed parcel for the new fire station is not located near any potable wells or within a wellfield protection area. The Town's wellfield is several miles away. The fire station will be a stand-alone building, with utility connections to the municipal system and stormwater retention. There are no anticipated environmental impacts associated with the project.



**K Conclusions and Recommendations**

The new fire house is proposed on an existing City owned site that is currently undeveloped. The parcel appears to be free of any environmental concerns, to include wetlands and flood plain concerns. The Town is pursuing grant funds for the design and construction of the new station through USDA's Rural Development program.

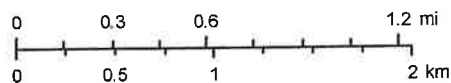
# Marker shows Fire Station



March 7, 2017

1:36,112

 Cadastral 2014 (Property Appraiser Parcels) - Public View



FDEP  
Copyright:© 2013 National Geographic Society, i-cubed