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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **February 22, 2018**. 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

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AGENDA

CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites
Lake City, Florida

February 22, 2018
6:00 p.m.

PAGE NO.

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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
CLEARINGHOUSE COMMITTEE
MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

January 25, 2018
6:00 p.m.

MEMBERS PRESENT

Anthony Adams, Vice-Chair
Jim Catron
Charles Chestnut, IV
Thomas Demps
Helen Warren

MEMBERS ABSENT

William Hunter
James Montgomery, Chair
Janice Mortimer

STAFF PRESENT

Steven Dopp

Noting the presence of a quorum, Vice-Chair Adams called the meeting came to order at 6:12 p.m.

I. APPROVAL OF THE AGENDA

ACTION: It was moved by Commissioner Catron and seconded by Commissioner Demps to approve the January 25, 2018 Clearinghouse Committee Agenda as circulated. The motion carried unanimously.

II. APPROVAL OF THE DECEMBER 14, 2017 MEETING MINUTES

ACTION: It was moved by Commissioner Catron and seconded by Commissioner Demps to approve the December 14, 2017 meeting minutes as circulated. The motion carried unanimously.

III. COMMITTEE-LEVEL REVIEW ITEMS

- #8 - Union County Comprehensive Plan Adopted Amendment (DEO No. 17-1ER)
- #9 - City of Alachua Comprehensive Plan Adopted Amendment (DEO No. 17-1ESR)
- #10 - Town of LaCrosse Comprehensive Plan Draft Amendment (DEO No. 18-1ESR)
- #11 - City of Hawthorne Comprehensive Plan Draft Amendment (DEO No. 18-1ESR)

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 Demps to approve the staff reports as circulated. The motion carried unanimously.

The meeting adjourned at 6:18 p.m.

2/22/18

James Montgomery, Chair

COMMITTEE-LEVEL ITEMS

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

Regional Planning Council: North Central FI
Review Date: 2/22/18
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 16
Local Government: Alachua County
Local Government Item No.: CPA 01-18
State Land Planning Agency Item No.: 18-2ESR

Date Mailed to Local Government and State Land Planning Agency: 2/23/18 (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-01-18 amends Future Land Use Element Policy 1.8.2.b by removing the criteria for a maximum unit size in Cottage Neighborhoods (see attached).

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

The amendment does not result in a change in allowable uses or intensity of use. Therefore, no significant adverse impacts are anticipated to occur to regional facilities or Natural Resources of Regional Significance.

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

The amendment is not anticipated to create significant adverse impacts to adjoining local governments.

Request a copy of the adopted version of the amendment?

Yes X No
Not Applicable

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

Alachua County Office of Planning and Development Staff Report

Proposed Amendment

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 and maximum neighborhood size ~~and maximum unit size~~.*

Removing the cap on unit size will not affect the potential for the Cottage Neighborhoods to create less impact than a conventional subdivision by having less pavement and potentially more homes per acre utilizing existing infrastructure and resources.

Comprehensive Plan Consistency

Future Land Use Element

General Strategy 1 of the Future Land Use Element states, in part, [to] *minimize the conversion of land from rural to urban uses by maximizing the efficient use of available urban infrastructure...*

- *Provide incentives for higher average densities for residential development and mixed uses in the urban cluster, including density bonuses and transfer of development rights.*
- *Provide a range of urban residential densities with the highest densities located in or near urban activity centers, and lower densities located in outlying rural areas or areas of the County which have physical limitations to development.*

GENERAL STRATEGY 3

Promote the spatial organization of neighborhoods, districts, and corridors through urban design codes, incorporating graphics that serve as predictable guides for community development. Implementation shall be through a combination of standard requirements and incentives, creating a planning framework that includes provisions to:

...

Avoid large areas of single-use, similar densities, and similar types of units. A diverse mix of land uses, housing types and costs and densities shall be promoted. Identify locations or districts where special or single use activities shall be allowed or restricted (e.g., large scale retail or industrial areas).

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

Regional Planning Council: North Central Fl
Review Date: 2/22/18
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 17
Local Government: Alachua County
Local Government Item No.: CPA 08-17
State Land Planning Agency Item No.: 18-1ESR

Date Mailed to Local Government and State Land Planning Agency: 2/23/18 (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-08-17 reclassifies 244.27 acres on the County Future Land Use Plan Map from Low Density Residential (up to 4 dwelling units per acre), Medium Density Residential (4-8 dwelling units per acre), and Tourist/Entertainment to Mixed Density Residential (4-8 dwelling units per acre) and Tourist/Entertainment. The item also adds Future Land Use Element 1.9 and related policies to define the Celebration Pointe Mixed Use land use designation (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. Nevertheless, significant adverse impacts are not anticipated as the County Comprehensive Plan contains goals and policies to mitigate impacts to the Natural Resource of Regional Significance (see attached).

The subject property is also located adjacent to Interstate Highway 75 and State Road 24, both of which are identified and mapped as Natural Resources of Regional Significance in the North Central Florida Strategic Regional Policy Plan. Regional Plan Transportation Element Policy 5.1.1 states that within urban service areas and urban development areas where local government comprehensive plans contain goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately mitigated and local government plans and plan amendments are not subject to a Regional Planning Council determination of impacts to the Regional Road Network. The amendment contains policies consistent with Best Transportation Planning Practices contained in the North Central Florida Strategic Regional Policy Plan (see attached). Therefore, the amendment mitigates impacts to the Regional Road Network.

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

The amendment is not anticipated to create significant adverse impacts to adjoining local governments (see analysis of transportation impacts, above).

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.

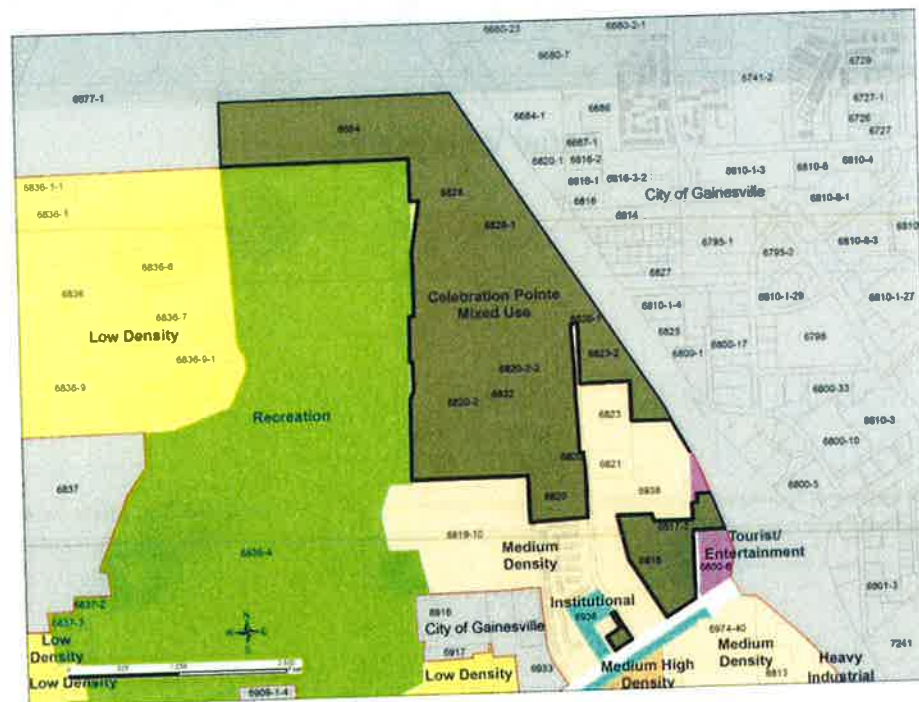
**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

Alachua County

Office of Planning and Development Staff Report



CURRENT LAND USE MAP



PROPOSED LAND USE MAP

06820-002-000, 06820-002-001, 06820-002-002, 06820-002-003, 06820-002-004, 06820-002-005, 06822-000-000, 06822-001-000, 06823-002-000, 06823-001-000, 06826-001-000, 06827-001-000, 06828-000-000, 06828-001-000, 06828-002-000, 06828-004-000, 06829-001-000, 06830-000-000, 06832-000-000, 06937-000-000, 06937-004-000 on approximately 244.27 acres from Low Density Residential (1-4 dwelling units/acre), Medium Density Residential (4-8 dwelling units/acre) and Tourist/Entertainment to Mixed Use as shown on Attachment "A", (map) attached and incorporated herein as a part thereof. Furthermore, that Objective 1.9 of the Future Land Use Element; Alachua County Comprehensive Plan 2011-2030, be added as follows:

Objective 1.9 – CELEBRATION POINTE TRANSIT ORIENTED DEVELOPMENT

To provide for a compact, mixed-use, interconnected development that creates a pedestrian, bicycle and transit friendly environment through site and building design with the densities and intensities of land uses needed to enable a person to live, work, play and shop within a development that provides mobility and accessibility options and that preserves natural areas adjacent to environmentally sensitive lands.

Policy 1.9.1 The northwest quadrant of I-75 and Archer Road designated as Mixed-use on the Future Land Use Map shall be known as the Celebration Pointe Transit Oriented Development and shall be developed as Transit Oriented Development consistent with policies under Future Land Use Element Objective 1.7 except as otherwise provided herein under Objective 1.9. Celebration Pointe TOD shall be:

- (a) Allowed 750 square feet of non-residential land uses for every dwelling unit.
- (b) Allowed to incorporate existing non-residential buildings and dwelling units into the development. Existing buildings, dwelling units and parking areas are not required to meet design elements of Objective 1.9 until they are redeveloped or enlarged.
- (c) Allowed to repurpose surface and structured parking areas throughout the development for infill and expansion of existing buildings up to the approved development entitlements.
- (d) Allowed to propose alternative design concepts where the applicant can demonstrate that deviation is necessary and will result in a better development outcome while maintaining consistency with the intent provided in the Comprehensive Plan and subject to ULDC regulations for alternative compliance in TNDs and TODs.
- (e) Allowed to amend the existing approved Preliminary Development Plan to be consistent with Objective 1.9 and be permitted, if desired by the Developer and approved by the County, to establish specific conditions, criteria and standards on a Preliminary Development Plan that are consistent with Objective 1.9.

- (f) Consistent with Unified Land Development Code (ULDC) policies for Transit Oriented Development, except as otherwise provided for under Objective 1.9 of the Future Land Use Element or through conditions, criteria and standards on an approved Preliminary Development Plan that are consistent with Objective 1.9.

Policy 1.9.2 Celebration Pointe TOD shall provide:

- (a) A compact and centrally located village center (VC) oriented and designed around a main street and / or pedestrian promenade.
- (b) A transit supportive area (TSA) outside the village center. The extents of the VC, TSA and areas outside the TSA shall be shown on the Preliminary and Final Development Plan.
- (c) The highest concentration of residential dwelling units (DU) shall be within the VC and TSA. The following are the minimum and maximum DU required and allowed within the VC, TSA and outside the TSA:
 - 1. A minimum of 500 DU and a maximum of 1,000 DU in the VC.
 - 2. A minimum of 300 DU and a maximum of 600 DU in the TSA.
 - 3. A minimum of 200 DU and a maximum of 400 DU outside the TSA.
- (d) The highest concentration of non-residential land uses shall be within the VC. The following are the minimum and maximum percentages of non-residential square footage (NRSF) required and allowed with the VC, TSA and outside the TSA:
 - 1. A minimum of 50% NRSF and a maximum of 90% NRSF in the VC.
 - 2. A minimum of 10% NRSF and a maximum of 50% NRSF in the TSA.
 - 3. A minimum of 0% NRSF and a maximum of 10% NRS outside the TSA.
- (e) A vertical orientation and mixture of uses by requiring that a minimum of 25% of the allowed non-residential square footage shall be within multistory buildings.
- (f) Densities of residential uses and intensity of non-residential uses that encourages walking, bicycling, low speed electric transport such as bikes, vehicles, golf-carts, Segways, trolleys, autonomous transit and short vehicular trips.
- (g) A network of streets that provides interconnectivity, mobility and accessibility achieved through establishment of the following maximum perimeter block lengths:
 - 1. A maximum of 2,000 linear feet in the VC
 - 2. A maximum of 2,300 linear feet in the TSA.
 - 3. A maximum of 2,700 linear feet outside the TSA.
 - 4. The maximum perimeter block length maybe extended an additional 700 linear feet where a multiuse path forms an internal block length consistent with the perimeter block lengths in Policy 1.9.2 (g) 1, 2, 3.
 - 5. A maximum of 3,000 linear feet for blocks with a parking garage or single-use retail building 25,000 square feet of greater in size.
- (h) A centrally located multimodal center that allows for bike and car share programs, a park and ride, drop-off and loading areas for ride share programs, transit and autonomous transit, charging stations for electric vehicles, bikes and personal e-transport, and structured parking to promote a park-once environment.

- (i) For the continued maintenance, per the Conservation Management Area Management Plan, of 88.23 acres of environmentally sensitive land protected through a conservation easement approved on May 27th, 2014 and recorded on June 16th, 2014.

Policy 1.9.3 Site, Building, Parking, and Street Design

Site, building, parking and street design shall be oriented towards creating a multimodal supportive development that encourages walking, biking, transit, shared mobility and a park once environment.

- (a) The site, building, parking and street design shall create an environment that promotes walking and bicycling as a primary means of mobility. There shall be limited distances between attractors and generators and a mixture of land uses. Visual interest shall be provided through site and building design and orientation.
- (b) Building design and placement shall be at a pedestrian scale with primary entrances located at the front of the building oriented towards a public space such as a street, park, plaza, woonerf, open space or square. Outdoor seating is encouraged and allowed for all land uses. Shade shall be provided for pedestrians through means such as terraces, balconies, awnings, architectural features, buildings and trees.
- (c) Buffers within the development and along external boundaries are only required when adjacent to external single family detached dwellings on individual lots, or as required for outdoor storage.
- (d) To the extent feasible, utilities, except for life safety, shall be located to the rear and side of buildings. Underground utilities are encouraged. Above ground utility access, transfer and conveyance points such as panels, boxes, meters, and valves shall be screened from the street and sidewalks through architectural features and/or landscaping.
- (e) Innovative solutions to reduce parking requirements, decoupling parking from residential uses, provision of shared parking to serve multiple uses and alternative paving materials are allowed. No off-street surface parking is required for any use. Off-street parking may be shared and pooled between uses throughout the development.
- (f) Parking structures may be located throughout the development, except immediately adjacent to conservation areas and the village center main street/pedestrian promenade. Parking structures shall make provisions for liner buildings, bottom floor uses or landscaping when fronting a street.
- (g) Off-street surface parking areas shall be located to the rear of buildings in the VC and TSA. Parking areas along the external property boundaries of the Celebration Pointe TOD are not required to be screened by buildings at the property boundary. Outside the TSA, off-street surface parking areas are permitted around all sides of buildings and are not required to be screened by liner buildings or pocket parks.
- (h) Liner buildings are encouraged but are not required for off-street parking. If liner buildings are not proposed, landscaping shall be provided to screen the parking consistent with ULDC requirements for landscaping off-street parking in TODs.
- (i) Temporary off-street surface parking areas may be permitted throughout the development to allow for construction of parking structures. The time frame for temporary parking areas shall be included on a Preliminary Development Plan.

- (j) Travel lanes may be ten feet in width on public roads within the development that also include on-street bike lanes. Travel lanes on private roads may be as narrow as nine feet in width or fourteen feet in total width for living streets and alleys. Traffic calming, raised intersections, curb extensions, along with other appropriate techniques are permitted along private roads within the development.
- (k) In order to promote walkability and safe multiple modes of travel, speed limits may be posted as low as permissible under state statute, for public roads, or as low as can be demonstrated safe for private roads.
- (l) The use of golf carts and low-speed electric vehicles are permitted on all designated streets within the development. The use of golf carts and low-speed electric vehicles on Celebration Pointe Avenue over Interstate 75 and on SW 45th Street, south of the entrance to the Reserve at Kanapaha shall only be allowed if permitted by the County Engineer. The use of golf carts and low-speed electric vehicles on designated off-street facilities may be allowed subject to approval by the County Engineer.
- (m) A circulator system that provides access to the transit transfer station east of Interstate 75 shall be permitted on all roads within the development and may address the development's requirements to provide transit service, if included in a developer agreement approved by Alachua County. The circulator may utilize dedicated transit lanes if approved by the County Engineer.
- (n) To provide the highest level of pedestrian and bicycle accommodation, land uses with drive-thru facilities are prohibited in the VC. In recognition of greater levels of vehicular traffic on SW 45th Street and Celebration Pointe Avenue, land uses with drive-thru facilities in the TSA are allowed so long as the drive-thru facilities are located to the rear of the building and screened from adjacent streets. In recognition of existing commercial and tourist entertainment land uses oriented to serve demand from Interstate 75 and Archer Road, drive-thru facilities outside the TSA are permitted and shall be developed consistent with the general standards of the land development regulations applicable to all districts where said use is permitted. Where drive-thru facilities cross a pedestrian facility, appropriate marking and /or materials shall be provided to provide for safe pedestrian crossing.
- (o) To provide the highest level of pedestrian and bicycle accommodation, land uses for the dispensing of fuel, cleaning or servicing of vehicles are prohibited in the VC and TSA. In recognition of existing commercial and tourist entertainment land uses oriented to serve demand from Interstate 75 and Archer Road, land uses for the dispensing of fuel, cleaning or servicing of vehicles are allowed outside the TSA are permitted and shall be developed consistent with the general standards of the land use development regulations applicable to all districts where said use is permitted.
- (p) Mini-storage land uses are prohibited within the VC. Mini-storage uses are permitted within the TSA and outside the TSA so long as they are located along the periphery.
- (q) Outdoor storage of boats, recreational vehicles, golf carts, jet skis, trailers and all-terrain vehicles may be provided for residents of the development for non-commercial purposes along the periphery of the TSA and outside the TSA. Outdoor storage shall be enclosed by a 10' tall masonry wall and a medium density landscape buffer.

Policy 1.9.4 Landscaping

A tree mitigation phasing shall be provided, subject to County approval, to phase the planting of trees within

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN**

GOAL 1

PROTECT NATURAL DRAINAGE FEATURES AND THE QUALITY OF WATERS AND PROTECT NEW AND EXISTING DEVELOPMENTS IN ACCORDANCE WITH ADOPTED LEVELS OF SERVICE FOR FLOODPLAIN MANAGEMENT, WATER QUANTITY AND WATER QUALITY.

OBJECTIVE 1.1

Maintain an inventory and evaluation of new and existing County and privately owned/maintained stormwater management facilities.

- Policy 1.1.1** The current inventory program for County owned/maintained stormwater management facilities shall be expanded to include privately owned/maintained facilities as a part of the National Pollution Discharge Elimination System (NPDES), Phase II permit that must be obtained from the United States Environmental Protection Agency (EPA). The County shall develop a rating system for the evaluation of all stormwater management facilities. The criteria shall include the information needed for the acquisition of the NPDES, Phase II permit. All existing facilities shall be completely inventoried and re-evaluated with the new rating criteria within the five-year planning period. All new facilities shall be immediately incorporated into the inventory program utilizing the new rating system.
- Policy 1.1.2** Improvements to deficient County-maintained facilities as determined by the rating system that are identified in the future will be scheduled in the Capital Improvements Program provided a funding source has been established.
- Policy 1.1.3** The County shall investigate the feasibility of establishing a Stormwater Utility for the purposes of funding improvements to the existing systems and the on-going monitoring and maintenance of all stormwater management systems.

OBJECTIVE 2.1

Deficient stormwater management and drainage facilities will be upgraded in accordance with Chapter 62-25 F.A.C and federal, state, regional, water management districts (WMD) and local regulations in effect on the date of adoption of this Comprehensive Plan to an acceptable level of service to prevent violations of water quality standards.

- Policy 2.1.1** No development order shall be issued for new development which would result in an increase in demand on deficient facilities unless one of the following criteria are met:
- (a) The necessary facilities are under construction at the time a development permit is issued and will be completed when the impacts of development occur; or
 - (b) The necessary facilities are guaranteed in an enforceable development agreement that includes the provisions set forth in Policy 1.3.2(a) of the Capital Improvements Element; or
 - (c) The development is limited to pre-development contributions to the capacity of the existing facility in cases where upgrading of existing facilities would create adverse stormwater impacts to adjacent or downstream properties.

- Policy 2.1.2** Alachua County shall pursue the use of stormwater benefit assessments or other dedicated revenue sources for correcting localized deficiencies in stormwater management facilities and for designing, constructing and operating regional master stormwater management facilities.
- Policy 2.1.3** Priorities for correcting volume and pollution abatement deficiencies in existing County-maintained stormwater management systems shall be scheduled in the Capital Improvements Program in accordance with the criteria established in the Capital Improvements Element of this plan. The Robin Lane, Sunningdale and S.W. 34th Street Industrial Park, North Florida Regional Doctor's Park, Kanapaha Prairie, and Emerald Woods stormwater facilities shall be included in the Capital Improvements Program for improvements within the five-year planning period provided a funding source has been established (e.g. Special Assessment District, Special Tax District, Stormwater Utility, grant or general funding).
- Policy 2.1.4** The County shall pursue funding of stormwater projects through appropriate state or federal grant applications which address identified needs.

OBJECTIVE 3.1

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 plan.

- Policy 3.1.1** 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:

LEVELS OF SERVICE

Floodplain 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 as of May 2, 2005, without buildable area above the floodplain may only develop subject to limitations such as Intensity, impervious surface ratio (ISR), 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. Silviculture and agricultural uses shall be required to follow appropriate Best Management Practices.)

Facility

Level of Service

Residential floor elevation	1 foot above the 100 year/ critical- duration storm elevation
Non-residential floor elevation	1 foot above 100 year/ critical-duration storm elevation or flood resistant construction

Water Quantity

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 systems.....	3 year/10 minute
Crossdrains.....	10/25 year/24hr. storm for closed system 100 Year/24hr. for open system
Sidedrains.....	10 year/20 minute

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 pollutants which will degrade the water quality of the watershed. Regardless of the area served, the stormwater treatment provided must provide a level of treatment which meets or exceeds Chapter 62-25 F.A.C. and applicable federal, state, regional, WMD and local requirements in effect on the date of adoption, April 8, 2002 of this Comprehensive Plan.

- Policy 3.1.2** Stormwater management facilities for new development shall be provided concurrent with the impacts of such development as part of the County's Concurrency Management Program.
- Policy 3.1.3** The County shall promote the use of and will assist in the development and implementation of regional master stormwater management plans for Activity Centers.
- Policy 3.1.4** The County shall amend land development regulations to include the standards adopted in this Stormwater Management Element.
- Policy 3.1.5** Upon receipt of new Flood Insurance Rate Maps, the County will review and update the Future Land Use Map and adopted level of service standards. The County will provide assistance to the maximum extent practicable, in application for Letters of Map Revision or Letters of Map Amendments solicited from the Federal Emergency Management Agency.

OBJECTIVE 4.1

The County shall continue to maintain and improve existing stormwater management facilities in order to maximize their capacity and lifespan and to ensure that discharges do not violate State water quality standards.

- Policy 4.1.1** The Public Works Department shall have a preventive maintenance program for stormwater management facilities to maximize the efficiency of existing structures.

- Policy 4.1.2** The County shall amend its development regulations to ensure periodic inspection and routine maintenance of privately owned community stormwater management facilities. The County shall coordinate inspections of privately owned stormwater management facilities with the appropriate water management district to avoid duplication of inspections. The County shall investigate and implement, if determined to be financially-feasible, appropriate design techniques and maintenance strategies to minimize mosquito propagation.

OBJECTIVE 5.1

Alachua County will ensure the protection of natural drainage features, including surface water quality and groundwater aquifer quality and quantity recharge functions, from stormwater runoff.

- Policy 5.1.1** All development outside a regional master plan shall control post-development runoff rates and/or volumes to not exceed pre-development runoff rates and/or volumes.
- Policy 5.1.2** Stormwater runoff from development shall not adversely impact stormwater storage capacity of adjacent lands, identified conservation areas, or downstream surface waters or groundwaters.
- Policy 5.1.3** All stormwater management facilities shall be constructed and operated in accordance with State Water Policy and shall not cause violations of State water quality standards.
- Policy 5.1.4** Stormwater runoff from development activities shall not violate State water quality standards during construction.
- Policy 5.1.5** All new development, redevelopment, and, when expansion occurs, existing developed areas with a stormwater discharge to an active sinkhole shall provide a minimum treatment of the runoff from the first two (2) inches of rainfall from the design storm.
- Policy 5.1.6** All new development, redevelopment, and, when expansion occurs, existing developed areas located within the High Aquifer Recharge Areas shall provide treatment of the stormwater before it enters the Floridan Aquifer. This shall be presumed to have been met by designing and constructing a stormwater management system to control post-development water runoff rate and/or volume and water quality to not exceed pre-development runoff rate and/or volume and water quality.
- Policy 5.1.7** New stormwater management systems which receive stormwater from areas which are a potential source of oil and grease contamination shall include a baffle, skimmer, grease trap, pre-treatment basin or other mechanism suitable for preventing oil and grease from leaving the stormwater management system in concentrations that would cause violations of water quality standards in the groundwater or receiving waters.
- Policy 5.1.8** Conserve and enhance through the use of system upgrades the use of drainageways where appropriate as habitat corridors which allow the passage of wildlife between natural areas and throughout the County, as well as providing wildlife habitat.
- Policy 5.1.9** Conserve and enhance the use of floodplains where appropriate for flood and erosion control.
- Policy 5.1.10** Alachua County shall require stormwater management facilities be designed in accordance with the Stormwater Management and Landscaping Policies of the Metropolitan Transportation Planning Organization (MTPo) as outlined in the MTPo Policies Manual as an integral part of the development, as a physical or visual amenity

that provides usable open space or that resembles native habitat communities by planting native vegetation in and around the facility to the maximum extent feasible.

Policy 5.1.11 Stormwater management facilities shall utilize contours of the site and minimize disturbance to existing natural features to maximum extent feasible. The county shall develop land development regulations that incentivize, encourage, and require where necessary, environmentally sensitive approaches to stormwater management, including Low Impact Development (LID) techniques and the protection of natural areas and features.

Policy 5.1.12 The proportion of the area of stormwater management facilities to the area of the site shall be limited to the maximum extent practicable through LID techniques, the reduction of impervious surfaces via vertical construction and the use of alternative parking surfaces in order to preserve the existing pre-development hydro-period from discharge to wetland systems and adequate existing vegetation on the site.

OBJECTIVE 6.1

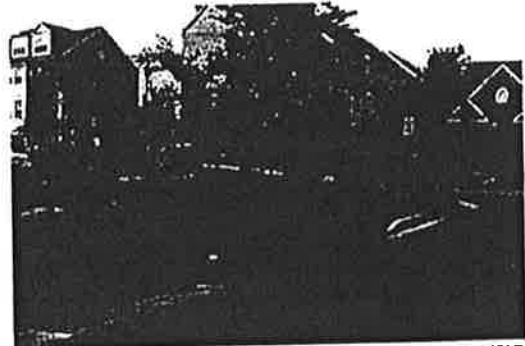
Ensure that stormwater discharges to groundwater or surface water resources that are within or affecting more than one governmental jurisdiction are effectively managed to preserve, protect, and enhance those watershed resources through continued active County coordination with adjacent governments and appropriate agencies.

Policy 6.1.1 Drainage improvements in unincorporated Alachua County shall be coordinated with the goals, objectives and policies of the Conservation and Open Space Element of this plan.

Policy 6.1.2 County land development regulations shall continue to ensure that standards for the treatment and discharge of stormwater runoff from developments within the watershed of surface waters that flow into adjacent governmental jurisdictions are consistent with the standards established by those jurisdictions.

Policy 6.1.3 All appropriate state, water management district, and/or federal permits required by a development shall be obtained and submitted to the County prior to the issuance of construction permits. The County shall pursue opportunities for one-stop permitting with all appropriate agencies. The most restrictive criteria of the County or other agencies shall be utilized.

Policy 6.1.4 The County shall solicit input and review of proposed development which has the potential of discharging stormwater runoff into surface waters of other jurisdictions in accordance with procedures established in the Intergovernmental Coordination Element of this plan.



BIORETENTION AREAS (PICTURED ABOVE) ARE ONE EXAMPLE OF A LOW IMPACT DEVELOPMENT (LID) TECHNIQUE

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



Chapter V: Regional Transportation

A. Conditions and Trends

1. Introduction

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

2. Public Transit

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

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

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



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

e. Transportation Planning Best Practices

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

Enhance Road Network Connectivity by

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

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

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

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

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

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

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

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

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



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

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

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

Promote Access Management Strategies by

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

Develop Multimodal Transportation Systems by

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

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

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

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

Establishing a local public mass transit system.



C. Regional Goals and Policies

1. Regional Road Network

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

Regional Indicators

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

a. Local Government Comprehensive Plans

Table 5.17 below summarizes Regional Policies 5.1.1 through 5.1.4.



TABLE 5.17

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

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

Source: North Central Florida Regional Planning Council, 2011.

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

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

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

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

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



b. Developments of Regional Impact

Table 5.18 below summarizes Regional Policies 5.1.5 and 5.1.6.

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

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

Source: North Central Florida Regional Planning Council, 2011.

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

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

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

2. Coordination and Assistance

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

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

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

Regional Planning Council: North Central Fl
Review Date: 2/22/18
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 18
Local Government: Bradford County
Local Government Item No.: CPA 17-01
State Land Planning Agency Item No.: 18-1ESR

Date Mailed to Local Government and State Land Planning Agency: 2/23/18 (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-17-01 amends Future Land Use Element Policies I.1.7 and I.1.8 by adding a Highway Interchange land use category (see attached).

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

The amendment is a text amendment and does not result in a change in allowable uses or intensity of use. Therefore, no significant adverse impacts are anticipated to occur to regional facilities or Natural Resources of Regional Significance.

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

The amendment is not anticipated to create significant adverse impacts to adjoining local governments.

Request a copy of the adopted version of the amendment?

Yes X No

Not Applicable

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

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

Words bolded and underlined are added
~~Words bolded and struck through are deleted~~

In addition, any non-agriculturally related special exception granted in agriculturally classified areas within the County shall be required to maintain a buffer between any agricultural use and the special exception or special permit. The purpose of the buffer is to protect agriculture land uses from the special exception or special permit. The buffer should function to:

- a. Screen the special exception or special permit from the adjacent farming activities, including, but not limited to, application of fertilizers, pesticides, noise, glare, odor, dust and smoke; and
- b. Provide protection to the agricultural land use from intrusive activities of the special exception by limiting access to the adjacent agricultural land use.

Further, the negative impacts of the uses upon each other must be minimized by the buffer such that the long-term continuance of either use is not threatened by such impact. The buffer shall consist of a landscaped buffer and shall be designed, planted and maintained as to be 80 percent or more opaque between two and six feet above average ground level when viewed horizontally. A masonry or wood opaque structure may be substituted for the landscaped buffer.

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 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 public, conservation, environmentally sensitive, recreation, residential, commercial, industrial and electrical power generating facility 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.

OBJECTIVE I.1 The County shall continue to direct future population growth and associated urban development to urban development areas through the establishment of such urban development areas within this Comprehensive Plan. The total area of all the County's urban development areas shall be limited to 30 percent of the total acreage within the County.

Policy I.1.1 The County shall limit the location of residential units exceeding 8 dwelling units per acre to arterial or collector roads identified on the County Future Traffic Circulation Map where public facilities are available to support such higher density. In addition, commercial and industrial uses which require an accessible location convenient to streets carrying larger volumes of traffic than local roads, shall be limited to arterial or collector roads identified in the County Future Traffic Circulation Map where public facilities are available to support such higher intensity.

Policy I.1.2 The County shall allocate amounts and mixes of land uses for agricultural, residential, commercial, industrial, public and recreation to meet the needs of the existing and projected future populations.

Policy I.1.3 The County shall base the designation of residential, commercial and industrial lands depicted on the Future Land Use Plan Map upon acreage which can be reasonably expected to develop by the year 2021 based upon:

Words bolded and underlined are added

~~Words bolded and struck through are deleted~~

- Residential, Moderate Density shall be limited to a density of less than or equal to 4.0 dwelling units per acre;
- Residential, Medium Density shall be limited to a density of less than or equal to 8.0 dwelling units per acre; and
- Residential, High Density shall be limited to a density of less than or equal to 20.0 dwelling units per acre.

COMMERCIAL LAND USE

Lands classified as commercial use consist of areas used for the sale, rental and distribution of products or performance of services, as well as public, charter and private elementary, middle and high schools. In addition, offsite signs, churches and other houses of worship, private clubs and lodges, residential dwelling units which existed within this category on the date of adoption of this Comprehensive Plan, may be approved as special exceptions or special permits; and

Commercial uses and special exceptions or special permits shall be limited to an intensity of .25 floor area ratio.

HIGHWAY INTERCHANGE LAND USE

Highway interchange uses shall be permitted within the interchange areas of State Road 223 (Alternate U.S. Highway 301) truck route, which shall be limited to the following:

1. Tourist oriented facilities, such as restaurants, automotive service stations, hotels, motels, travel trailer parks, and campgrounds;
2. Retail commercial outlets for sale of fruit, gifts, novelties, and similar uses catering to tourists;
3. Retail sale of farm equipment, farm and home supplies;
4. Truck stops;
5. Light manufacturing, assembling, processing, packaging or fabricating in completely enclosed building; and
6. Facilities for the storage and distribution of products, including wholesale activity.

If highway interchange uses and special exceptions are not served by a centralized sanitary sewer service, such uses shall be limited to an intensity of .25 floor area ratio. If highway interchange uses and special exceptions are served by a centralized sanitary sewer service, such uses shall be limited to an intensity of .50 floor area ratio.

INDUSTRIAL LAND USE

Lands classified as industrial consist of areas used for the manufacturing, assembly, processing or storage of products, as well as public, charter and private schools teaching industrial arts curriculum. In addition, offsite signs, truck stops and automobile service stations, may be approved as special exceptions or special permits; and

Words bolded and underlined are added
~~Words bolded and struck through are deleted~~

5. The proposed location is well drained and soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements;
6. The proposed site can accommodate the required parking and circulation of vehicles on the site; and
7. Where feasible, the proposed site is so located to allow for co-location with parks, libraries and community centers.

Policy I.1.9 The County shall require the development of public, private and charter school sites to be consistent with the following standards:

1. Middle and high schools shall be located on collector or arterial roadways, as functionally classified within the Comprehensive Plan, which have sufficient capacity to carry traffic to be generated by the school and are suitable for high volume traffic during evening and special events as determined by generally acceptable traffic engineering standards;
2. The location, arrangement and lighting of play fields and playgrounds shall be located and buffered as may be necessary to minimize impacts to adjacent residential property; and
3. All structural setbacks, building heights, and access requirements shall be governed by the County's land development regulations.

OBJECTIVES AND POLICIES FOR RURAL AREAS

Rural areas are those areas located outside the designated urban development areas shown on the County's Future Land Use Plan Map. In these areas, uses such as agricultural, public, conservation, environmentally sensitive, recreation, commercial, industrial and electrical power generating facility uses are to be directed.

OBJECTIVE I.2 The County shall continue to maintain the rural character of rural areas by limiting development activity to those uses and densities which are identified within the following policies.

Policy I.2.1 The County shall permit agricultural, conservation, recreation and public uses, public, private and charter schools, the processing, storage and sale of agricultural products, conventional single family dwellings, mobile homes, churches and other houses of worship.

Policy I.2.2 The County's land development regulations shall be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities within the rural area of the County. For the purpose of this policy and Comprehensive Plan, the phrase "other similar uses compatible with" shall mean land uses that can co-exist in relative proximity to other uses in a stable fashion over time such that no other uses within the same land use classification are unduly negatively impacted directly or indirectly by the use.

Recreation uses shall be limited to user-based and resource-based recreation uses; public access and residential and non-residential uses necessary to manage such recreation uses.

Recreation uses shall be limited to an intensity of .25 floor area ratio.

COMMERCIAL LAND USE

Lands classified as Commercial Use consist of areas used for the sale, rental and distribution of products or performance of services. In addition, churches and other houses of worship, private clubs and lodges, residential dwelling units, which existed within this land use classification on the date of adoption of this Comprehensive Plan, and other similar uses comparable with commercial uses may be approved as special exceptions.

Commercial uses shall be limited to an intensity of .25 floor area ratio.

HIGHWAY INTERCHANGE LAND USE

Highway interchange uses shall be permitted within the interchange areas of State Road 223 (Alternate U.S. Highway 301) truck route, which shall be limited to the following:

1. Tourist oriented facilities, such as restaurants, automotive service stations, hotels, motels, travel trailer parks, and campgrounds;
2. Retail commercial outlets for sale of fruit, gifts, novelties, and similar uses catering to tourists;
3. Retail sale of farm equipment, farm and home supplies;
4. Truck stops;
5. Light manufacturing, assembling, processing, packaging or fabricating in completely enclosed building; and
6. Facilities for the storage and distribution of products, including wholesale activity.

If highway interchange uses and special exceptions are not served by a centralized sanitary sewer service, such uses shall be limited to an intensity of .25 floor area ratio. If highway interchange uses and special exceptions are served by a centralized sanitary sewer service, such uses shall be limited to an intensity of .50 floor area ratio.

INDUSTRIAL LAND USES

Lands classified as Industrial consist of areas used for the manufacturing, assembly processing or storage of products. In addition, off-site signs, truck stops and automobile service stations, and other similar uses compatible with industrial uses may be approved as special exceptions; and

Industrial uses shall be limited to an intensity of .25 floor area ratio.

ELECTRICAL POWER GENERATING FACILITY 1 LAND USE

This land use category is intended for electrical power generating facilities which include electric power plants and associated facilities as defined under the Florida Electrical Power Plant Siting Act, Chapter 403, Part II, Florida Statutes. This Facility 1 land use

STAFF-LEVEL ITEMS



#12

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

Date: 1/22/18

REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE NOTIFICATION

PROJECT DESCRIPTION

#12 - Gainesville Regional Transit System - Section 5311 Operating Assistance Grant Application - Alachua County

The Council has received the above-referenced item for purposes of regional clearinghouse review as per Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Clearinghouse Committee Procedures. A copy of the relevant portions of the item is enclosed for your consideration. Since your organization may be affected by the item, you are offered an opportunity to comment. Your organization is not required to return this form. Failure to respond by the comment deadline will indicate that your organization has no comment on the above-referenced item.

Comment Deadline: February 6, 2018

Mailing List

☐ Alachua County

☐ High Springs

☐ City of Alachua

☐ LaCrosse

☐ Archer

☐ Micanopy

☐ Gainesville

☐ Newberry

☐ Hawthorne

☐ Waldo

☐ COMMENTS ATTACHED

☐ NO COMMENTS

_____ (Name) _____ (Organization)

Anonymous comments will not be forwarded.

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 SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

12/15/2017

4. Applicant Identifier:

N/A

5a. Federal Entity Identifier:

N/A

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier: 1001

8. APPLICANT INFORMATION:

* a. Legal Name: City of Gainesville Public Wks Dept Regional Transit System

* b. Employer/Taxpayer Identification Number (EIN/TIN):

59-600000325

* c. Organizational DUNS:

0105221590000

d. Address:

* Street1:

34 SE 13th Road

Street2:

* City:

Gainesville

County/Parish:

* State:

FL: Florida

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code:

32601-0000

e. Organizational Unit:

Department Name:

Public Works Department

Division Name:

Regional Transit System

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Mr.

* First Name:

Jesus

Middle Name:

M.

* Last Name:

Gomez

Suffix:

Title: Transit Director

Organizational Affiliation:

City of Gainesville

* Telephone Number: 352-393-7860

Fax Number: 352-334-3681

* Email: gomezjm@cityofgainesville.org

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

*** Other (specify):**

*** 10. Name of Federal Agency:**

Federal Transit Administration

11. Catalog of Federal Domestic Assistance Number:

20.509

CFDA Title:

Capital & Operating Assistance - FFY 2018

*** 12. Funding Opportunity Number:**

N/A

*** Title:**

N/A

13. Competition Identification Number:

N/A

Title:

N/A

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

SF 424 V2 Q_14 atthmt.pdf

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

RTS is requesting funds to continue to provide transportation to residents living in Rural Alachua County. The 5311 trips are an integral part of the RTS transportation program.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

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

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="25,000.00"/>
* b. Applicant	<input type="text" value="25,000.00"/>
* c. State	<input type="text"/>
* d. Local	<input type="text"/>
* e. Other	<input type="text"/>
* f. Program Income	<input type="text"/>
* g. TOTAL	<input type="text" value="50,000.00"/>

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

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

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

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

☒ ** I AGREE

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

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email:

* Signature of Authorized Representative:

* Date Signed:

Form B-1: Proposed Project Description

- (a) How will the grant funding improve your agency's transportation service? Provide detail.
Will it be used to:

- Provide more hours of service?
- Expand service to a larger geographic area?
- Provide shorter headways?
- Provide more trips?
- Replace existing equipment?
- Purchase additional vehicles/equipment?

Also, highlight the challenges or difficulties that your agency will overcome if awarded these funds.

The grant funds will not provide more hours of service or expand the service to a larger geographic area. But without the 5311 grant funds, RTS' will not be able provide service to the Alachua County citizens in the rural areas. The grant will be used to purchase trips to provide transportation to people living in the rural areas surrounding Gainesville and the small cities in Alachua County. Without the 5311 grant funds these citizens would have very limited access to transportation. Other than the 5311 funds, Transportation Disadvantaged (TD) funds are the only funding source for transportation into the rural areas. These funds are very limited and would have to be prioritized without the 5311 funds. RTS and MV are seeing an increasing demand for demand response service. Especially since more and more people living in the rural area are utilizing public transportation to seek dialysis treatment. This grant request is for operational funds and therefore, no vehicles or equipment will be purchased.

- (b) If a grant award will be used to maintain services as described in Form A-1, specifically explain how it will be used in the context of total service. Make sure to include information on how the agency will maintain adequate financial, maintenance, and operating records and comply with FTA reporting requirements including information for the Annual Program of Projects Status Reports, Milestone Activity Reports, NTD reporting, DBE reports etc.

Without the 5311 funds service to Rural Alachua county would be limited to TD trips and would most likely be prioritized to primarily dialysis trips only. RTS and MV currently submit NTD reports to the FTA monthly. Every three years RTS under goes a Triennial inspection by the FTA and FDOT. RTS has the staff and the equipment to comply with all Federal and FDOT reporting requirements. In 2017 RTS underwent and passed a Triennial and FDOT inspection to ensure RTS was in compliance with all Federal and State reporting requirements. This grant package contains the RTS funding sources as well as the current RTS budget to show that RTS is fiscally sound and has adequate financial resources to meet the grant requirements.

- (c) If this grant is not fully funded, can you still proceed with your transportation program? Explain.

RTS can and will provide ADA paratransit service to the citizens of the City of Gainesville. But citizens of Alachua County will have their access to transportation severely limited and will have to find other methods of transportation to get them into Gainesville or to the other small cities in Alachua County. MV Transportation will still be able to provide some service to citizens residing in the rural areas utilizing TD funds but their ability to provide service will most likely be restricted to dialysis treatment. Citizens needing access to employment, school or food will be restricted to the limited TD funding.

- (c) **New agencies only:** Have you met with the CTC and, if so, how are you providing a service they cannot? Provide detailed information supporting this requirement.

RTS has maintained a contract with the CTC for the last 14 years and is attached to this grant package.

Applications submitted without the appropriate CTC coordination agreement may be rejected by FDOT. Grant awards will not be made without an appropriate coordination agreement. This coordination agreement must be enforced the entire time of grant (vehicle life or operating JPA expiration).

Operating Requests Only

- (a) Please specify year of activity for operating assistance (typically current or immediate prior year).

FY 18 to FY 19

Capital Requests Only

- (a) If this capital request includes equipment, please describe the purpose of the request.
- (b) If you are requesting a vehicle that requires a driver with a CDL:
- Who will drive the vehicle?
 - How will you ensure that your driver(s) maintain CDL certification?
- (c) If the requested vehicles or equipment will be used by a lessee or private operator under contract to the applicant agency, identify the proposed lessee/operator.
- Include an equitable plan for distribution of vehicles/equipment to lessees and/or private operators.

(d) If this capital request is for bus related facilities

- Please provide any pertinent documents that may be on record, to make a determination on such things as reasonableness of cost, sufficiency of preliminary engineering and design work completed.
- Please provide a full, detailed scope of the project, including but not limited to a project schedule, construction days, method of procurement, etc.
- Please provide a detailed description of all project activities included in the construction of the facility.

NOTE: If awarded, the agency must prepare a draft/proposed facilities/building maintenance plan that will need to be adopted after construction of facilities.



#13

Serving Alachua

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Suwannee • Taylor • Union Counties

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

Date: 1/22/18

REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE NOTIFICATION

PROJECT DESCRIPTION

#13 - Gainesville Regional Transit System - Section 5310 Capital Assistance Grant Application -
Alachua County

The Council has received the above-referenced item for purposes of regional clearinghouse review as per Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Clearinghouse Committee Procedures. A copy of the relevant portions of the item is enclosed for your consideration. Since your organization may be affected by the item, you are offered an opportunity to comment. Your organization is not required to return this form. Failure to respond by the comment deadline will indicate that your organization has no comment on the above-referenced item.

Comment Deadline: February 6, 2018

Mailing List

<input type="checkbox"/> Alachua County	<input type="checkbox"/> High Springs
<input type="checkbox"/> City of Alachua	<input type="checkbox"/> LaCrosse
<input type="checkbox"/> Archer	<input type="checkbox"/> Micanopy
<input type="checkbox"/> Gainesville	<input type="checkbox"/> Newberry
<input type="checkbox"/> Hawthorne	<input type="checkbox"/> Waldo

☐ COMMENTS ATTACHED

☐ NO COMMENTS

_____ (Name) _____ (Organization)

Anonymous comments will not be forwarded.

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 SF-424		
* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		
* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision		
* If Revision, select appropriate letter(s): _____ * Other (Specify): _____		
* 3. Date Received: 12/15/2017		4. Applicant Identifier: N/A
5a. Federal Entity Identifier: N/A		5b. Federal Award Identifier: _____
State Use Only:		
6. Date Received by State: _____		7. State Application Identifier: 1001
8. APPLICANT INFORMATION:		
* a. Legal Name: City of Gainesville Public Wks Dept Regional Transit System		
* b. Employer/Taxpayer Identification Number (EIN/TIN): 59-600000325		* c. Organizational DUNS: 0105221590000
d. Address:		
* Street1: 34 SE 13th Road		
Street2: _____		
* City: Gainesville		
County/Parish: _____		
* State: FL: Florida		
Province: _____		
* Country: USA: UNITED STATES		
* Zip / Postal Code: 32601-0000		
e. Organizational Unit:		
Department Name: Public Works Department		Division Name: Regional Transit System
f. Name and contact information of person to be contacted on matters involving this application:		
Prefix: Mr.		* First Name: Jesus
Middle Name: M.		_____
* Last Name: Gomez		_____
Suffix: _____		_____
Title: Transit Director		
Organizational Affiliation: City of Gainesville		
* Telephone Number: 352-393-7860		Fax Number: 352-334-3681
* Email: gomezjm@cityofgainesville.org		

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

Federal Transit Administration

11. Catalog of Federal Domestic Assistance Number:

20.513

CFDA Title:

Enhanced Mobility of Seniors and Individuals with Disabilities

*** 12. Funding Opportunity Number:**

N/A

* Title:

N/A

13. Competition Identification Number:

N/A

Title:

N/A

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

SF 424 V2 Q 14 attachmt.pdf

Add Attachment

Delete Attachment

View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Gainesville Regional Transit System FFY18 Sec 5310 Grant Application to FL Dept. of Transportation, District 2, requesting capital (vehicle purchase) and 5 wheelchair securement systems.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

FL-003

* b. Program/Project

FL-003

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

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

07/01/2016

* b. End Date:

06/30/2019

18. Estimated Funding (\$):

* a. Federal

102,000.00

* b. Applicant

12,750.00

* c. State

12,750.00

* d. Local

* e. Other

* f. Program Income

* g. TOTAL

127,500.00

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

☐

a. This application was made available to the State under the Executive Order 12372 Process for review on

☐

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒

c. Program is not covered by E.O. 12372.

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

☐

Yes

☒

No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

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

☒ ** I AGREE

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

Authorized Representative:

Prefix:

Mr.

* First Name:

Jesus

Middle Name:

M.

* Last Name:

Gomez

Suffix:

* Title:

Transit Director

* Telephone Number:

352-393-7860

Fax Number:

352-334-3681

* Email:

gomezjm@cityofgainesville.org

* Signature of Authorized Representative:

* Date Signed:

12/15/2017

Form B-1: Proposed Project Description

All Applicants

(a) How will the grant funding be used?

Check all that apply:

<input checked="" type="checkbox"/> Vehicle(s) →	<input type="checkbox"/> Expansion	<input checked="" type="checkbox"/> Replacement
<hr/>		
<input checked="" type="checkbox"/> Equipment		
<hr/>		
<input type="checkbox"/> Mobility Management		
<hr/>		
<input type="checkbox"/> Preventative Maintenance		
<hr/>		
<input type="checkbox"/> Operating →	<input type="checkbox"/> Expansion	<input type="checkbox"/> Continuing Service

(b) In which geographic area(s) will the requested grant funds be used to provide service?

- ☐ Urban (UZA)
- ☒ Small Urban (SUZA)
- ☐ Rural

Complete the service area percentages for the geographic areas where the requested grant funds will be used to provide service

Example:

If your agency makes 500 trips per year and 100 of those trips are urban then:
*100 UZA trips/ 500 total trips = .2 * 100 = 20% UZA service area*

UZA	/	=	%UZA service area
SUZA	2,483 / 54,091	= 4.5%	%Small Urban service area
Rural	/	=	%Rural service area
Number of trips, revenue service hours, or revenue service miles within specified geographic area	Divided by	Total number of trips, revenue service hours, or revenue service miles	Equals
			Percentage of service within specified geographic area

Calculate the funding split for the geographic areas where the requested grant funds will be used to provide service.

UZA		X		=	\$
SUZA	\$50,000	X	4.5%	=	\$2,250
Rural		X		=	\$
Total amount requested		Multiplied by	Percentage of service within specified geographic area	Equals	Funding split

NOTE: When invoicing for operating projects, you must use the above funding split on your invoice summary forms.

Once you have determined the funding split between UZA, SUZA and Rural, you will need to calculate the match amount.

NOTE: Operating Assistance (50% Federal and 50% Local):

UZA		X	.5 Federal & .5 Local	=	\$	\$
SUZA		X	.5 Federal & .5 Local	=	\$	\$
Rural		X	.5 Federal & .5 Local	=	\$	\$
Funding Split		Multiplied by	.5 Federal & .5 Local	Equals	Federal	Local

NOTE: Capital Assistance (80% Federal, 10% State and 10% Local):

UZA		X	.8 Federal & .1 State & .1 Local	=	\$	\$	\$
SUZA	\$2,250	X	.8 Federal & .1 State & .1 Local	=	\$1,800	\$225	\$225
Rural		X	.8 Federal & .1 State & .1 Local	=	\$	\$	\$
Funding Split		Multiplied by	.8 Federal & .1 State & .1 Local	Equals	Federal	State	Local

- (a) How will the grant funding improve your agency's transportation service? Provide detail.

Will it be used to:

- Provide more hours of service?
- Expand service to a larger geographic area?
- Provide shorter headways?
- Provide more trips?

Also, highlight the challenges or difficulties that your agency will overcome if awarded these funds.

The grant will be used to purchase a replacement vehicle, which will allow RTS to continue to provide paratransit service to the seniors and disabled citizens in the City of Gainesville and Alachua County. The vehicle will be used to continue the existing level of service though it will not expand the current service area; RTS and MV are seeing an increasing demand for ADA and demand response service. Especially since more and more people are applying for and being awarded ADA certification. The vehicle will be used by RTS to provide service in the small urban areas. By replacing the vehicle, RTS and MV will be able to maintain the level of service which is currently offered while reducing fleet age. Additionally, RTS fixed route has seen an increase use of mobility devices. Therefore, the need to complete the update of the wheelchair securement systems project for the fixed route buses is critical to ensure safety when transporting wheelchair clients. Fortunately, RTS will only need about 5 more sets to complete the project.

- (b) If this grant is not fully funded, can you still proceed with your transportation program? Explain.

Yes, we can still proceed with the transportation program but the our ability to provide service for our senior citizens and the disabled in the City of Gainesville and Alachua County will eventually be compromised. The Section 5310 capital funds are an integral part of maintaining the services described in Form A-2 Fact Sheet. The ability to purchase vans, even if it is only one van a year, helps RTS keep the fleet average age at a manageable level. Without the infusion of a new vehicle every year the fleet would quickly exceed acceptable standards for fleet age and could potentially put RTS in violation of ADA requirements to maintain an average fleet age of 7 years or less. If awarded, the 5310 money will be used to replace one of the 20 vehicles currently provided by RTS to the contracted local transportation coordinator, MV Transportation. The vehicle is 7 years old and has 269,000 plus miles on it.

- (c) **New agencies only:** Have you met with the CTC and, if so, how are you providing a service they cannot? Provide detailed information supporting this requirement.

N/A. RTS contracts with the CTC to provide ADA Paratransit service.

Applications submitted without the appropriate CTC coordination agreement may be rejected by FDOT. Grant awards will not be made without an appropriate coordination agreement. This coordination agreement must be enforced the entire time of grant (vehicle life or operating JPA expiration).

~~Operating Requests Only~~

- (a) Please specify year of activity for operating assistance (typically current or immediate prior year).

N/A

Capital Requests Only

- (a) If this capital request includes equipment, please describe the purpose of the request.
- (b) If you are requesting a vehicle that requires a driver with a CDL:
- Who will drive the vehicle?
 - How will you ensure that your driver(s) maintain CDL certification?
- (c) If the requested vehicles or equipment will be used by a lessee or private operator under contract to the applicant agency, identify the proposed lessee/operator.
- Include an equitable plan for distribution of vehicles/equipment to lessees and/or private operators

RTS needs to finish replacing wheelchair securement systems that are used on the RTS fixed route buses. These securement systems ensure safety of wheelchair riders and the newer securement systems have significant advances in speeding up the securement process there by allowing the buses to better adhere to route timing. The 5310 grant received last year will allow for the replacement a total of 16 securement systems and there are about 5 more buses that need to have their securement systems replaced.

RTS is requesting a cutaway van that does not require a CDL to operate. But the Motor buses on the fixed route that are having the securement systems replaced do require CDLs and all of RTS's 298 operations personnel and maintenance personnel hold a CDL; as it is required to drive a fixed route bus. RTS's driver trainer is qualified to train drivers to receive their CDL after they have taken the written portion of the examination through the Division of Motor Vehicles

The cutaway van will be leased to MV Contract Transportation. They are the Alachua County CTC and RTS currently has a contract with them to provide ADA paratransit service as well as the 5310 grant trips. MV is the only provider of service RTS contracts with, therefore no plan for distribution of vehicles or equipment is needed.

~~Preventive Maintenance Requests Only~~

Note: Applicants applying for preventative maintenance costs must have a District-approved Preventative Maintenance (PM) Plan and a cost allocation plan if maintenance activities are performed in-house.

- (a) Please specify Period of Performance (should not exceed one (1) year – must be for preceding or current year)
- (b) Please include a list of general PM activities to take place with the funding
- (c) Please list useful life for purchase of any items over \$5,000

N/A



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

Date: 1/22/18

REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE NOTIFICATION

PROJECT DESCRIPTION

#14 - Gainesville Regional Transit System - Section 5310 Operating Assistance Grant Application - Alachua County

The Council has received the above-referenced item for purposes of regional clearinghouse review as per Presidential Executive Order 12372, Gubernatorial Executive Order 95-359 and Clearinghouse Committee Procedures. A copy of the relevant portions of the item is enclosed for your consideration. Since your organization may be affected by the item, you are offered an opportunity to comment. Your organization is not required to return this form. Failure to respond by the comment deadline will indicate that your organization has no comment on the above-referenced item.

Comment Deadline: February 6, 2018

Mailing List

<input type="checkbox"/> Alachua County	<input type="checkbox"/> High Springs
<input type="checkbox"/> City of Alachua	<input type="checkbox"/> LaCrosse
<input type="checkbox"/> Archer	<input type="checkbox"/> Micanopy
<input type="checkbox"/> Gainesville	<input type="checkbox"/> Newberry
<input type="checkbox"/> Hawthorne	<input type="checkbox"/> Waldo

☐ COMMENTS ATTACHED

☐ NO COMMENTS

_____ (Name) _____ (Organization)

Anonymous comments will not be forwarded.

**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 SF-424

*** 1. Type of Submission:**

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

*** 2. Type of Application:**

- ☒ New
☐ Continuation
☐ Revision

*** If Revision, select appropriate letter(s):**

*** Other (Specify):**

*** 3. Date Received:**

12/15/2017

4. Applicant Identifier:

N/A

5a. Federal Entity Identifier:

N/A

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

1001

8. APPLICANT INFORMATION:

*** a. Legal Name:** City of Gainesville Public Wks Dept Regional Transit System

*** b. Employer/Taxpayer Identification Number (EIN/TIN):**

59-600000325

*** c. Organizational DUNS:**

0105221590000

d. Address:

*** Street1:** 34 SE 13th Road

Street2:

*** City:** Gainesville

County/Parish:

*** State:**

FL: Florida

Province:

*** Country:**

USA: UNITED STATES

*** Zip / Postal Code:** 32601-0000

e. Organizational Unit:

Department Name:

Public Works Department

Division Name:

Regional Transit System

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Mr.

*** First Name:**

Jesus

Middle Name:

M.

*** Last Name:**

Gomez

Suffix:

Title:

Transit Director

Organizational Affiliation:

City of Gainesville

*** Telephone Number:** 352-393-7860

Fax Number: 352-334-3681

*** Email:** gomezjm@cityofgainesville.org

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Federal Transit Administration

11. Catalog of Federal Domestic Assistance Number:

20.513

CFDA Title:

Enhanced Mobility of Seniors and Individuals with Disabilities

* 12. Funding Opportunity Number:

N/A

* Title:

N/A

13. Competition Identification Number:

N/A

Title:

N/A

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

SF 424 V2 Q_14 attchmt.pdf

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

RTS is requesting funds to continue to provide transportation to Elderly and Disabled residents in Gainesville. The 5310 trips are an integral part of the RTS transportation program.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

FL-003

* b. Program/Project

FL-003

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

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

07/01/2018

* b. End Date:

06/30/2019

18. Estimated Funding (\$):

* a. Federal

25,000.00

* b. Applicant

25,000.00

* c. State

* d. Local

* e. Other

* f. Program Income

* g. TOTAL

50,000.00

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

☐

a. This application was made available to the State under the Executive Order 12372 Process for review on

☐

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒

c. Program is not covered by E.O. 12372.

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

☐

Yes

☒

No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

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

☒ ** I AGREE

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

Authorized Representative:

Prefix:

Mr.

* First Name:

Jesus

Middle Name:

M.

* Last Name:

Gomez

Suffix:

* Title:

Transit Director

* Telephone Number:

352-39-7860

Fax Number:

352-334-3681

* Email:

gomezjm@cityofgainesville.org

* Signature of Authorized Representative:

* Date Signed:

15 DEC 17

Form B-1: Proposed Project Description

All Applicants

(a) How will the grant funding be used?

Check all that apply:

☐ Vehicle(s) → ☐ Expansion ☐ Replacement

☐ Equipment

☐ Mobility Management

☐ Preventative Maintenance

☒ Operating → ☐ Expansion ☒ Continuing Service

(b) In which geographic area(s) will the requested grant funds be used to provide service?

☐ Urban (UZA)

☒ Small Urban (SUZA)

☐ Rural

Complete the service area percentages for the geographic areas where the requested grant funds will be used to provide service

Example:

If your agency makes 500 trips per year and 100 of those trips are urban then:

*100 UZA trips/ 500 total trips = .2 * 100 = 20% UZA service area*

UZA	/	=	%UZA service area
SUZA 2,483	/	54,091 = 4.5%	%Small Urban service area
Rural	/	=	%Rural service area
Number of trips, revenue service hours, or revenue service miles within specified geographic area	Divided by	Total number of trips, revenue service hours, or revenue service miles	Equals Percentage of service within specified geographic area

Calculate the funding split for the geographic areas where the requested grant funds will be used to provide service.

UZA		X		=	\$
SUZA	50,000	X	4.5%	=	\$2,250
Rural		X		=	\$
Total amount requested		Multiplied by	Percentage of service within specified geographic area	Equals	Funding split

NOTE: When invoicing for operating projects, you must use the above funding split on your invoice summary forms.

Once you have determined the funding split between UZA, SUZA and Rural, you will need to calculate the match amount.

NOTE: Operating Assistance (50% Federal and 50% Local):

UZA		X	.5 Federal & .5 Local	=	\$	\$
SUZA	\$2,250	X	.5 Federal & .5 Local	=	\$1,125	\$1,125
Rural		X	.5 Federal & .5 Local	=	\$	\$
Funding Split		Multiplied by	.5 Federal & .5 Local	Equals	Federal	Local

NOTE: Capital Assistance (80% Federal, 10% State and 10% Local):

UZA	X	.8 Federal & .1 State & .1 Local	=	\$	\$	\$
SUZA	X	.8 Federal & .1 State & .1 Local	=	\$	\$	\$
Rural	X	.8 Federal & .1 State & .1 Local	=	\$	\$	\$
Funding Split	Multiplied by	.8 Federal & .1 State & .1 Local	Equals	Federal	State	Local

- (a) How will the grant funding improve your agency's transportation service? Provide detail.

Will it be used to:

- Provide more hours of service?
- Expand service to a larger geographic area?
- Provide shorter headways?
- Provide more trips?

Also, highlight the challenges or difficulties that your agency will overcome if awarded these funds.

The grant will be used to purchase trips from the Community Transportation Coordinator (CTC), which will maintain the current level of service and is how RTS provides paratransit service to the seniors and disabled citizens in the City of Gainesville and Alachua County. These trips will maintain the current number of hours provided by the CTC. The trips will provide service from the urban to the rural area and vice-versa. While current service levels will be maintained, RTS anticipates a small increase in the number of trips based on current trends. Without these funds there will be unmet trip needs due to the cuts in the Transportation Disadvantaged funds.

- (b) If this grant is not fully funded, can you still proceed with your transportation program? Explain.

Yes but there will be unmet trip needs without the 5310 funds. The Section 5310 operating funds have become an integral part of maintaining the services described in Form A-2 Fact Sheet. If awarded, RTS will use the 5310 money to purchase trips from MV Transportation, to ensure access to much needed transportation for our senior citizens and the disabled in the City of Gainesville and Alachua County. ADA paratransit service is required to be provided the same days and times as the fixed route and the 5310 operating funds ensure transportation is made available to seniors and individuals with disabilities that otherwise would not have access to transportation. The 5310 operating funds allow RTS to go beyond the current ADA service area and maintain the trips that have been provided to the community for the last 8 years.

- (c) **New agencies only:** Have you met with the CTC and, if so, how are you providing a service they cannot? Provide detailed information supporting this requirement.

N/A. RTS contracts with the CTC to provide ADA Paratransit service.

Applications submitted without the appropriate CTC coordination agreement may be rejected by FDOT. Grant awards will not be made without an appropriate coordination agreement. This coordination agreement must be enforced the entire time of grant (vehicle life or operating JPA expiration).

Operating Requests Only

- (a) Please specify year of activity for operating assistance (typically current or immediate prior year). FY17 and FY18
-

Capital Requests Only

- (a) If this capital request includes equipment, please describe the purpose of the request.
- (b) If you are requesting a vehicle that requires a driver with a CDL:
- Who will drive the vehicle?
 - How will you ensure that your driver(s) maintain CDL certification?
- (c) If the requested vehicles or equipment will be used by a lessee or private operator under contract to the applicant agency, identify the proposed lessee/operator.
- Include an equitable plan for distribution of vehicles/equipment to lessees and/or private operators

N/A

Preventive Maintenance Requests Only

Note: Applicants applying for preventative maintenance costs must have a District-approved Preventative Maintenance (PM) Plan and a cost allocation plan if maintenance activities are performed in-house.

- (a) Please specify Period of Performance (should not exceed one (1) year – must be for preceding or current year)
- (b) Please include a list of general PM activities to take place with the funding
- (c) Please list useful life for purchase of any items over \$5,000

N/A



#15

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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-29-18

PROJECT DESCRIPTION

#15 - Community Development Block Grant - Neighborhood Revitalization - Environmental Review -
Town of Otter Creek - #18DB-OM-05-48-02-N33

TO: Lauren Milligan, Florida State Clearinghouse

 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

Project Narrative — G-2

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

Service Area #1 - Potable Water System Wide Service Area:

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

03J - Water Tank/Well/Treatment Plant Improvements --

The Town of Otter Creek's water treatment plant was constructed and placed into service in 1966, over 50 years ago, all the water storage tanks and process tanks at this site were constructed out of mild (carbon) steel and have been in service beyond their useful life. Additionally, due to deterioration of raw water quality in the Town's water supply wells and changes in water quality standards, specifically trihalomethanes, the Town struggles to meet the required drinking water standards.

The Town has decided to replace the existing facility in a phased approach due to the limited number of service connections, and accordingly their limited amount of revenue. Overall, the majority of improvements will be completed at the Town's Water Treatment Plant No. 2 site, located on SW 5th Avenue, which is currently a storage and re-pump facility.

The funds being requested in this activity will be used to construct Phase I of the water plant replacement. The Phase I improvements include site work, modifications to the existing ground storage tank, construction of a water treatment plant building, installation of new high-service pumps, chemical treatment, a new hydro tank, electrical and control work, and associated piping work.

The beneficiaries for the activity proposed in this service area are all of the people living in the residential housing units currently being served by the town's potable water system. Currently 77 occupied households are connected to the town's potable water system. These 77 households contain 179 people. 68 of the people living in the households in the service area, or 38.20% are VLI, 158 of the people living in the households in the service area or 88.27% are LMI and 21 of the people living in the households in the service area or 11.73% have household incomes which are above the LMI income limits. As a further breakout of the individuals living in the service area, nine (9) of the people living in the service area are Low Income (LI) and eighty-one (81) of the people living in the service area are Moderate Income (MI).

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

Activity #	Activity	Description	CDBG Amount	Local Match
03J - Water Tank/Well Treatment Plant --		Water treatment plant upgrades	\$ 452,500.00	\$ 25,000.00

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

The Town has committed twenty-five thousand dollars (\$25,000.00) from the Water Enterprise Fund as match in this application.

Proposed project is located in a flood zone.

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

Project Narrative — G-2 (continue)

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

Activities	CDBG	Match	Total
03J- Water Tank/Well Treatment Plant Improvements	\$ 452,500.00	\$ 25,000.00	\$ 477,500.00
Engineering	\$ 99,500.00	0.00	\$ 99,500.00
Administration	\$ 48,000.00	0.00	\$ 48,000.00
Total	\$ 600,000.00	\$ 25,000.00	\$ 625,000.00

Unmet Need

Unmet Need #1: Service Area #1 - Potable Water System Wide Service Area:

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

03J Water Tank/Well/Treatment Plant Improvements

The funds being requested in this activity, if sufficient funding is available, will be used to construct a second ground storage tank including electrical and control work, and associated piping work needed for a complete installation.

The beneficiaries for the activity proposed in this service area are all of the people living in the residential housing units currently being served by the town's potable water system. Currently 77 occupied households are connected to the town's potable water system. These 77 households contain 179 people. 68 of the people living in the households in the service area, or 38.20% are VLI, 158 of the people living in the households in the service area or 88.27% are LMI and 21 of the people living in the households in the service area or 11.73% have household incomes which are above the LMI income limits. As a further breakout of the individuals living in the service area, nine (9) of the people living in the service area are Low Income (LI) and eighty-one (81) of the people living in the service area are Moderate Income (MI).

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

Activity #	Activity	Description	CDBG Amount	Local Match
03J	Water Tank/Well Treatment Plant – Installation of a second ground water storage tank		\$ 120,000.00	\$ 0.00

Project Narrative — G-2 (continue)

Unmet Need #2: Service Area #1 - Potable Water System Wide Service Area:

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

03J - Water Tank/Well/Treatment Plant Improvements – The funds being requested in this activity, if sufficient funding is available, will be used to install an emergency generator at Water Treatment Plant #2 including electrical and control work needed for a complete installation.

The beneficiaries for the activity proposed in this service area are all of the people living in the residential housing units currently being served by the town's potable water system. Currently 77 occupied households are connected to the town's potable water system. These 77 households contain 179 people. 68 of the people living in the households in the service area, or 38.20% are VLI, 158 of the people living in the households in the service area or 88.27% are LMI and 21 of the people living in the households in the service area or 11.73% have household incomes which are above the LMI income limits. As a further breakout of the individuals living in the service area, nine (9) of the people living in the service area are Low Income (LI) and eighty-one (81) of the people living in the service area are Moderate Income (MI).

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

Activity #	Activity	Description	CDBG Amount	Local Match
03J	Water Tank/Well Treatment Plant	Installation of an emergency standby generator	\$ 50,000.00	\$ 0.00

Unmet Need #3: Service Area #1 - Potable Water System Wide Service Area:

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

03J - Water Tank/Well/Treatment Plant Improvements - The funds being requested in this activity, if sufficient funding is available will be used to install perimeter fencing around Water Treatment Plant #2.

The beneficiaries for the activity proposed in this service area are all of the people living in the residential housing units currently being served by the town's potable water system. Currently 77 occupied households are connected to the town's potable water system. These 77 households contain 179 people. 68 of the people living in the households in the service area, or 38.20% are VLI, 158 of the people living in the households in the service area or 88.27% are LMI and 21 of the people living in the households in the service area or 11.73% have household incomes which are above the LMI income limits. As a further breakout of the individuals living in the service area, nine (9) of the people living in the service area are Low Income (LI) and eighty-one (81) of the people living in the service area are Moderate Income (MI).

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

Activity #	Activity	Description	CDBG Amount	Local Match
03J	Water Tank/Well Treatment Plant –	Installation of fencing around the perimeter of Water Treatment Plant #2	\$ 30,000.00	\$ 0.00

TOWN OF OTTER CREEK JURISDICTION & SERVICE AREA MAP

