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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 **April 24, 2025**. The meeting will be a hybrid meeting in-person at the **Holiday Inn Hotel and Suites, Suwannee Room, 213 Southwest Commerce Boulevard, Lake City, Florida**, and via Communications Media Technology at **6:00 p.m.**

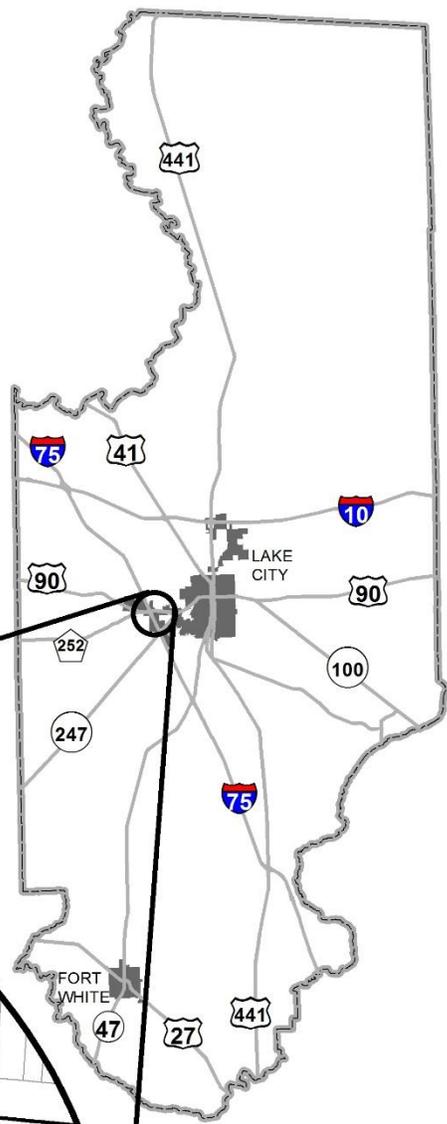
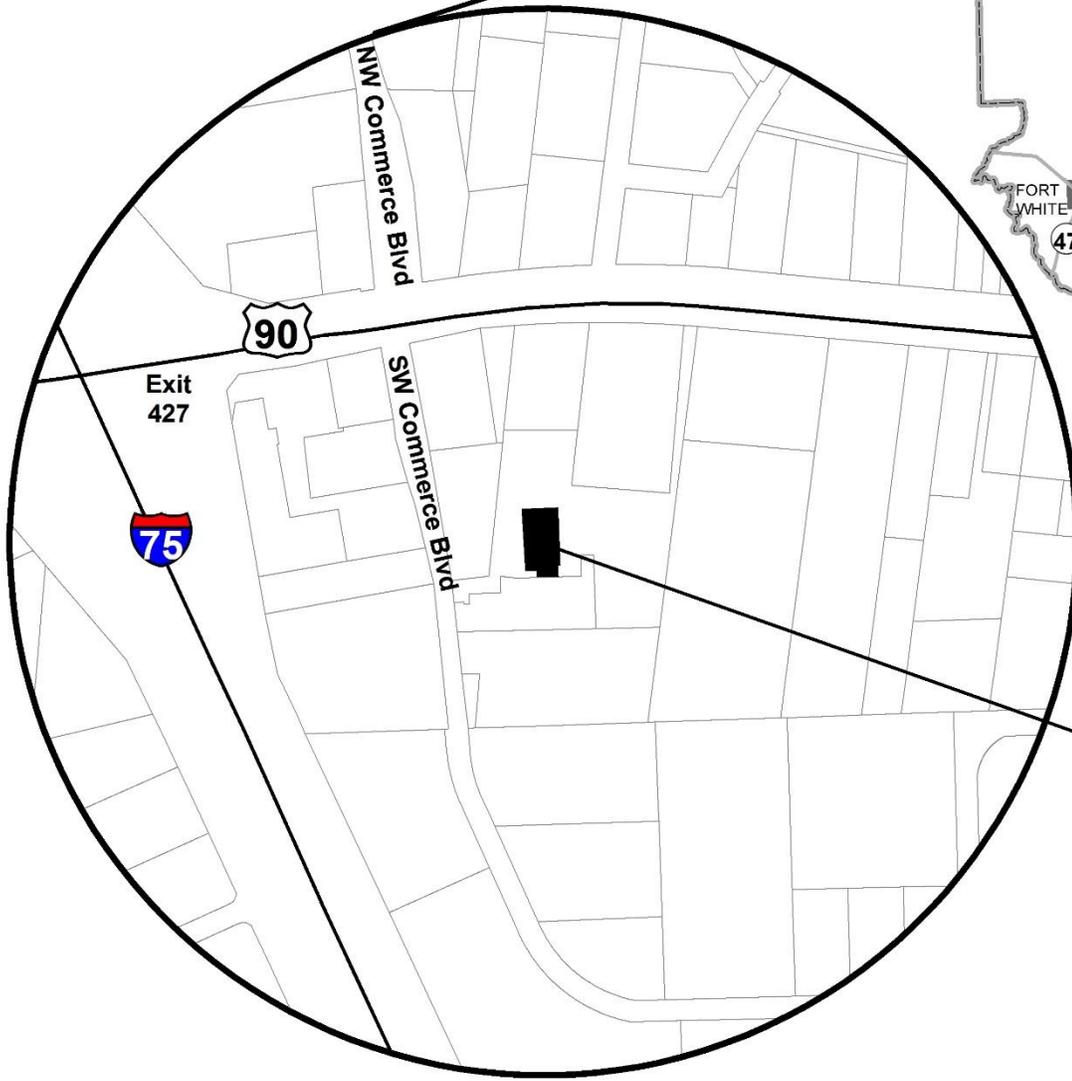
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213 SW Commerce Blvd
Lake City, Florida 32025

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

Hybrid Public Meeting
 Holiday Inn & Suites
 213 Southwest Commerce Boulevard
 Lake City, Florida and
 Via Communications Media Technology

April 24, 2025
 6:00 p.m.

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V. PUBLIC COMMENTS	
<p>The Committee welcomes you to this meeting. This time is set aside for our citizens and general public to address the Committee. If you would like to address the Committee, please complete a form, come forward when you are called, and state your name for the record. Please also limit your comments to not more than three minutes. Your participation is welcomed.</p>	

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
CLEARINGHOUSE COMMITTEE
MINUTES

Hybrid Meeting
Holiday Inn Hotel and Suites
213 Southwest Commerce Boulevard
Lake City, Florida and
Via Communications Media Technology

March 27, 2025
6:00 p.m.

MEMBERS PRESENT IN PERSON

Patricia Bouie Hutchinson, Chair
James Carter
James Howell
Melissa McNeal
Daniel Riddick, Vice-Chair
Jody Stephenson

MEMBERS ABSENT

Ken Cornell
Edward Potts

MEMBERS PRESENT VIA
COMMUNICATIONS
MEDIA TECHNOLOGY
FOR QUORUM

Shirlie Hampton

STAFF PRESENT

Lauren Yeatter - In-Person

COMMUNICATIONS
MEDIA TECHNOLOGY
(NOT FOR QUORUM)

None

Noting the presence of a quorum, the meeting was called to order by Chair Bouie Hutchinson at 6:01 p.m.

I. APPROVAL OF THE AGENDA

Chair Bouie Hutchinson requested approval of the agenda as presented.

ACTION: It was moved by Commissioner Stephenson and seconded by Councilman Carter to approve the March 27, 2025 Clearinghouse Committee Agenda as presented. The motion carried unanimously.

II. APPROVAL OF THE FEBRUARY 27, 2025 MEETING MINUTES

ACTION: It was moved by Councilman Carter and seconded by Commissioner Stephenson to approve the February 27, 2025 Clearinghouse Committee meeting minutes as circulated. The motion carried unanimously.

III. COMMITTEE-LEVEL REVIEW ITEMS

#63–City of Gainesville Comprehensive Plan Adopted Amendment (FC No. 24-2ESR)
#64–Taylor County Comprehensive Plan Adopted Amendment (FC No. 25-1ESR)

ACTION: It was moved by Commissioner Stephenson and seconded by Councilman Carter to group Committee-Level Review Items #63 and #64 for purpose of review. The motion carried unanimously.

Lauren Yeatter, Senior Planner, stated that the staff reports for Items #63 and #64 finds 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 Stephenson and seconded by Councilman Carter to recommend that the Council approve the staff reports for Items #63 and #64 as circulated. The motion carried unanimously.

IV. PUBLIC COMMENTS - None

The meeting adjourned at 6:13 p.m.

Patricia B. Hutchinson, Chair

4/24/25
Date

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

Regional Planning Council: North Central Fl Regional Planning Council Item No.: 67
Review Date: 4/24/25 Local Government: City of Newberry
Amendment Type: Adopted Amendment Local Government Item No.: CPA 23-14
State Land Planning Agency Item No.: 24-2ESR

Date Mailed to Local Government and State Land Planning Agency: 4/25/25 (estimated)

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

DESCRIPTION OF AMENDMENT

The City is amending its comprehensive plan to reflect changes in state requirements pursuant to Section 163.3191, Florida Statutes (see attached).

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

The amendment does not result in an increase in intensity or density of uses. Therefore, significant adverse impacts are not anticipated to occur to the Regional Road Network or Natural Resources of Regional Significance, as identified and mapped in the North Central Florida Strategic Regional Policy Plan.

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

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

Request a copy of the adopted version of the amendment?

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

Yes _____ No _____
Not Applicable X

EXCERPTS FROM CITY COMPREHENSIVE PLAN AMENDMENT



TRANSPORTATION ELEMENT



TRANSPORTATION ELEMENT

INTRODUCTION

The Transportation Element provides the framework for decisions concerning the city's multiple modes of transportation, which include roadway, transit, bicycle, pedestrian, and rail. Consistent with Section 163.3177(6)(b), Florida Statutes, the purpose of this element is to plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible. The element shall provide for a safe, convenient multimodal transportation system, coordinated with the Future Land Use Map (FLUM) series and designed to support all elements of the comprehensive plan.

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

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

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

Transportation affects the quality of life and economic vitality in the City of Newberry. The transportation system is the backbone of the City's economy and a key component to their economic competitiveness. Everyone who lives, works, or commutes through Newberry depends on the transportation network. Developing and maintaining a comprehensive transportation system that supports automobile, transit, bicycle, and pedestrian travel is the City's goal, while ensuring that the transportation network functions not only for personal mobility, but also for freight and delivery service circulation, access and for emergency vehicles, and regional connectivity.

The city is currently facing increased development concerns and the need to address these growth issues is vital to ensuring the continued economic viability of the community. Additionally, the lack of capacity on SR 26, which bisects the city and is designated by the Florida Department of Transportation (FDOT) as a Strategic Intermodal System (SIS) facility, serves as a crucial transportation link. Highways designated as SIS facilities are generally part of the Florida Interstate Highway System (FIHS). The FIHS program aims to preserve regional and statewide mobility through the development and improvement of system of highways with specific access management controls.

The SR 26 link provides both regional and local mobility to, and within the city. To address existing and future SR 26 capacity issues, which impact both economic growth and safety of Newberry's historic downtown, FDOT contracted a Project Development and Environment (PD&E) Study of approximately four (4) miles of SR 26 through downtown Newberry, from the Gilchrist County line to CR 26A. The following is a project summary from the PD&E consultant, Hanson Professional Services, Inc.:

The study's goal was to identify alternatives to enhance road capacity, improve mobility and safety, decrease emergency evacuation times, and foster downtown economic development. It was essential to minimize the negative impacts on Newberry's historical district and the environment. After a thorough evaluation, the preferred alternative was a one-way pair roadway system that will use existing roadways to minimize property impacts. Stakeholders fully supported this alternative, leading to the final design.

The project involves transforming a section of SR 26 into a one-way street with two dedicated lanes for eastbound traffic. This road will also incorporate designated areas for biking, parking and sidewalks on both sides. To accommodate westbound traffic, the existing NW 1st Avenue will feature two lanes; roadside parking; a sidewalk; and a parallel, multi-use trail. The project will involve adding a roundabout and traffic signals at various intersections along SR 26. This configuration will reduce conflict points by 25% at each intersection within the system, making it easier for pedestrians, who will only need to look in one direction for oncoming traffic.

The roundabout at the SR 26/CR 337 intersection is expected to decrease conflict points by 75% and facilitate a smooth transition into the one-way pair system. Other measures, such as narrower travel lanes, dedicated bike lanes, sidewalks and on-street parking with curb extensions, will visually narrow the roadway and regulate higher speeds. The project also involves decorative lighting on both eastbound and westbound roads, as well as nine side streets. There will also be improvements to side streets, resurfacing, on-street parking and sidewalks. Off-street parking will be provided through the construction of two new parking lots. To manage drainage, the existing piped collection system on SR 26 will be modified, and a new piped collection system will be required for the improved NW 1st Avenue corridor.

~~The City has prepared a transportation study that looked at opportunities to mitigate impacts on this east-west SIS facility, SR 26, including:~~

- Identification of appropriate traffic data collection based on information provided by the City of Newberry Planning Department and document the existing roadway conditions;
- Identification of future corridors within the City limits, generally formulating a grid system of functionally classified roads to equitably distribute traffic throughout the City with connections to existing State and county thoroughfares;
- Analyze the Future Land Use and projected population growth in the region, to determine roadway needs, locations, geometry, and intersections; and
- Develop and analyze future roadway options, and select preferred options.

In June 2007, the Center for Urban Transportation Research (CUTR) at the University of South Florida, in conjunction with the Florida Department of Transportation (FDOT) Research Center, published a corridor management practices on selected SIS facilities report. The report included several recommendations including the following:

1. Plan and map parallel roadway and cross street networks along SR 26 to provide a clear framework for implementing alternative access along the corridor.
 - Each jurisdiction should add segments of the parallel roadway system to the capital improvements element of its comprehensive plan and require developer participation in implementing the system through fair share agreements as a condition of development approval for SR 26 concurrency mitigation.
 - Consider establishing a long term concurrency management system plan for accomplishing this supporting network on selected segments of SR 26.
 - Consider establishing a corridor management overlay ordinance for segments of SR 26 to aid in implementing parallel roadways and inter parcel cross access in selected areas.

The transportation study analyzed the existing roadway system as well as other potential segments, which could provide trip mitigation to SR 26, improve connectivity, mobility and safety, and capitalize the improvement of these roads as part of the Capital Improvements Element (CIE) of this Comprehensive Plan. These findings have been incorporated into a needs assessment, which informs the direction the City will take in developing future transportation system improvements. While the study's primary focus was improving the City's street network and reducing potential "trip" impacts to SR 26, it is also multi-modal; addressing all forms of transportation in Newberry including non-motorized travel, and transit. Evaluating all modes uniformly enables the City to address the future network needs in a more comprehensive and balanced manner that is fiscally sound. In concert with this, the City has incorporated these needs into the long term concurrency management system.

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

GOAL, OBJECTIVES AND POLICIES

TRAN GOAL 1: Provide for a ~~traffic circulation-transportation~~ system which ~~that~~ serves existing and future ~~land uses~~ residents, patrons, employees, and visitors.

TRAN OBJECTIVE 1.1: H.1. The city ~~upon adoption of this Comprehensive Plan, shall~~ has established a safe, convenient, and efficient ~~level of service~~ Level of Service (LOS) standard which shall be maintained for all roadways ~~beginning June 1, 1992 and as amended in 2009.~~

TRAN POLICY 1.1.1: H.1.1. The city shall ~~Establish~~ establish and maintain the Level of Service (LOS) standards as noted below at peak hour for the following roadway segments within the city, ~~which are located outside of the designated Transportation Concurrency Exception Area (TCEA) as shown on the Future Land Use Plan Map (FLUM) and Future Traffic Circulation Transportation Map of this Comprehensive Plan. And the~~ Further, such standards shall be as defined within the current Florida Department of Transportation FDOT "Multimodal Quality/Level of Service Handbook", 200923. The city impact fees shall address roadway segments severely impacted, roadways that fail to operate at the adopted LOS.

Roadway Segment Number	Roadway Segment	Number of Lanes	Functional Classification	Area Type	Level of Service
1	US 27/41/SR 45 beginning of 2-lane, north of SR 26, to North City limits	2-U	Principal Arterial	Community Transitioning	C
2	SR 235 (from Newberry's north limits to SR 26)	2-U	Major Collector	Community Transitioning	D
3	W 202 nd Street (from Newberry's north limits to SW 30 th Avenue)	2-U	Major Collector	Community Transitioning	D
4	SR 26 from West City limits to CR 337	2-U	Intrastate Highway System Principal Arterial	As established by FDOT as SIS Facility	C
5	US 27/41/SR 45 from 4-lane at SR 26, north to	4-D	Principal Arterial	Community Transitioning	C

	beginning of 2 lane				
6	CR 337/SW 266 th Street (from SR 26 to south City limits)	2-U	Major Collector	Community Transitioning	D
6a	CR 337/SW 266 th Street (from SR 26 to terminus)	2-U	Major Collector	Community Transitioning	D
7	US 27/41/SR 45 from SR 26 south to ending of 4 lanes	4-D	Principal Arterial	Community Transitioning	TCEA
7a	US 27/41/SR 45 south of SR 26 from ending of 4 lanes to SW 30 th Avenue	2-U	Principal Arterial	Community Transitioning	TCEA
7b	US 27/41/SR 45 south of SW 30 th Avenue to southern City Limits	2-U	Principal Arterial	Community Transitioning	C
8*	SW 15 th Avenue Newberry's east limits to SW 202 nd Street	2-U	Minor Collector	Community Transitioning	D
8a*	SW 15 th Avenue from SW 202 nd Street to SW 226 th Street	2-U	Minor Collector	Community Transitioning	D
8b	SW 15 th Avenue from SW 226 th Street to US 27/41/SR 45	2U	Minor Collector	Community Transitioning	TCEA
8e	SW 15 th Avenue (from US	2-U	Minor Collector	Community Transitioning	TCEA

	27/41/SR 45) to SW 260 th Street				
9	SW 46 th Avenue (from CR 337 to US 27/41/SR 45)	2-U	Minor Collector	Community Transitioning	D
9a	SW 46 th Avenue (from US 27/41/SR 45 to the eastern City Limits	2-U	Minor Collector	Community Transitioning	D
10	SR 26 (from CR 337/SW 266 th Street to US 27/41/SR 45	2-U	Interstate Highway System Principal Arterial	As established by FDOT as SIS Facility	TCEA
11	SR 26 (from US 27/41/SR 45 to Newberry Lane)	4-D	Interstate Highway System Principal Arterial	As established by FDOT as SIS Facility	TCEA
11a	SR 26 (from Newberry Lane to East City Limits)	4-D	Interstate Highway System Principal Arterial	As established by FDOT as SIS Facility	C
12	SW 255 th Street from SR 26 to SW 15 th Avenue	2-U	Minor Collector	Community Transitioning	D
13	SW 260 th Street from SR 26 to SW 15 th Avenue	2-U	Minor Collector	Community Transitioning	TCEA
14	NW 252 nd Street (Martin Luther King, Jr. Blvd.) from SR 26 to NW 7 th Avenue and NW 7 th Avenue to US 27/41/SR 45	2-U	Minor Collector	Community Transitioning	TCEA
15*	SW 30 th Avenue from east City limits to SW 202 nd Street	2-U	Major Collector	Community Transitioning	D

15a*	SW 30 th Avenue from SW 202 nd Street to SW 226 th Street	2-U	Major Collector	Community Transitioning	D
15b*	SW 30 th Avenue from SW 226 th Street to US 27/41/SR 45	2-U	Major Collector	Community Transitioning	D
16*	SW 30 th Avenue from CR 337 to US 27/41/SR 45	2-U	Major Collector	Community Transitioning	D
17*	NW 46 th Avenue from west City limits to US 27/41/SR 45	2-U	Major Collector	Community Transitioning	D
18	Doc Karelas Dr.	2-U	Minor Collector	Community Transitioning	TCEA
19	NW 260 th Street from SR 26 North to NW 3 rd Avenue (this section also includes that portion of NW 3 rd Avenue from NW 260 th Street to NW 266 th Street)	2-U	Minor Collector	Community Transitioning	TCEA
20	NW 1 st Avenue from US 27/41/SR 45 to NW 260 th Street	2-U	Minor Collector	Community Transitioning	TCEA
21	SW 1 st Avenue from US 27/41/SR 45 to SW 260 th Avenue	2-U	Minor Collector	Community Transitioning	TCEA
22	Newberry Lane from SR 26 to US 27/41/SR 45	2-U	Minor Collector	Community Transitioning	TCEA

23*	SW 226 th Street from SR 26 to SW 15 th Avenue	2-U	Minor Collector	Community Transitioning	D
<u>Segment ID</u>	<u>Roadway Segment</u>	<u>Number of Lanes</u>	<u>Functional Classification</u>	<u>Area Type</u>	<u>Adopted Level-of- Service (LOS) Standards</u>
20,076	US 27/41 / SR 45, north of SR 26, begins before the North city Limits and ends at NW 78 th Ave	2-U	Principal Arterial- Other Rural	As established by FDOT as SIS Facility	C
20,075	US 27/41 / SR 45, from NW 78 th Ave to NW 32 nd Ave	2-U	Principal Arterial- Other Rural	As established by FDOT as SIS Facility	C
20,074	US 27/41 / SR 45, from NW 32 nd Ave to NW 9 th Place	2-U	Principal Arterial- Other Rural	As established by FDOT as SIS Facility	C
20,073	US 27/41 / SR 45, from NW 9 th Place to NW 8 th Place	2-U	Principal Arterial- Other Rural	As established by FDOT as SIS Facility	C
20,072	US 27/41 / SR 45, beginning of 4- lanes, from NW 8 th Place to right before SR 26/W Newberry Road	4-D	Principal Arterial- Other Rural	As established by FDOT as SIS Facility	C
20,071	US 27/41 / SR 45, end of 4-lanes to 2- lanes, from SR 26/W Newberry Road to SW 15 th Ave	2-U	Principal Arterial- Other Rural	As established by FDOT as SIS Facility	C

<u>20,070</u>	<u>US 27/41 / SR 45, from SW 15th Ave to SW 202nd St/South City Limits</u>	<u>2-U</u>	<u>Principal Arterial-Other Rural</u>	<u>As established by FDOT as SIS Facility</u>	<u>C</u>
<u>2</u>	<u>SR 235 (from north limits to SR 26)</u>	<u>2-U</u>	<u>Major Collector</u>	<u>Community Transitioning</u>	<u>D</u>
<u>3</u>	<u>W 202nd Street (from north city limits to SW 30th Avenue)</u>	<u>2-U</u>	<u>Major Collector</u>	<u>Community Transitioning</u>	<u>D</u>
<u>20,114</u>	<u>SR 26/Newberry Road, from East city Limit, SE 90th Ave to SW 266th Street</u>	<u>2-U</u>	<u>Principal Arterial-Other Rural</u>	<u>As established by FDOT as SIS Facility</u>	<u>C</u>
<u>20,115</u>	<u>SR 26/Newberry Road, SW 266th Street to SW 260th Street</u>	<u>2-U</u>	<u>Principal Arterial-Other Rural</u>	<u>As established by FDOT as SIS Facility</u>	<u>C</u>
<u>20,116</u>	<u>SR 26/Newberry Road, SW 260th Street to 250th Street/US 27/41 / SR 45</u>	<u>2-U</u>	<u>Principal Arterial-Other Rural</u>	<u>As established by FDOT as SIS Facility</u>	<u>C</u>
<u>20,117</u>	<u>SR 26/Newberry Road, from 2-lanes to 4-lanes, 250th Street/US 27/41 / SR 45 to Newberry Lane</u>	<u>4-D</u>	<u>Principal Arterial-Other Rural</u>	<u>As established by FDOT as SIS Facility</u>	<u>C</u>
<u>20,118</u>	<u>SR 26/Newberry Road, Newberry Lane to 170th Street/East city Limit</u>	<u>4-D</u>	<u>Principal Arterial-Other Rural</u>	<u>As established by FDOT as SIS Facility</u>	<u>C</u>
<u>8*</u>	<u>SW 15th Avenue (from east city</u>	<u>2-U</u>	<u>Minor Collector</u>	<u>Community Transitioning</u>	<u>D</u>

	<u>limits to SW 260th Street)</u>				
<u>15*</u>	<u>SW 30th Avenue (from east city limits to US 27/41 / SR 45)</u>	<u>2-U</u>	<u>Major Collector</u>	<u>Community Transitioning</u>	<u>D</u>
<u>9</u>	<u>SW 46th Avenue (from CR 337 to the east city limits)</u>	<u>2-U</u>	<u>Minor Collector</u>	<u>Community Transitioning</u>	<u>D</u>
<u>17*</u>	<u>NW 46th Avenue (from west city limits to US 27/41 / SR 45)</u>	<u>2-U</u>	<u>Major Collector</u>	<u>Community Transitioning</u>	<u>D</u>
<u>12</u>	<u>SW 255th Street (from SR 26 to SW 15th Avenue)</u>	<u>2-U</u>	<u>Minor Collector</u>	<u>Community Transitioning</u>	<u>D</u>
<u>19</u>	<u>NW 260th Street (from SR 26 to NW 3rd Avenue)</u>	<u>2-U</u>	<u>Minor Collector</u>	<u>Community Transitioning</u>	<u>D</u>
	<u>NW 3rd Avenue (from NW 260th Street to NW 266th Street)</u>	<u>2-U</u>	<u>Minor Collector</u>	<u>Community Transitioning</u>	<u>D</u>
<u>13</u>	<u>SW 260th Street (from SR 26 to SW 15th Avenue)</u>	<u>2-U</u>	<u>Minor Collector</u>	<u>Community Transitioning</u>	<u>D</u>
<u>14</u>	<u>NW 252nd Street /Martin Luther King, Jr. Blvd. (from SR 26 to NW 7th Avenue)</u>	<u>2-U</u>	<u>Minor Collector</u>	<u>Community Transitioning</u>	<u>D</u>
	<u>NW 7th Avenue (from NW 252nd Street /Martin Luther King, Jr. Blvd. to US 27/41 / SR 45)</u>	<u>2-U</u>	<u>Minor Collector</u>	<u>Community Transitioning</u>	<u>D</u>

18	Doc Karelas Dr.	2-U	Minor Collector	Community Transitioning	D
20	NW 1 st Avenue (from US 27/41 / SR 45 to SW 260 th Avenue)	2-U	Minor Collector	Community Transitioning	D
22	Newberry Lane (from SR 26 to US 27/41 / SR 45)	2-U	Minor Collector	Community Transitioning	D
23*	SW 226 th Street (from SR 26 to SW 15 th Avenue)	2-U	Minor Collector	Community Transitioning	D

Source: FDOT (May 2024), FDOT D2 LOS Report. <https://fdot-d2-los.hdrgateway.com/>

U — Undivided roadway
 D — Divided highway

*Graded (unimproved unpaved) roads shall have an interim level of service LOS capacity of 20 percent of the rated capacity for the functional classification of the roadway. For the purposes of interpreting interim capacity—if the road is to be considered a paved section, notwithstanding the section designated above, paved sections shall be calculated to the nearest intersection with another road. In lieu of an intersecting roadway, intersecting section lines shall be considered the section terminus.

NOTE: ~~Please refer to TCEA transportation mitigation requirements listed in the Concurrency Management System sub element of the Capital Improvements Element of this Comprehensive Plan.~~

TRAN OBJECTIVE 1.2: ~~H.2 Access management is a comprehensive approach to the management and regulation of driveways, medians, median openings, traffic signals and general regulation and control of vehicular ingress to, and egress from, the City's road network, and the State Highway System. Through access management, the city upon adoption of this objective shall create and implement a classification system and standards is intended to protect public safety and general welfare, provide for the mobility of people and goods, and preserve the functional integrity of these systems.~~

TRAN POLICY 1.2.1: ~~H.2.1~~ The city shall provide a specialized roadway system. Roadways shall be designed and managed according to the primary function the roadway is expected to serve.

TRAN POLICY 1.2.2: ~~H.2.2~~ The city shall limit direct access to major roadways by directing site access to local roadways, requiring cross-access among sites, and encouraging frontage roadways to lower local traffic's dependency on the major roadway network. (Major roadways serving regional traffic need more access control to ensure mobility).

TRAN POLICY 1.2.3: H.2.3 The city shall promote intersection hierarchy (*interchange, signalized intersection, non-signalized intersection*) and preserve the functional area of intersections and interchanges (*access connections too close to intersections can cause crashes and congestion*). A desired practice is to allow direct connections to the next higher or next lower functional classification.

TRAN POLICY 1.2.4: H.2.4 The city shall minimize conflict points and ensure safe distance between conflict points to allow drivers adequate response time.

TRAN POLICY 1.2.5: H.2.5 The city shall separate turning lane traffic from through lane traffic to ensure efficiency of the transportation system.

TRAN POLICY 1.2.6: H.2.6 The City shall provide a connected circulation system to provide alternate routes within and around the City, which will alleviate motor vehicle dependency on major roadways. The circulation system shall be prioritized in the capital improvement scheduling of roadway improvements to guide assessment and allocation of impact fees.

TRAN POLICY 1.2.7: H.2.8 The city shall require the provision of safe and convenient on-site traffic flow, which includes the provision for vehicle parking, which shall be located on the same lot or parcel of land the parking is intended to serve. ~~Each off-street parking space, with the exception of handicapped parking spaces, shall be a minimum of ten feet by 20 feet in size. Each handicapped parking space shall be a minimum of 12 feet by 20 feet in size. The City may allow the establishment of such off-street parking facilities within 300 feet of the premises they are intended to service when the practical difficulties prevent the placing of the facilities on the same lot as the premises they are designed to serve.~~

TRAN POLICY 1.2.8: H.2.9 The city shall, for any development which is required to provide a site plan or any development requiring platting, include requirements for an additional ten-foot right-of-way width for bicycle and pedestrian ways to be provided for all proposed collector and arterial roadways, as integrated or parallel transportation facilities.

TRAN POLICY 1.2.9: H.2.10 State Road 26, is designated as part of the State Intermodal System (SIS). ~~For the purposes of this policy, roadways designated as SIS outside of a~~

~~designated Transportation Concurrency Management Area (TCEA) shall maintain a minimum level of service standard of "C". All maximum service volume (MSV) for roadways designated as SIS shall be determined by the Florida Department of Transportation FDOT.~~

TRAN POLICY 1.2.10: All public rights-of-way are owned by either the City of Newberry, Alachua County, or the State of Florida. No private improvements, including the encroachment of structures, may be permitted within existing and future public rights-of-way, except where otherwise specifically exempted from the requirements of the City of Newberry Land Development Regulations.

TRAN OBJECTIVE 1.3: H.3 ~~The city, upon adoption of this Comprehensive Plan,~~ shall require that all ~~traffic circulation~~ transportation system improvements be consistent with the land uses shown on the ~~future land use plan map~~ FLUM.

TRAN POLICY 1.3.1: H.3.1 ~~The city shall,~~ as part of the capital improvement scheduling of roadway improvements, review all proposed roadway improvements to determine if such improvement will further the ~~direction goals~~ of the ~~Future Land Use Plan Element~~ FLUE.

TRAN POLICY 1.3.2: The city shall establish streetscape design guidelines that identify and require features that enhance the downtown's sense of place.

TRAN POLICY 1.3.3: The city shall require new development and redevelopment that are compatible abutting uses to interconnect with existing development through the extension of public or private streets, cross access agreements, and/or shared driveways. Cross access may include parking lot drive-aisles, sidewalks, and/or multi-use paths. Where new development and redevelopment abut vacant lands, the transportation systems shall be designed to facilitate interconnectivity with future development.

TRAN POLICY 1.3.4: The City shall conduct a walkability audit based on context area land use patterns to improve pedestrian experiences by examining street design, tree canopy, architectural elements, building scale, and other elements and plan improvements accordingly to make downtown more walkable. The walkability audit shall also identify necessary improvements to ensure the City's transportation system includes safe routes from neighborhoods to schools, downtown, parks, and commercial centers.

TRAN OBJECTIVE 1.4: ~~H.4~~ The city, ~~upon adoption of this Comprehensive Plan,~~ shall coordinate all ~~comprehensive planning and land development activities~~ transportation planning efforts with the ~~Florida Department of Transportation~~ FDOT and Alachua County for consistency with their ~~department's five-year~~ transportation improvement plans.

TRAN POLICY 1.4.1: ~~H.4.1~~ The city shall review all comprehensive plan and land development activity for consistency with the ~~Florida Department of Transportation~~ FDOT's Five-Year Transportation Plan.

TRAN POLICY 1.4.2: The city shall coordinate with Alachua County to ensure that necessary improvements to County-maintained roadways within the city limits are reviewed and scheduled in the County's Transportation Improvements Plan, the County's Mobility Plan, and/or the County's Strategic Intermodal System Mitigation Program.

TRAN POLICY 1.4.3: The city shall encourage new roadway design and the redesign of existing roadways to incorporate the principles embodied by the Florida Department of Transportation's Complete Streets approach.

TRAN POLICY 1.4.4: The city shall assist the FDOT in Target Zero, an FDOT safety program that focuses on identifying behaviors that contribute to crashes and understanding why those behaviors are occurring, identifying who the specific target audience is, and creating impactful messages to influence safe driving.

TRAN OBJECTIVE 1.5: The city shall control the number and frequency of connections and access points of driveways and roads to arterial and collector roads ~~by requiring access points for~~ in accordance with state and County standards.

TRAN POLICY 1.5.1: The number and frequency of connections and access points of driveways and roads to arterial and collector roads shall conform roads to with be in conformance with Chapter 14-96 and 14-97, applicable Florida Administrative Code and Alachua County Unified Land Development Code (ULDC), in effect upon adoption of this Comprehensive Plan and the following requirements for county roads: .

- ~~(a) Permitting one access point for ingress and egress purposes to a single property or development;~~
- ~~(b) Permitting two access points if the minimum distance between the two access points exceeds 20 feet;~~
- ~~(c) Permitting three access points if the minimum distance between each access point is at least 100 feet; or~~

- (d) ~~Permitting more than three access points where a minimum distance of 1,000 feet is maintained between each access point.~~

TRAN OBJECTIVE 1.6: H.5 In an effort to correct ~~level of service~~ LOS deficiencies on a portion of SR 26, which has been established as part of the ~~State Intermodal System SIS~~, the city ~~upon adoption of this objective~~ has entered into an interlocal agreement, memorandum of understanding or similar form of agreement, with the ~~Florida Department of Transportation~~ FDOT as further described within Objective VIII.LR.1 which is part of the Long Range Concurrency Sub Element of the Capital Improvements Element of this Comprehensive Plan.

TRAN POLICY 1.6.1: H.5.1 The city as part of an effort to correct ~~level of service~~ LOS deficiencies on a two lane portion of a Florida Intrastate Highway System (FIHS) and ~~State Intermodal System (SIS)~~ facility (State Road 26) will subject to the execution by the parties of an interlocal agreement, memorandum of understanding or similar form of agreement with the ~~Florida Department of Transportation~~ FDOT, provided within CI POLICY 2.2.1 as established within this Comprehensive Plan

TRAN OBJECTIVE 1.7: H.6 In an effort to assist in the development and redevelopment of the area designated as the Urban Service Area (USA) as identified within the ~~Future Land Use Plan Map FLUM~~, the city ~~upon adoption of this objective~~ shall implement the following policies to initiate long term strategies to support and fund mobility within the ~~Urban Service Area~~ USA, which include alternate modes of transportation.

TRAN POLICY 1.7.1: The city shall conduct a transportation study that provides methodologies and recommendations to:

- Preserve rights-of-way and provide recommendations for donation policies and requirements to advance development of arterial and collector streets;
- Develop network connectivity designs for new roads needed to promote urban infill, redevelopment, or downtown revitalization. The parallel access facilities shall be designed to reduce access problems and ensure that new development and/or redevelopment will not further degrade the LOS on SR 26 for peak hour trips;
- Strengthen and enforce local land division regulations, access regulations, and street network and connectivity standards to reduce reliance on SR 26 for short local trips; and
- Determine the feasibility of a greenway, a multi-use path along a strip of predominantly undeveloped land, such as the Duke Utility Easement, for motorized vehicles that are not permitted on roadways, pedestrians, and/or bicyclists.

TRAN POLICY 1.7.2: The recommendations and conclusions of this transportation study and the walkability audit shall form the basis for a Transportation Plan to be adopted by the city that will guide future roadway and corridor improvements.

~~**Policy H.6.1** Phase 2 of the City's Traffic Circulation plan shall develop network connectivity designs for new roads needed to promote urban infill, redevelopment or downtown revitalization. The parallel access facilities shall be so designed to reduce access problems and ensure that new development and/or redevelopment will not further degrade the level of service on SR 26 for peak hour trips. **Policy H.6.2** Phase 2 of the City's Traffic Circulation Study provides methodologies and recommendations to (1) preserve right of way and provides recommendations for donation policies and requirements to advance development of arterial and collector streets; and (2) the study also includes recommendations for policies which strengthen and enforce local land division regulations, access regulations, and street network and connectivity standards to reduce reliance on SR 26 for short local trips. These recommendations shall be included as part of the City's upcoming Evaluation and Appraisal Report relating to the Traffic Circulation Element for the revision of existing transportation policy and the development of new transportation policy.~~

TRAN POLICY 1.7.3: ~~**H.6.3**~~ The criteria for ranking new street projects shall include, but not be limited to the following:

- (a) **Mobility.** The ease with which one can move about the city and the region, including traffic mobility, regional mobility, freight movements and preservation (improvements) of the roads;
- (b) **Safety.** Traffic safety improvements that reduce travel times for EMS and public safety vehicles;
- (c) **Multimodal.** Street improvements that support other modes including transit mobility, pedestrian mobility, bicycle mobility and connectedness/accessibility (completing missing links);
- (d) **Environment.** Environmental preservation (protecting open spaces) and neighborhood street protection; and
- (e) **Implementation.** Cost effectiveness (per \$1,000.00 investment), funding commitment, project readiness (is the project ready to go forward) and availability of right-of-way;

~~**Policy H.6.4** The City shall use the Transportation Concurrency Exception Area (TCEA) as shown on the Future Land Use Plan Map to encourage redevelopment within the City, and to promote transportation choices.~~

~~**Policy H.6.5** Development within the TCEA shall be regulated as provided in the Concurrency Management System, within the Capital Improvements Element.~~

TRAN POLICY 1.7.4: ~~**H.6.6**~~ The city shall coordinate the transportation network with the Future Land Uses shown on the ~~Future Land Use Plan Map~~ FLUM in order to encourage compact development patterns within the ~~Urban Service Area~~ USA and provide safe and

convenient access for work, school, shopping and service-related trips to protect the cultural and environmental amenities of the city, and to protect the integrity of the Florida Intrastate Highway System FIHS.

TRAN POLICY 1.7.5: H.8.1 ~~The mobility~~ Transportation Plan shall propose land use strategies to support mobility including provisions for energy efficient land use patterns, and requirements for mixture of uses, compact development, transit supportive densities and intensities, and pedestrian and transit friendly urban design. The plan will consider revising the land uses within the TCEA to provide for more mixture of uses and require transit-oriented densities and design. The plan will include a bike and pedestrian element for the TCEA that links uses and supports multi-modal to reduce vehicle miles traveled (VMT).

TRAN POLICY 1.7.6: H.8.2 ~~The transportation strategies for mobility shall provide a cohesive, system -wide approach for mobility. The transportation strategies shall include network connectivity, intermodal connectivity, and connectivity between related uses. The strategies shall identify projects within the CIE projects which form linkages with the mobility plan for the TCEA~~ Transportation Plan and planned transit facilities.

Policy H.6.7 ~~The transportation concurrency exceptions granted within the TCEA shall not relieve development which occurs outside of the Urban Service Area from meeting the requirements of the level of service established within this Element.~~

TRAN POLICY 1.7.7: H.6.8 ~~The improvements identified within the city's Traffic Circulation~~ Transportation Plan shall be scheduled updated and filed for adoption as an amendment to the Capital Improvement Element of this Comprehensive Plan. The improvements identified within the Traffic Circulation Transportation Plan shall be scheduled and filed for adoption within the city's Long Range Capital Improvement Schedule.

TRAN POLICY 1.7.8: H.6.9 ~~At such time as the Florida Department of Transportation~~ FDOT identifies such improvements and schedules to the failing portion of SR 26, the city shall schedule such facility improvements within the Capital Improvements Element in order that proportionate fair-share payments may be made towards that portion of the failing section of SR 26.

Policy H.6.10 ~~In addition to those roadway improvements identified within the City's Long Range Concurrency Management Schedule on November 14, 2007, the City will endeavor to address roadway improvements which may advance development of arterial and collector streets to strengthen and enforce the diversion of trips from the State Road System. The City shall submit such projects for review of the Florida Department of Transportation in order to reduce traffic impact on the State Road System.~~

TRAN POLICY 1.7.9: H.6.11 The city will coordinate with other jurisdictions regarding development of regional transit service to serve Newberry area residents commuting to the Gainesville urban area in conjunction with the transportation demand management strategies.

TRAN POLICY 1.7.10: H.6.12 The city shall work with the Florida Department of Transportation FDOT to incorporate context sensitive solutions and multi-modal corridor management strategies into the planning and design of future maintenance and improvements to SR 26 within the city. The proposed FDOT alignment, which includes one-way pairs through the city's downtown, will incorporate sidewalks on both sides of each alignment. The city should coordinate with FDOT to ensure street furniture, lighting, and other elements within the FDOT right-of-way are cohesive and reflect the downtown character to emphasize a sense of place.

TRAN POLICY 1.7.11: H.6.13 The city shall coordinate with the affected adjacent counties (Alachua, Gilchrist, and Levy) on its mitigation plan as they apply to the extra jurisdictional impacts on SR 26 to ensure equitable representation, adequate traffic impact mitigation, and proportionate fair share assessments.

Policy H.6.14 ~~All proposed development or redevelopment within the Transportation Enhancement Project Area, as identified in Objective H.5 designated Urban Service Area, shall comply with the following:~~

- ~~(a) The proposed development shall be otherwise consistent with this comprehensive plan;~~
- ~~(b) That the proposed development shall promote public transportation, by incorporating transit-oriented design features in a manner that will accommodate public transit facilities as available;~~
- ~~(c) That the proposed development shall promote the objectives of the City's community redevelopment planning process;~~
- ~~(d) That all proposed development conform to the City's Site and Design Standards;~~
- ~~(e) That the proposed development shall encourage walk ability, especially within the Historic District/Main Street Area and design multi-modal features into the development; and~~
- ~~(f) The proposed development shall be designed to reduce impacts to the state road system by incorporating features into the development such as, right right of way preservation, right right of way donation, limitations of vehicular access, and architectural connectivity to reduce reliance on the state road system for short trips.~~

TRAN OBJECTIVE 1.8: H.7 The city ~~upon adoption of this objective~~ shall provide the following policies as strategies ~~in support of the TCEA in an effort~~ to provide effective transportation mobility within the exception area.

TRAN POLICY 1.8.1: H.7.1 Create an environment through urban design that promotes transportation choices, ~~contact~~ compact development and a liveable city by:

- (a) Establish parallel access facilities to direct local traffic from the state road system, especially SR 26, which is part of the SIS. The first project in this regard shall be the improvement of SW 30th Avenue from west to east to establish the first parallel access facility;
- (b) The city shall coordinate with the Gainesville Regional Transit System (RTS) to encourage the development of an express bus route from the Gainesville Urban area to downtown Newberry; and
- (c) Further, coordinate with RTS to develop standards which will require new development and redevelopment to implement improvements within the urban design that promotes public transportation, by incorporating transit oriented design features in a manner that will accommodate future public transit, such as walkable streets, transit-supportive density and intensity and transit facilities.
- (d) The city shall examine FLUE categories and Zoning Districts to ensure appropriate densities and intensities are permitted to support public transit where RTS facilities are desired.

TRAN POLICY 1.8.2: H.7.2 The city shall work to achieve appropriate land use mixes which provide the density/intensity of uses to support transit through the implementation of TRAN POLICY 1.7.10 H.6.12. and through the improvement of transportation facilities within, ~~as well as to and from the Transportation Enhancement Project Area TEPA and the ED overlay the Community Redevelopment Area (CRA) areas.~~

Policy H.7.3 ~~Phase 2 of the City's Traffic Circulation plan shall develop network connectivity designs for new roads needed to promote urban infill, redevelopment or downtown revitalization. The parallel access facilities shall be so designed to reduce access problems and ensure that new development and/or redevelopment will not further degrade the level of service on SR 26 for peak hour trips.~~

Policy H.7.4 ~~Phase 2 of the City's Traffic Circulation Study provides methodologies and recommendations to (1) preserve right of way and provides recommendations for donation policies and requirements to advance development of arterial and collector streets; and (2) the study also includes recommendations for policies which strengthen and enforce local land division regulations, access regulations, and street network and connectivity standards to reduce reliance on SR 26 for short local trips. These recommendations shall be included as part of the City's upcoming Evaluation and Appraisal Report relating to the Traffic~~

~~Circulation Element for the revision of existing transportation policy and the development of new transportation policy.~~

~~**Objective II.8** The City within two years of the adoption of this policy shall prepare a transportation mobility plan which shall address methods to fund the transportation improvements needed within the designate TCEA. This plan shall be submitted to the Florida Department of Community Affairs to insure that this requirement is attained.~~



CONSERVATION ELEMENT



CONSERVATION ELEMENT

INTRODUCTION

Pursuant to Florida Statute 163.3177(d), “[a] conservation element for the conservation, use, and protection of natural resources in the area, including, air, water, water recharge areas, wetlands, water wells, estuarine marshes, soils, beach, shores, flood plains, rivers, bays, lakes, harbors, forests, fisheries and wildlife, marine habitat, minerals, and other natural and environmental resources, including factors that affect energy conservation.” This element must contain principles, guidelines, and standards for conservation that provide long-term goals to protect and conserve natural resources. The following natural resources and conditions have been identified and are located in the City:

1. Wetlands including marshes.
2. Critical aquifers.
3. 100-year flood plains.
4. Commercially valuable minerals.
5. Soil erosion due to high infiltration drainage systems.
6. Karst terrain.
7. Surface water areas from defunct, reclaimed, and active mines.

The following goals, objectives and policies constitute the Conservation Element providing for the promotion of the conservation, use and protection of the City's natural resources. The data collected for this plan element and its analysis, contained in the City's data and analysis document, are not part of this plan element but provide a basis for its formulation.

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

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

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

GOAL, OBJECTIVES AND POLICIES

CSV GOAL 1 — To conserve natural resources the City through appropriate use and protections, and to maintain the integrity of natural system functions and habitats.

CSV OBJECTIVE 1.1. The City ~~land development regulations, by June 1, 1992~~ shall promote clean air policies through the appropriate siting of development and associated public facilities.

CSV POLICY 1.1.1. The City's ~~land development regulations~~ shall require that all appropriate air quality permits are obtained during the development process, so that minimum air quality levels established by the Florida Department of Environmental Regulation are upheld in the City.

CSV POLICY 1.1.2: The City shall encourage more development patterns that promote alternative modes of transportation; local employment centers to reduce regional trips, and infrastructure that supports non-motorized forms of transportation.

CSV OBJECTIVE 1.2. The City shall protect the ground and surface water within the City.

CSV POLICY 1.2.1. In order to protect the quality and quantity of current and projected water sources, the City shall adopt and review for effectiveness rules, standards, and regulations for safe and sustainable community well systems, wetlands, and other vulnerable systems.

CSV POLICY 1.2.2. In order to protect high aquifer recharge areas, the City shall coordinate with the Suwanee River Water Management District and Alachua County to limit development in critical areas of concern and conflict with and adjacency to vulnerable resources.

CSV POLICY 1.2.3. The City shall, at the appropriate intervals in the development review process, require the coordination of development plans with the Florida Department of Environmental Regulation and the water management district to assist in monitoring uses which may impact the City's current and projected water sources.

CSV POLICY 1.2.4. The City shall protect the present water quality classification established by the Florida Department of Environmental Regulation by prohibiting industrial uses, commercial uses and intensive agricultural uses, such as milking barns and chicken houses, to be located adjacent to the City's surface water bodies.

CSV POLICY 1.2.5. The City shall identify and make recommendations, where appropriate, for the purchase of environmentally sensitive lands under available tax funded and grant funded opportunities from adjacent local, regional, and state agencies.

CSV POLICY 1.2.7. The City, ~~by June 1, 1992~~, shall, through the development review process, require that post-development runoff rates and pollutant loads do not exceed pre-development conditions by monitoring its wells and wetlands at regular intervals.

CSV POLICY 1.2.8. The City shall collocate educational resources at publicly accessible natural resources and conservation areas for the purposes of educating the public about stewardship and accountability.

CSV POLICY 1.2.9. The City shall ensure through the appropriate adoption of land development regulations the pre-treatment require all structures to be clustered on the non-flood prone portion of a site or where the entire site is in a flood prone area, structures shall be elevated at least two feet above the highest adjacent grade.

CSV POLICY 1.2.10. The City shall conserve wetlands by prohibiting, where alternatives for development exist, any development or dredging and filling which would alter their natural functions. If no other alternative for development exists, mitigation will be considered as a last resort using criteria established within F.A.C. chapter 17-312, rules of the Florida Department of Environmental Regulation, in effect upon adoption of this Comprehensive Plan.

CSV POLICY 1.2.11. The City shall support the water management district in their conducting of water conservation programs by assisting with public information programs for water use restrictions in the case of a water shortage.

CSV POLICY 1.2.12. The City shall comply with the plans of the water management district for the emergency conservation of water sources through assisting the water management district with public information programs for any water use restrictions in the case of water shortage.

CSV POLICY 1.2.13. The City shall, as part of the development review process, prohibit the use of drainage wells and sinkholes for stormwater disposal in high aquifer recharge areas, as designated by the map entitled Alachua County Floridan Aquifer High Recharge Area ~~Recharge Potential of the Floridan Aquifer System, Alachua County, Florida~~, dated February 11, 2000, prepared by the Suwannee River Water Management District in order to maintain the natural features of these areas.

CSV POLICY 1.2.14. The City shall as part of the development review process require the maintenance of the quantity and quality of surface water runoff within natural drainage basins by prohibiting any development which may diminish or degrade the quality and quantity of surface water runoff within the City.

CSV POLICY 1.2.15 The City, prior to granting approval of a site and development plan, for construction or expansion shall require that all hazardous waste generators and facilities are duly permitted as required by F.S. ch. 403, by the Florida Department of Environmental Regulation. In addition, the City, prior to the issuance of a certificate of land development regulation compliance, shall require that all existing hazardous waste facilities or uses which generates hazardous waste show proof of such permit prior to a change in occupancy.

CSV POLICY 1.2.16 The quality and quantity of ground and surface water shall not be significantly altered through extraction operations. The City's land development regulations shall include provisions that specify when water quality and quantity monitoring activities at extraction sites shall be required for review by the City. Costs for providing water quality and quantity monitoring at extraction sites shall be borne by the extractor.

CSV OBJECTIVE 1.3. The City shall include within the land development regulations for development review, provisions for the conservation, use and protection of soils, minerals, and native vegetative communities, ~~by June 1, 1992.~~

CSV POLICY 1.3.1. The City shall require within the land development regulations that any mining permit be coordinated with the Florida Department of Natural Resources so that mineral resources are conserved and used appropriately.

CSV POLICY 1.3.2. The City shall review topographic, hydrologic and vegetative cover factors during the development review process in order to protect and conserve the natural functions of soils.

CSV POLICY 1.3.3. The City shall require that forest resources be managed as provided in Silviculture Best Management Practices Manual, published by the Florida Department of Agriculture and Consumer Services, Division of Forestry, Revision, May 1990, for the multiple uses of recreation, wildlife habitat, watershed protection, erosion control and maintenance of water quality.

CSV OBJECTIVE 1.4. The City shall, upon adoption of this Comprehensive Plan, identify as provided in policy V.4.3, and protect native wildlife and their habitats, including state and federally protected plant and animal species (endangered, threatened and species of special concern), within proposed development sites and protect these natural resources from impacts of development.

CSV POLICY 1.4.1. The City shall cooperate with the Florida Game and Fresh Water Fish commission in the monitoring and inventorying of wildlife and wildlife habitats within the City.

CSV POLICY 1.4.2. The City shall assist in the application and compliance with all federal and state regulations which pertain to endangered and rare species.

CSV POLICY 1.4.3. The City shall require the evaluation of impacts to endangered, threatened, or species of special concern by requiring as a condition of permit approval of all proposed subdivisions of land into 25 or more lots and multifamily, commercial and industrial developments of 50 acres or more a survey of the site for the presence of state and federally protected plant and animal species. In addition, if protected species are found on the site or would be affected by the development, a specific management plan shall be required from the developer, including necessary modifications to the proposed development, to ensure the preservation of the protected species and their habitat. The inventory and management plan shall be done in consultation with the Game and Freshwater Fish Commission, but the final approval of the management plan shall be by the City.

CSV POLICY 1.4.4. The City shall address, during the development review process, the mitigation of development activities within environmentally sensitive areas by prohibiting any development or dredging and filling which would alter their natural functions. If no other alternative for development exists, mitigation will be considered as a last resort using criteria established within F.A.C. chapter 17-312, rules of the Florida Department of Environmental Regulation.



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**REGIONAL CLEARINGHOUSE
INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 4/24/25

PROJECT DESCRIPTION

#66 - Town of Bronson - Fiscal Year 2020 and Fiscal Year 2021 Community Development Block Grant - Neighborhood Revitalization 23DB-N22- Concurrent Notice

TO: Curtis Stacy, Interim Town Manager
Town of Bronson
P.O. Box 266
Bronson, FL 32621-0266

XC: Fred D. Fox, President
Fred Fox Enterprises, Inc.
P.O. Box 840338
St. Augustine, FL 32080-0338

 COMMENTS ATTACHED

 X **NO COMMENTS REGARDING THIS PROJECT**

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
LAUREN YEATTER, SENIOR PLANNER AT THE NORTH CENTRAL FLORIDA REGIONAL
PLANNING COUNCIL AT 352.955.2200, EXT 113

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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 Meters Upgrade Service Area:

This service area includes all of the residential housing units whose residents are served by the Town of Bronson's Potable Water System:

03J – Water Line Replacement – The Town of Bronson's Potable Water Meters are aging and in need of replacement as well as needing to be upgraded to be automatically read. The project proposed in this application is the replacement of all of the Town's residential potable water meters. The improvements will include replacement of the existing water meters with Automatic Read Meters to improve water service and reduce the Town's labor costs associated with repairing old meters and with manual monthly meter reading. The residential water meters are located in the public right of way town-wide at all the Town of Bronson's water customer's residences.

The beneficiaries of the water meter activity proposed in this service area are all of the people living in the residential housing units whose occupants are the primary users of the Town's potable water system. Currently 460 occupied households are located in the Primary Service Area for water meter replacements. These 460 households contain 1,209 people. 389 of the people living in the households in the service area, or 32.18% are VLI, 886 of the people living in the households in the service area, or 73.28% are LMI and 323 of the people living in the households in the service area or 26.72% have household incomes which are above the LMI income limits. Thus, National Objective 1, Benefit to Low Moderate-Income Persons is realized by this activity.

The activity, dollar amounts and estimated percentage benefit to low- and moderate-income persons in Service Area #1 are as follows:

Activity	Description	CDBG Cost	Local Match Funds
03J Water Line Replacement	Replace 460 (+10 Extra) Potable Water Meters with Automatic Meter Read Meters	\$539,300.00	\$ 0.00

Project Narrative — G-2

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

ACTIVITY	CDBG	TOWN MATCH CLAIMED FOR POINTS	TOTAL
03J – Water Line Replacement	\$539,300.00	\$ 0.00	\$539,300.00
03J – Engineering	\$ 58,700.00	\$25,000.00	\$ 83,700.00
21A – Administration	\$ 52,000.00	\$ 0.00	\$ 52,000.00
Total:	\$650,000.00	\$25,000.00	\$675,000.00

The Town of Bronson is committing twenty-five thousand dollars (\$25,000.00) as leverage. All of the \$25,000 will be used towards Engineering as local match in this application.

The Town anticipates that some of the residential water meters being replaced may be located in a floodplain or wet land.

The Town anticipates it will take approximately thirty (30) months for the Project to be complete including the environmental review, bidding, construction and grant closeout.

Without the assistance of CDBG funding requested in this application, the Town of Bronson would not be able complete the work on the Project proposed in this application.



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**REGIONAL CLEARINGHOUSE
INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 4/24/25

PROJECT DESCRIPTION

#68 - City of Alachua - Fiscal Year 2023 Community Development Block Grant
Economic Development –25DB-E03- Environmental Review

-

TO: Michael DaRoza, City Manager
City of Alachua
P.O. Box 9
Alachua, FL 32616-0009

XC: Fred D. Fox, President
Fred Fox Enterprises, Inc.
P.O. Box 840338
St. Augustine, FL 32080-0338

 COMMENTS ATTACHED

 X **NO COMMENTS REGARDING THIS PROJECT**

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
LAUREN YEATTER, SENIOR PLANNER AT THE NORTH CENTRAL FLORIDA REGIONAL
PLANNING COUNCIL AT 352.955.2200, EXT 113

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PROJECT NARRATIVE

CITY OF ALACHUA CDBG #25DB-E03

All of the proposed improvements will be carried out within the NW 115th Avenue right-of-way beginning just west of CR 235A. When completed, NW 115th Avenue will be a two-lane roadway consisting of two twelve-foot vehicular travel lanes with a twenty-four foot (24') wide median dividing the vehicular travel lanes. Storm drainage will consist of roadside swale ditches. A five foot (5') wide sidewalk will be constructed on the south side of the right-of-way. The project will also include potable water lines, sanitary sewer lines, roadside lighting and landscaping.

The proposed infrastructure improvements will be carried out in two separate construction phases. The first phase will start as soon as the "Release of Funds" related to the project is issued by Florida Commerce. The source of funding and the activities included in the first phase of upgrading within the NW 115th Avenue right-of-way, which is being paid for by WACO properties, who are the developers of the industrial park include the following improvements:

1. The installation of one thousand four hundred forty-two linear feet (1,442') of ten-inch (10") PVC Sanitary Sewer Collection System lines.
2. The installation of one hundred linear feet (100') linear feet of eight-inch (8") PVC Sanitary Sewer Collection System lines.
3. The installation of five (5) sanitary sewer manholes.
4. The installation of one thousand three hundred fifty-seven linear feet (1,357') of a twelve inch (12") Ductile Iron Pipe, Potable Water Line.
5. The installation of seventy-six linear feet (76') of 8" Ductile Iron Pipe, Potable Water Line.
6. The installation of two (2) fire hydrant assemblies. and
7. The required fittings and valves for a complete installation of the facilities described herein.

The second phase of the project, which will be paid for with the CDBG Grant funding and will involve the following improvements:

1. The installation of driveways where needed and a concrete sidewalk along the south side of the right-of-way.
2. Milling the asphalt in the existing roadway.
3. Installing additional road base as required to widen the existing roadway.
4. Excavating within the right-of-way as needed to facilitate the planned roadway improvements.
5. Landscaping along the median and the edges of the right-of-way.
6. The installation of conduit, wiring and streetlights for roadway lighting.



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**REGIONAL CLEARINGHOUSE
INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 4/24/25

PROJECT DESCRIPTION

#69 - City of Chiefland - Fiscal Year 2020 and Fiscal Year 2021 Community Development Block Grant - Neighborhood Revitalization- 23DB-N09- Concurrent Notice

TO: Laura Cain, City Manager
City of Chiefland
214 East Park Avenue
Chiefland, FL 32626-0902

XC: Fred D. Fox, President
Fred Fox Enterprises, Inc.
P.O. Box 840338
St. Augustine, FL 32080-0338

 COMMENTS ATTACHED

 X **NO COMMENTS REGARDING THIS PROJECT**

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
LAUREN YEATTER, SENIOR PLANNER AT THE NORTH CENTRAL FLORIDA REGIONAL
PLANNING COUNCIL AT 352.955.2200, EXT 113

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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 Water Main Replacement:

Service Area 1 includes all the residential housing units whose residents are served by the City's potable water system that are located in the neighborhood that is bound on the north by Southwest 2nd Avenue, bound on the east by South Main Street/US Highway 98, bound on the south by Southwest 4th Avenue, and bound on the west by Southwest 4th Street

03J – Water Line Replacement: The City of Chiefland proposes to replace the potable water mains in the service area. The proposed water line replacement project will replace 3,665 linear feet (LF) of water mains, fire hydrants, valves, and fittings in the service area on the following streets:

- **Southwest 4th Avenue** replace approximately 1,250 LF of existing asbestos cement water main with new six-inch PVC water main from Southwest 4th Street on the west to US Highway 98 on the east;
- **Southwest 3rd Street** – replace approximately 875 LF of existing galvanized water main with new six-inch PVC water main from Southwest 2nd Avenue on the north to SW 4th Avenue on the south;
- **Southwest 2nd Street** – replace approximately 875 LF of existing galvanized water main with new six-inch PVC water main from Southwest 2nd Avenue on the north to SW 4th Avenue on the south; and
- **Southwest 3rd Avenue** - replace approximately 665 LF of existing asbestos cement water main with new six-inch PVC water main from Southwest 2nd Street on the west to US Highway 98 on the east.

The proposed project will replace the existing water lines with new water line piping, valves, fire hydrants, and other required improvements to provide sufficient level of service to the residents.

The beneficiaries of the water line replacement activity proposed in this service area are all of the people living in the residential housing units in the service area whose occupants are the primary users of the City's potable water system. Currently 16 occupied households are located in the Primary Service Area #1 for water line replacement. These 16 households contain 34 people. 7 of the people living in the households in the service area, or 20.59% are VLI, 34 of the people living in the households in the service area, or 100.00% are LMI and 0 of the people living in the households in the service area or 0.00% household incomes which are above the LMI income limits. Thus, National Objective 1, Benefit to Low Moderate-Income Persons is realized by this activity.

Project Narrative (continued):

The activity, dollar amounts and estimated percentage benefit to low- and moderate-income persons in Service Area #1 are as follows:

<u>Activity Number and Name</u>	<u>Description</u>	<u>CDBG Budget</u>	<u>Local Match For Points</u>	<u>LMI% Benefit</u>
03J – Water Line Replacement	Replace existing water mains with 6" PVC water main	\$483,100.00	\$0.00	At Least 51%

Service Area #2 Improvements to Sanitary Sewer Lift Station Number 6:

Service Area 2 is bound on the north by Northwest 19th Avenue, bound on the east by Northwest 12th Drive, bound on the south by west by Northwest 11th Avenue, and bound on the west by the northwest city-limits.

03J – Sewer Line Replacement: The City of Chiefland proposes to make improvements at the City's Sanitary Sewer Lift Station Number 6. The city proposes to install a new fixed emergency electrical generator at Lift Station Number 6 to ensure continued operation and sewer service during power outages. Lift Station Number 6 is located on the east side of Northwest 14th Street approximately 161 linear feet (LF) north of Northwest 13th Avenue and approximately 161 LF south of Northwest 14th Avenue in the City of Chiefland.

The beneficiaries of the lift station rehabilitation activity proposed in this service area are all of the people living in the residential housing units in the service area whose effluent flows thru Lift Station #6. Currently 116 occupied households are located in the Primary Service Area #2 which is served by Lift Station #6. These 116 households contain 316 people. 49 of the people living in the households in the service area, or 15.51% are VLI, 267 of the people living in the households in the service area, or 84.49% are LMI and 49 of the people living in the households in the service area or 15.51% have household incomes which are above the LMI income limits. Thus, National Objective 1, Benefit to Low Moderate-Income Persons is realized by this activity.

The activity, dollar amounts and estimated percentage benefit to low- and moderate-income persons in Service Area #2 are as follows:

<u>Activity Number and Name</u>	<u>Description</u>	<u>CDBG Budget</u>	<u>Local Match For Points</u>	<u>LMI% Benefit</u>
03J – Sewer Line Replacement	Install Emergency Electrical Generator	\$110,000.00	\$ 0.00	At Least 51%

Project Narrative (continued):

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

ACTIVITY	CDBG	CITY MATCH CLAIMED FOR POINTS	TOTAL
03J – Water Line Replacement (Water Lines)	\$483,100.00	\$ 0.00	\$483,100.00
03J – Sewer Line Replacement (Lift Station Generator)	\$110,000.00	\$ 0.00	\$110,000.00
016 – Engineering	\$ 50,900.00	\$50,000.00	\$ 100,900.00
013 – Administration	\$ 56,000.00	\$ 0.00	\$ 56,000.00
Total:	\$700,000.00	\$50,000.00	\$750,000.00

The City of Chiefland is committing fifty thousand dollars (\$50,000.00) as leverage for the project . All of the \$50,000.00 in leverage will be counted for points in the application and will be used towards Engineering as local match in this application.

The City of Chiefland anticipates it will take approximately thirty (30) months for the Project to be complete including the environmental review, bidding, construction, and grant closeout.

None of the proposed work will be carried out in a floodplain or wet land.

Without the assistance of CDBG funding requested in this application, the City of Chiefland would not be able complete the work on the Project proposed in this application.

