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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **May 22, 2025**. The meeting will be a hybrid meeting in-person at the **Drury Inn and Suites, Orange Blossom Room/Sweetwater Room, 4000 Southwest 40th Boulevard, Gainesville, Florida**, and via Communications Media Technology at **6:00 p.m.**

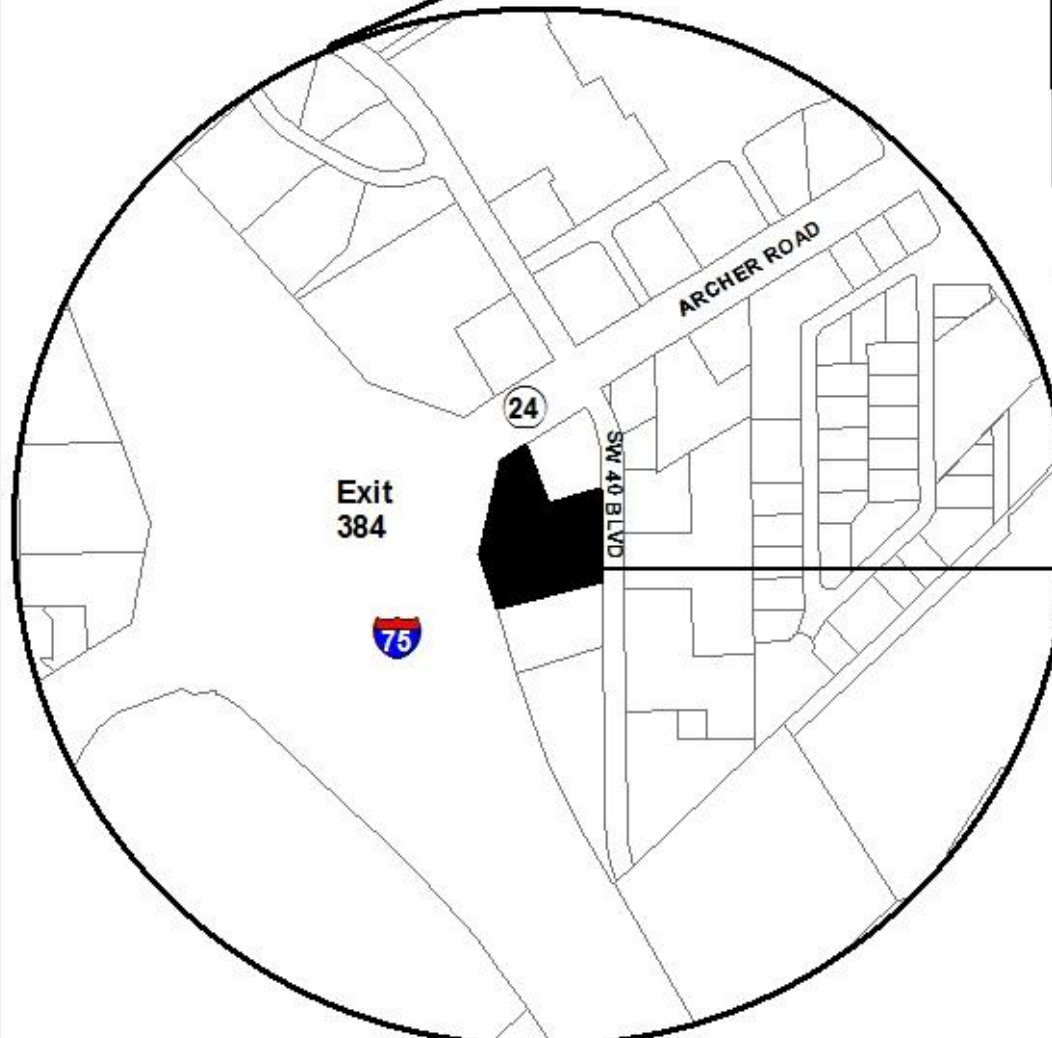
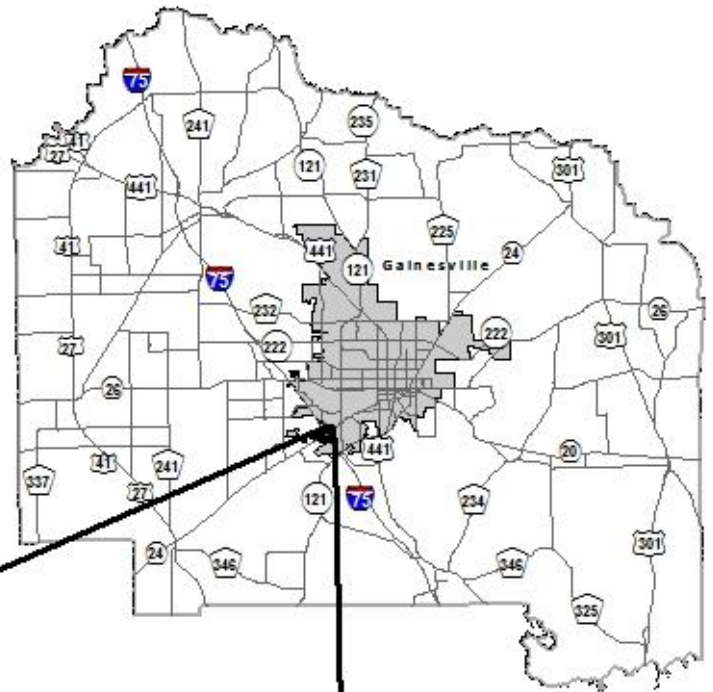
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Drury Inn & Suites

4000 SW 40th Boulevard
Gainesville, FL 32608

Directions: From the intersection (exit 384) of Interstate 75 and State Road 24 (also known as Archer Road) turn, East onto State Road 24 (also known as Archer Road), travel approximately 0.3 miles, turn right (South) onto SW 40th Blvd. and Drury Inn & Suites will be on the right, on the Western side of SW 40th Blvd.



Miles

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Drury Inn & Suites





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AGENDA CLEARINGHOUSE COMMITTEE

Hybrid Public Meeting
Drury Inn & Suites
4000 Southwest 40th Boulevard
Gainesville, Florida and
Via Communications Media Technology

May 22, 2025
6:00 p.m.

PAGE NO.

I.	APPROVAL OF THE AGENDA	3
II.	APPROVAL OF THE APRIL 24, 2025 MEETING MINUTES	5
III.	COMMITTEE-LEVEL REVIEW ITEMS	
	<u>Comprehensive Plan Amendments</u>	
	#70 - City of Chiefland Comprehensive Plan Draft Amendment (FC No. 25-1ER)	7
IV.	STAFF-LEVEL REVIEW ITEMS -	
	#71 - Town of Mayo - Community Development Block Grant - #25DB-H01 Housing Rehabilitation – Environmental Review	21
V.	PUBLIC COMMENTS	
	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.	

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

April 24, 2025
6:00 p.m.

MEMBERS PRESENT IN PERSON

Patricia Bouie Hutchinson, Chair
James Howell
Jody Stephenson

MEMBERS ABSENT

James Carter
Melissa McNeal

MEMBERS PRESENT VIA
COMMUNICATIONS
MEDIA TECHNOLOGY
FOR QUORUM

Ken Cornell
Daniel Riddick, Vice-Chair

STAFF PRESENT

Lynn Franson - In-Person
Scott Koons - 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 6:16 p.m.

I. APPROVAL OF THE AGENDA

Chair Bouie Hutchinson requested approval of the agenda as presented.

ACTION: It was moved by Commissioner Jody Stephenson and seconded by Commissioner Howell to approve the April 24, 2025 Clearinghouse Committee Agenda as presented. The motion carried unanimously.

II. APPROVAL OF THE MARCH 27, 2025 MEETING MINUTES

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

III. COMMITTEE-LEVEL REVIEW ITEMS

#67–City of Newberry Comprehensive Plan Adopted Amendment (FC No. 24-2ESR)

Scott Koons, Executive Director, stated that the staff report for Item #67 finds the comprehensive plan, as amended, is not anticipated to result in significant adverse impacts to Natural Resources of Regional Significance, regional facilities or adjoining local governments.

ACTION: It was moved by Commissioner Howell and seconded by Commissioner Jody Stephenson to recommend that the Council approve the staff report for Item #67 as circulated. The motion carried unanimously.

IV. PUBLIC COMMENTS - None

The meeting adjourned at 6:27 p.m.

Patricia B. Hutchinson, Chair

5/22/25
Date

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

Regional Planning Council: North Central FL
Review Date: 5/22/25
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 70
Local Government: City of Chiefland
Local Government Item No.: CPA 25-01
State Land Planning Agency Item No.: 25-1ER

Date Mailed to Local Government and State Land Planning Agency: 5/23/25 (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 the text and the Future Land Use Plan Map of the City Comprehensive Plan based on an evaluation completed by the City to reflect changes in state requirements pursuant to Section 163.3191, Florida Statutes. More specifically, the amendment revises the text of the Land Use Element; the Transportation Element; the Housing Element; the Infrastructure Element; the Conservation Element; the Recreation and Open Space Element; the Intergovernmental Coordination Element; the Capital Improvements Element; the Economic Element; the Capital Improvements Element; the Public School Facilities Element; the Property Rights Element; and the Future Land Use Plan Map of the City Comprehensive Plan (see attached excerpts).

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

The City is bisected by U.S. Highway Alternate 27, U.S. Highway 98 and U.S. Highway 129, all of which are identified and mapped in the Regional Policy Plan as Regional Transportation Facilities. Nevertheless, significant adverse impacts are not anticipated to occur to these regional roads as a result of the amendment since the amendment does not result in an increase in intensity or density of use.

Areas of high recharge to the Floridan Aquifer, and the Regional Ecological Greenway; Natural Resources of Regional Significance, as identified and mapped in the Strategic Regional Policy Plan, are located in the City. Nevertheless, significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance, as the amendment does not result in an increase in intensity or density of use.

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 ☐

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN AMENDMENT**

Words **bolded and underlined** have been added.
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CHAPTER 2 TRANSPORTATION ELEMENT

GOAL 1 - MAINTAIN A SAFE AND EFFICIENT TRANSPORTATION NETWORK AND PROVIDE TRANSPORTATION FACILITIES TO ENSURE THAT CITY ROADWAYS OPERATE ABOVE ACCEPTABLE LEVEL OF SERVICE STANDARDS IN THE FUTURE.

OBJECTIVE 1.1 Provide for a safe, convenient and energy efficient multi-modal transportation system by maintaining the existing transportation network, reducing accidents and maintaining adopted levels of service.

Policy 1.1.a Connections and access points of driveways and roads to the local highway network shall be limited to a minimum spacing as follows, by adopting these standards in the Land Development Regulation Code:

FUNCTIONAL CLASS	MINIMUM SPACING
Arterial	600 feet
Collector	300 feet
Local	100 feet

For State Roads, the number and frequency of connections and access points shall be in conformance with Chapter 14-96 and 17-97, Florida Administrative Code.

Policy 1.1.b All development proposals shall address and include provisions for safe and convenient on-site traffic flow, both pedestrian and vehicular, and they shall provide for adequate internal traffic circulation, vehicular parking and assure accessibility in design to public transit. The minimum standards for number of parking spaces, aisle and space dimensions, drainage, landscaping, curve radii and construction materials shall be adopted as a part of the Land Development Regulation Code and/or public works manual, as appropriate.

Policy 1.1.c In planning for new or improved transportation facilities, the City Commission will consider the needs for, and possible provisions of, bicycle and pedestrian ways as a part of the preliminary design phase.

Policy 1.1.d The City Commission hereby adopts the Future Transportation Map Series contained in this element and which coordinate with the Land Use Map Series.

Policy 1.1.e The City, along with the county and state, will continue to maintain the transportation network.

Policy 1.1.f Priority shall be given to roadway projects which require resurfacing of existing paved roads and paving unpaved roadways.

Policy 1.1.g The adopted Land Development Regulation Code shall provide standards and definitions for the preservation or protection of existing and future roadway right-of-way.

Policy 1.1.h The City has not designated any official bicycle ways as a part of its comprehensive plan. Such future designation will place a priority upon:

First Priority - Linking residential neighborhoods to municipal parks.

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Second Priority - Linking residential neighborhoods to schools.

- Policy 1.1.i Municipal sidewalks (pedestrian-ways) are depicted in the data and analysis (Appendix B). Proposed sidewalks may be improved in the future to provide an inter-connected system.
- Policy 1.1.j All access to state roads shall be consistent with the Florida Department of Transportation's Access Plan (Rule 14-96, Access Permitting Process and 14-97, Access Standards contained in the State Highway System Access Management Act.)
- Policy 1.1.k Utilize Rule of the Department of Transportation Chapter 14-97 as a model in establishing access management standards to be adopted as part of the City Code and Land Development Regulation Code.
- Policy 1.1.l Utilize corridor overlay zones to manage access along commercial corridors.
- Policy 1.1.m Properties under the same ownership or those consolidated for development shall be treated as one property for the purposes of access management and shall not receive the maximum potential number of access points for that frontage indicated under minimum access spacing standards.
- Policy 1.1.n Large commercial developments shall be required to provide and/or extend nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on arterial streets.
- Policy 1.1.o Shopping centers shall be required to provide a unified access and circulation plan and require any out parcels to obtain access from the unified access and circulation system.
- Policy 1.1.p Existing lots unable to meet the access spacing standards for arterials shall obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements.
- Policy 1.1.q Adequate corner clearance shall be maintained at crossroad intersections with arterials.
- Policy 1.1.r The City shall encourage cross-access connections easements and joint driveways, where available and economically feasible.
- OBJECTIVE 1.2 Coordinate the transportation system with the future land use map to ensure that current and future population densities, housing and employment patterns and land uses are consistent with the existing and proposed transportation modes and services.
- Policy 1.2.a The City Commission will revise and adopt the existing definition of a subdivision to provide tighter controls on residential development to ensure compliance with land use regulations.
- Policy 1.2.b The City Commission will enforce policies and standards that regulate commercial strip development along major highways, including criteria in rezoning applications and minimum standards for setbacks, frontage roads, etc.

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- Policy 1.2.c The City shall review and coordinate with the Florida Department of Transportation concerning all development proposals located along Florida Intrastate Highway System roadways to ensure consistency with Florida Intrastate Highway System Level of Service Standards established in the Florida Department of Transportation's most recent version of the Quality/Level of Service Handbook.
- Policy 1.2.d Data contained in the Census Transportation Planning Package, the Federal Transportation Administration's National Household Travel Survey, The American Community Survey, and other professionally recognized sources shall be used to develop analysis and indicators evaluating the performance of the goals, policies and objectives of the transportation element.
- OBJECTIVE 1.3 The City shall coordinate with the plans and programs of any appropriate county or rural planning organization, Florida Department of Transportation - transportation planning documents, and Florida Department of Transportation's adopted 5-Year Work Program.
- Policy 1.3.a The City hereby states, by adoption in the comprehensive plan, the following peak hour Level of Service standards shall apply for each functionally classified facility type.
- | | |
|----------------------|--|
| Collector Roadways | Peak Hour Level of Service C |
| Arterial Roadways | Peak Hour Level of Service C |
| State Highway System | Statewide minimum peak hour level of service "C" shall be applicable to all links in the State Highway System. |
- Policy 1.3.b The City shall undertake, on an annual basis, a road paving and improvement program. As required by Florida Law, Chapter 334, the City "shall submit to the appropriate district engineer a plan of work for the construction and maintenance of roads and streets within its jurisdiction for the ensuing five years, listing the estimated amounts to be expended on each project during each budget year." In addition, the City shall confer with the Florida Department of Transportation and County Road Department concerning state and county maintained roads requiring improvements.
- Policy 1.3.c By joint action with the Florida Department of Transportation and Levy County, the City will evaluate the benefits of coordinated action in support of transportation demand and system management solutions in response to changing traffic conditions.
- Policy 1.3.d The City shall continue to implement traffic and onsite parking requirements through its land development code that promote effective access management, which benefit of level of service system wide.
- OBJECTIVE 1.4 Right-of-way needs shall be annually reviewed in order to establish their protection from building encroachment.
- Policy 1.4.a All proposed developments shall provide a section line right-of-way dedication for future road construction and be set back from the road centerline according to the following formula:

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- Policy 1.4.b One-half the minimum right-of-way from the Existing Street System Regulation and Design Standards plus the required setback as established by the Land Development Regulations Code.
- Policy 1.4.c Where existing right-of-way width is inadequate, the developer shall dedicate that portion necessary to meet or exceed those standards as established in the Existing Street System Regulation as condition to receiving any zoning approval or zoning change.
- Policy 1.4.d The City shall cooperate with the County on anticipated right-of-way needs within the Municipal Service District.
- Policy 1.4.e In accordance with Section 163.3180(5)(h)1.c. and 163.3180(5)(h)2. Florida Statutes, as amended, the City shall provide a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. However, the landowner shall not be held responsible for contributing to deficient transportation facilities.
- OBJECTIVE 1.5 The City will implement the Land Development Regulation Code and other City requirements to support identification of any mass transit corridors at such a future time when feasible or appropriate.
- Policy 1.5.a Land Development Regulation Code addressing public access and traffic flow shall help facilitate the effective provision of flag stop transit service.
- Policy 1.5.b The City will review its Land Development Regulation Code to ensure it promotes transit supportive development practices.
- Policy 1.5.c Designated (pick-up and discharge) points for transit vehicles in new and existing developments should be designed so as to be readily accessible to pedestrians, to increase safety, and not to conflict with traffic circulation.
- Policy 1.5.d The City shall cooperate with the Transportation Disadvantaged Local Coordinating Board by promoting public awareness of the County Transit system functioning as the Community Transportation Coordinator which provides transportation to the Community's transportation disadvantaged residents.
- Policy 1.5.e The City shall coordinate with County Transit to ensure maximum quality of service, especially where the New Freedom Program develops a fixed route, flag stop service within the County.

GOAL 2 - MOBILITY WILL BE ACHIEVED AND SUSTAINED THROUGH COORDINATED APPROACHES EXPANDING USER CHOICE BETWEEN MOTORIZED, NON-MOTORIZED AND PEDESTRIAN MODE OPTIONS WHICH FUNCTION TO REDUCE EMISSIONS AND PROMOTE ENERGY EFFICIENCY AT A VARIETY OF SCALES, WHILE MAXIMIZING THE ECONOMIC WELLBEING OF THE COMMUNITY.

- OBJECTIVE 2.1 As a multi-county commercial hub, the City will identify land use and transportation based strategies that enhance the development base by reducing trip distance, providing mode choice to expand access to commercial areas, and developing a diversity of land uses at intensities that clearly define the City as a center of commerce.
- Policy 2.1.a The City will study how a Community Redevelopment Agency could coordinate redevelopment activities to increase residential density, intensify land use and create pedestrian oriented centers to support a mix of land uses.

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- Policy 2.1.b The City shall develop strategies to enhance connectivity of existing pedestrian routes as well as plan for greater pedestrian accessibility to a variety of land uses.
- Policy 2.1.c The City shall develop a list of priority facilities where marked bicycle lanes would provide beneficial connections with existing pedestrian routes of the City. For facilities maintained by outside agencies, the City will communicate this information to County Road Department and the Florida Department of Transportation to allow coordination at the intergovernmental level.
- OBJECTIVE 2.2 Coordination with the transportation element with the comprehensive plan=s future land use map will ensure that multimodal and intermodal facility access routes integrate into the existing surface transportation system.
- Policy 2.2.a Through its development review process, the City shall ensure siting of future multimodal and intermodal transportation facilities or enhancements is consistent with the future land use element, conservation element, capital improvements element, and other applicable elements.
- OBJECTIVE 2.3 Through its development review process and procedures, the City shall coordinate the development of future multimodal and intermodal transportation facilities in a manner consistent with state and federal regulatory directives.
- Policy 2.3.a Any future development of aviation facilities shall be in accordance with state and federal regulatory directives.
- Policy 2.3.b The City shall promulgate all controls necessary to ensure compatible land use adjacent to aviation, waterways or intermodal facilities. The City will coordinate land use controls with other jurisdictions as needed to achieve land use compatibility.
- Policy 2.3.c Development of waterways, aviation and intermodal transportation facilities should occur in a manner that is consistent with the requirements of the future land use and conservation elements and the land development code.
- Policy 2.3.d Revision of the Land Development Regulation Code should occur as needed to promote effective intermodal management practices; major aviation, marine and intermodal facilities shall be removed from incompatible land uses by adequate local in inter-jurisdictional land use controls.

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CHAPTER 5

CONSERVATION ELEMENT

GOAL 1 - PROTECT, CONSERVE, ENHANCE OR APPROPRIATELY USE THE CITY'S NATURAL RESOURCES IN A MANNER WHICH MAXIMIZES THEIR LONG-TERM VIABILITY AND ECONOMIC, RECREATIONAL AND NATURAL VALUE.

- OBJECTIVE 1.1 Enforce regulations that require new development to proceed only after a thorough review of potential environmental problems. This review shall analyze physical properties of soils and underlying rocks, soil thickness, depth to groundwater, groundwater flow characteristics, presence of surface water and danger of flooding.
- Policy 1.1.a New development in excess of 5 acres will be required by adopted Land Development Regulations to evaluate geologic hazards on-site prior to development.
- Policy 1.1.b The City Commission will request the Suwannee River Water Management District to comment on the hydrology of the area as it relates to the City's growth and development.
- OBJECTIVE 1.2 Protect and conserve the natural functions of existing soils and wildlife habitats.
- Policy 1.2.a The adopted Land Development Regulation Code will require that soils and their covering vegetation be retained, while still providing for development, to allow them to continue to filter water and recharge the aquifer.
- Policy 1.2.b Enforce the drainage ordinance in order to maximize the recharge of the Floridan Aquifer by rainfall, minimize storm water run-off, and maintain a high degree of purity in the water which supplies the City wells.
- Policy 1.2.c Promote and enforce provisions for erosion control implemented through the drainage ordinance.
- Policy 1.2.d Enforce regulations which limit the uses of wetlands to passive recreation, conservation and open space
- Policy 1.2.e Wetlands shall be protected and conserved by an undisturbed upland buffer having a minimum width of 25 feet.
- Policy 1.2.f AWetlands@ as defined herein are those areas that are inundated or saturated by surface or ground water at a frequency and a duration to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possesses characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligative hydrophytic macrophytes that are typically adapted to the soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments and anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas.

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- Policy 1.2.g The adopted Land Development Regulation Code will ensure the protection of natural functions of flood-prone areas, including but not limited to the following standards of performance:
- a. Dredge and fill and clearing of natural vegetation will be minimized or prohibited in order to maintain the natural topography and hydrological functions of floodplains.
 - b. Structures will be clustered on the non-floodplain portions of a site, or where the entire site lies in the floodplain, they will either be flood proofed or elevated on pilings and densities lowered.
 - c. Roads, bridges or similar public facilities will not be located in floodplains, except where no reasonable alternative exists.
 - d. Septic tanks will be prohibited in floodplains.
 - e. No hazardous materials or waste will be stored within floodplains.
- OBJECTIVE 1.3 Protect the municipal water supply.
- Policy 1.3.a Open space lands shall be required to be included in all developed areas, through the land use plan map and adopted zoning regulations, to assure aquifer recharge.
- Policy 1.3.b Prohibit solid or liquid waste from being deposited in porous soils which connect to potable groundwater supplies.
- Policy 1.3.c The City will conduct draw down tests, identify the cone of influence and restrict land uses within the identified cone of influence to those which will not adversely affect water quality or quantity.
- Policy 1.3.d The Land Development Regulation Code will, require that developers, before they receive a development permit, shall prove to the City Commission that their project would not cause water quality or quantity problems in the City. This may include, but not be limited to, obtaining all permits required by: Florida Department of Transportation, Florida Department of Environmental Protection and the Suwannee River Water Management District.
- Policy 1.3.e Consistent with Policy 3.3.a of the Infrastructure Element the City will follow the Suwannee River Water Management District's water conservation strategies and techniques.
- OBJECTIVE 1.4 Discourage the discharge of stormwater run-off into sinkholes.
- Policy 1.4.a All new development will be prohibited from discharging stormwater to sinkholes.
- Policy 1.4.b The City will, through the City Manager, request a joint workshop or series of workshops involving the City Engineer to explore means of treating stormwater currently being, or potentially, discharged into sinkholes.
- OBJECTIVE 1.5 At such time as a natural reservation is identified, protect the area through the land use plan and implementing land development regulations.
- Policy 1.5.a Any natural area identified in the future through an amendment to the document will be designated as a preservation area.

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- OBJECTIVE 1.6 When a unique vegetative community is identified in the contiguous unincorporated area of the County, the City shall develop and adopt an interlocal agreement to help protect, use, conserve or preserve it.
- Policy 1.6.a The City Commission will, through an adopted interlocal agreement, assist the County in protecting unique vegetative communities located within and contiguous to the City.
- Policy 1.6.b The adopted Land Development Regulation Code shall continue to ensure the protection of the following environmentally sensitive areas:
- a. Sinkholes
 - b. Wetlands (if and when identified on a site-specific basis).
 - c. Habitat of Threatened or Endangered Species (if and when identified on a site-specific basis).
- OBJECTIVE 1.7 Any environmentally sensitive lands (as defined in Policy 1.6.b of the Conservation Element) shall, when identified, be protected by the adopted Land Development Regulation Code.
- Policy 1.7.a The adopted Land Development Regulation Code require the protection of sinkholes.
- Policy 1.7.b The adopted Land Development Regulation Code require that the habitat of any threatened species shall be protected to the maximum extent possible and still permit a reasonable use of private property.
- Policy 1.7.c The habitat of any endangered species shall be preserved. The only development activities permitted in such instances shall be to increase the carrying capacity of that habitat in accord with a management plan endorsed by the Florida Department of Environmental Protection.
- OBJECTIVE 1.8 The City shall develop maps depicting community-wide development constraints.
- Policy 1.8.a A physical limitations composite map will be prepared using the following procedures:
- a. A composite map which illustrates soils, native vegetative communities, geologic, surface water and groundwater information.
 - b. Define areas that have physical limitations and potentials for various types of land use.
- OBJECTIVE 1.9 Improve the appearance of the City by implementing mechanisms in the adopted Land Development Regulation Code.
- Policy 1.9.a Where residential development is of conventional design, regulations will be enforced which require the dedication of open space to public or private use. The amount of open space required will be proportional to the number of persons to be served by each development.
- Policy 1.9.b The City Commission will prepare and adopt ordinances suitable to assure that valuable shade and ornamental trees are preserved and increased in numbers. Both the landscaping ordinance and the tree ordinance will be enforced as a means of preserving and enhancing the aesthetic values currently found in the City.

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- Policy 1.9.c The sign regulations will be reviewed and updated as needed to regulate the method of display, height, total size and other factors in a manner appropriate to achieve a degree of uniformity within the City and which will be equitable to all parties concerned.
- Policy 1.9.d The community beautification efforts shall be sustained through the Land Development Regulation Code addressing major thoroughfare such as, median landscaping, entry signage, utility burial and street lighting.
- OBJECTIVE 1.10 A adopt an air quality ordinance.
- Policy 1.10.a The City Commission shall develop a draft ordinance which incorporates, meets or exceeds minimum air quality standards at the state and national levels.
- Policy 1.10.b Lacking the standards, technology and manpower to limit vehicular emissions, the City Commission will control open burning and industrial emissions. Upon the development of appropriate federal or state emission standards, the City Commission will consider the feasibility of enforcing similar or more stringent standards in the City.
- OBJECTIVE 1.11 A wildlife assessment and protection component shall be required as a portion of all subdivisions and planned developments.
- Policy 1.11.a The adopted Land Development Regulation Code will require over five percent (5%) of the land area in each subdivision or planned development to be preserved or restored as native wildlife habitat or, if approved by the City Commission, the required preservation land to be transferred to another site as approved by the City Commission. In addition to the preservation areas, the applicant shall document other methods used to enhance the ability of native wildlife populations to co-exist with the proposed development.
- OBJECTIVE 1.12 Endangered and threatened wildlife species shall be protected through the adopted Land Development Regulation Code.
- Policy 1.12.a No development activity may adversely impact upon either the habitat or species identified pursuant to the preceding objective. If threatened or endangered species are located within the community, the adopted Land Development Regulation Code will require a wildlife management and protection component to be included in the development plan of any new development. In reviewing such a plan, the City Commission will solicit a review and comment from the Florida Game and Fresh Water Fish Commission prior to issuing a development order.
- OBJECTIVE 1.13 Adopt an ordinance regulating the collection and disposal of hazardous wastes.
- Policy 1.13.a The City Commission shall enforce ordinances that prohibit the introduction of harmful liquid or solid wastes into the municipal sewage system, ground waters, or on the surface which could potentially harm the environment.



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

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

REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 5/22/25

PROJECT DESCRIPTION

#71 - Town of Mayo - Fiscal Year 2022 Community Development Block Grant -
Housing Rehabilitation -25DB-H01- Environmental Review

TO: Honorable Janet Putnel, Town Clerk
Town of Mayo
276 West Main Street
Mayo, FL 32066

 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.

The proposed project consists of housing rehabilitation/demolition/replacement and temporary relocation. A total of 9 dwelling units will be rehabilitated or demolished and replaced in compliance with the International Code Conference and the U.S. Department of Housing and Urban Development Section 8 Housing Quality Standards. Community Development Block grant funding is needed by the Town to address the problems with substandard housing stock that is owned and occupied by families of low- to moderate-income backgrounds.

The Community Development Block Grant costs for the housing rehabilitation/demolition/replacement activity will be \$543,500. The Community Development Block Grant costs for temporary relocation activity will be \$9,000. The Community Development Block Grant cost for the administration activity will be \$97,500. The project will provide benefit to persons throughout the Town limits, 100.00% of whom will be low- to moderate-income persons, including 3 low income and 2 very-low income. The national objective of these activities will benefit low- to moderate-income persons.

No activities will take place outside of the Town limits. There is no impact to any proposed Florida Department of Transportation or County road construction, from this project.

The Town is a participant in the National Flood Insurance Program. At this time, it is not anticipated that any of the Community Development Block grant program activity will take place within a flood-prone area. The Town has addressed how it will deal with any housing units that are determined to be located in a flood-prone area in its Community Development Block Grant Housing Assistance Plan.

At this time, it is unknown whether any of the dwelling units will be historic. If any dwelling units are determined to be historic, then the Town will notify the Florida Department of State, as outlined in the Housing Assistance Plan.

