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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

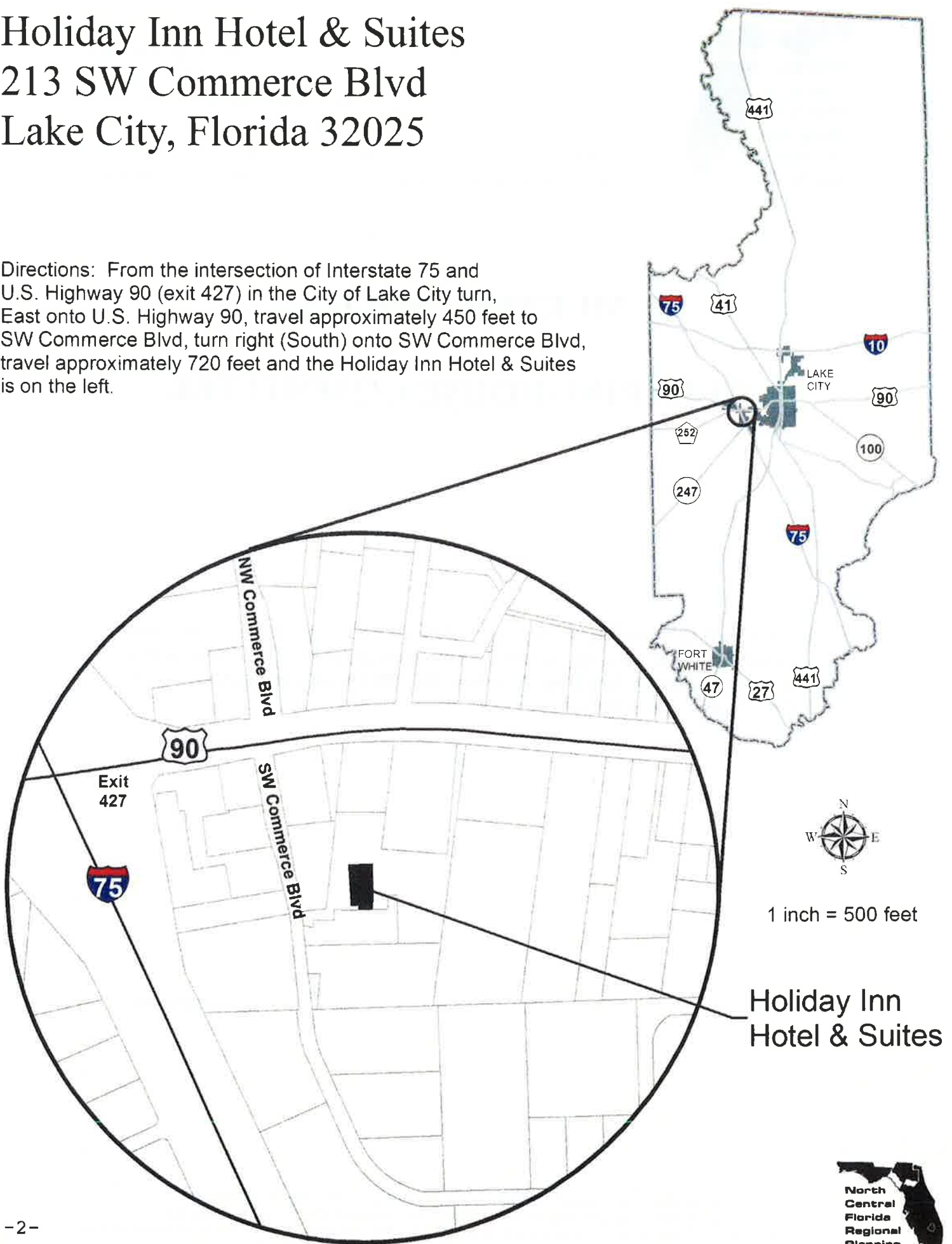
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **September 25, 2014**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(Location Map on Back)

Holiday Inn Hotel & Suites

213 SW Commerce Blvd
Lake City, Florida 32025

Directions: From the intersection of Interstate 75 and U.S. Highway 90 (exit 427) in the City of Lake City turn, East onto U.S. Highway 90, travel approximately 450 feet to SW Commerce Blvd, turn right (South) onto SW Commerce Blvd, travel approximately 720 feet and the Holiday Inn Hotel & Suites is on the left.





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AGENDA

CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites
Lake City, Florida

September 25, 2014
6:00 p.m.

PAGE NO.

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| I. | APPROVAL OF THE AUGUST 28, 2014 MEETING MINUTES | 5 |
| II. | COMMITTEE-LEVEL REVIEW ITEMS | |
| | <u>Comprehensive Plan Amendments</u> | |
| | #76 - City of Gainesville Comprehensive Plan Draft Amendments (DEO No. 14-2ESR) | 9 |
| | <u>Clearinghouse Committee Procedures</u> | |
| | Proposed Amendments to Clearinghouse Committee Procedures | |
| III. | STAFF-LEVEL REVIEW ITEMS | |
| | #70 - City of Newberry Small Cities Community Development Block Grant | 21 |
| | - Finding of No Significant Impact and Request for Comments | |

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

CLEARINGHOUSE COMMITTEE

MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

August 28, 2014
6:00 p.m.

MEMBERS PRESENT

Beth Burnam
Jim Catron
Donnie Hamlin
James Montgomery, Vice-Chair
Lauren Poe
Stephen Witt

MEMBERS ABSENT

Sandra Haas, Chair
Wesley Wainwright
Mike Williams

STAFF PRESENT

Steven Dopp

The meeting was called to order by Vice-Chair Montgomery at 6:04 p.m.

I. APPROVAL OF THE JUNE 26, 2014 MEETING MINUTES

ACTION: It was moved by Mayor Witt and seconded by Commissioner Hamlin to approve the June 26, 2014 minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

- #70 - Suwannee County Comprehensive Plan Adopted Amendment (DEO No. 14-1ESR)
- #71 - City of Gainesville Comprehensive Plan Adopted Amendment (DEO No. 14-1ESR)
- #72 - Lafayette County Comprehensive Plan Adopted Amendments (DEO No. 14-1ER)
- #73 - Taylor County Comprehensive Plan Adopted Amendment (DEO No. 14-1ESR)

Mr. Dopp stated the staff reports for the items finds that the local government 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.

Commissioner Hamlin stated that some of the County road names identified in the Transportation Element of Clearinghouse Committee item #72 are out of date and should be updated.

ACTION: It was moved by Commissioner Catron and seconded by Commissioner Hamlin to approve the staff reports for items #70, #71 and #73 as circulated, to amend the staff report for item #72 to include a Comment noting out-of-date County road names and recommending that the names be updated, and to approve the staff report for item #72 as amended. The motion carried unanimously.

III. STAFF-LEVEL REVIEW ITEMS

ACTION: It was moved by Commissioner Poe and seconded by Commissioner Catron to recommend to the Council that review items addressing gas pipelines, electric transmission lines and Environmental Impact Statements be moved from staff-level review items to Committee-level review items. The motion carried unanimously.

The meeting adjourned at 6:30 p.m.

9/25/14

Sandra Haas, Chair

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COMMITTEE-LEVEL ITEMS

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

Regional Planning Council: North Central FI
Review Date: 9/25/14
Amendment Type: Draft Amendments

Regional Planning Council Item No.: 76
Local Government: City of Gainesville
Local Government Item Nos.: PB-13-124 LUC,
PB-14-11 LUC, PB-14-13 LUC
State Land Planning Agency Item No.: 14-2ESR

Date Mailed to Local Government and State Land Planning Agency: 9/26/14 (estimated)

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

DESCRIPTION OF AMENDMENTS

City item PB-13-124 LUC reclassifies 11.42 acres of recently annexed land from County Heavy Industrial to City Business Industrial. (located in a stream-to-sink recharge area)

City item PB-14-11 LUC reclassifies 31.7 acres of recently annexed land from County Commercial to City Conservation.

City item PB-14-13 LUC reclassifies 40.2 acres of recently annexed land from County Low Density Residential (up to 4 dwelling units per acre) to City Conservation.

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

City items PB-14-11 LUC and PB-14-13 LUC result in a decrease in allowable and intensities of use. Therefore, the City Comprehensive Plan, as amended by these items, is not anticipated to result in significant adverse impacts to the Regional Road Network or to Natural Resources of Regional Significance.

Cite item PB-13-124 LUC is located within one-half mile of State Road 121 and Interstate Highway 75, which are identified in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network. Nevertheless, significant adverse impacts are not anticipated to occur to the adjoining segment of the regional road network as a result of the amendment. The subject property is located within a City Transportation Mobility Program Area and is subject to Zone D requirements of Policy 10.1.9 of the City Transportation Mobility Element (see attached). The City Transportation Element policy requires the implementation of one or more practices consistent with Transportation Planning Best Practices contained in the North Central Florida Strategic Regional Policy Plan (see attached). Regional Plan Transportation Element Policy 5.1.1 states that within municipalities where local government comprehensive plans contain goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately mitigated and local government plans and plan amendments are not subject to a Regional Planning Council determination impacts to the Regional Road Network.

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

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

Request a copy of the adopted version of the amendment?

Yes ☒ No ☐
Not Applicable ☐

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

City of Gainesville Land Use Designations

O	Office
C	Commercial
BI	Business Industrial
IND	Industrial
PF	Public Facilities

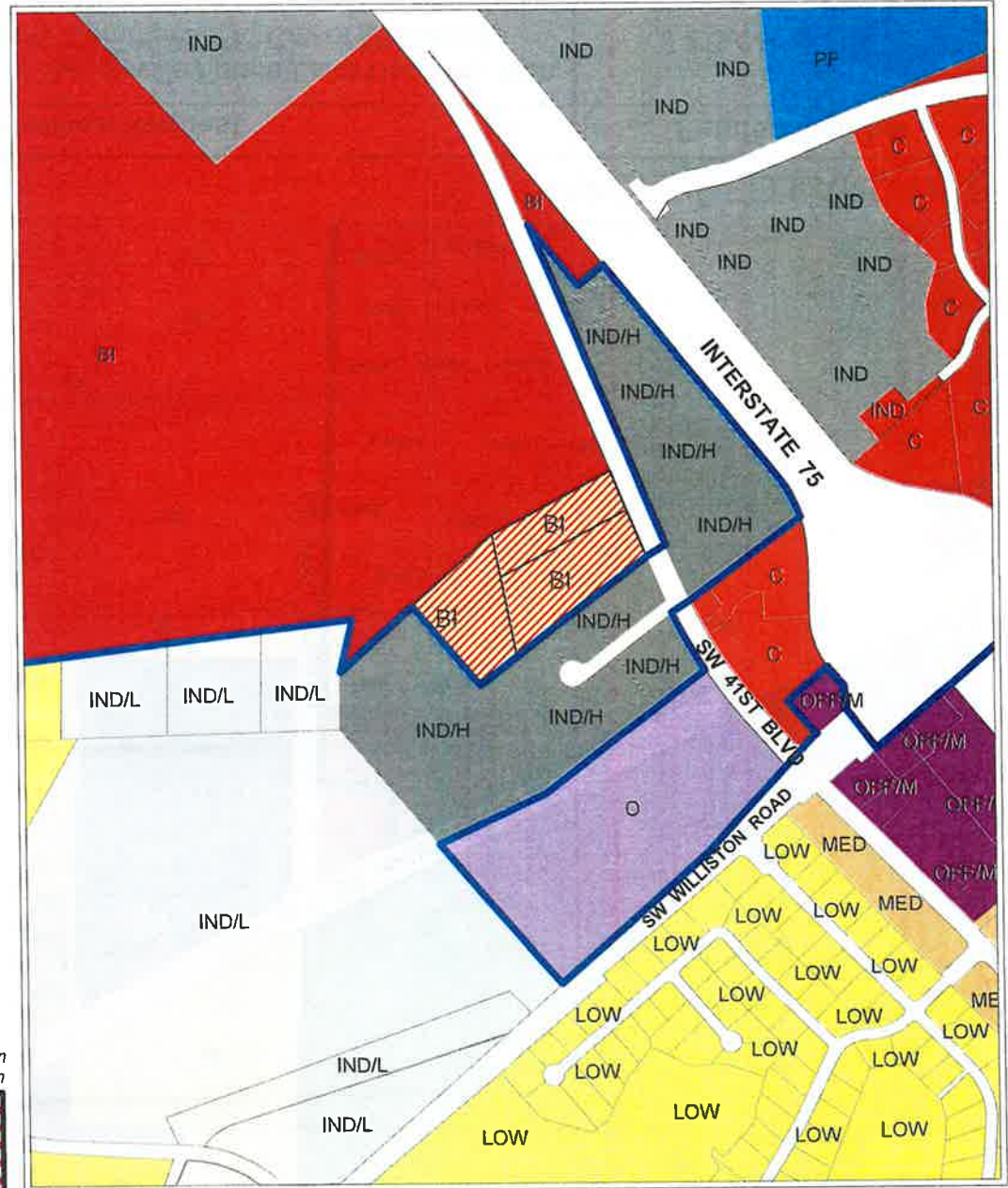
Alachua County Land Use Designations

LOW	Low Density Residential
MED	Medium Density Residential
IND/H	Heavy Industrial
IND/L	Light Industrial
OFF/M	Office/Medical


City of Gainesville—DEO No. 14-2ESR Petition No. PB-13-124 LUC Legislative Matter No. 130690

- Division line between two land use categories
- Blue Line** City Limits

Area
under petition
consideration



PROPOSED LAND USE

 No Scale	Applicant	Petition Request	Petition Number
	City Plan Board	Amend the City of Gainesville Future Land Use Map from Alachua County Heavy Industrial to City of Gainesville Business Industrial	PB-13-124 LUC

City of Gainesville Land Use Designations

SF	Single Family (up to 8 du/acre)
RL	Residential Low Density (up to 12 du/acre)
RM	Residential Medium Density (8-30 du/acre)
MUL	Mixed Use Low Intensity (8-30 du/acre)
C	Commercial
PF	Public and Institutional Facilities
CON	Conservation

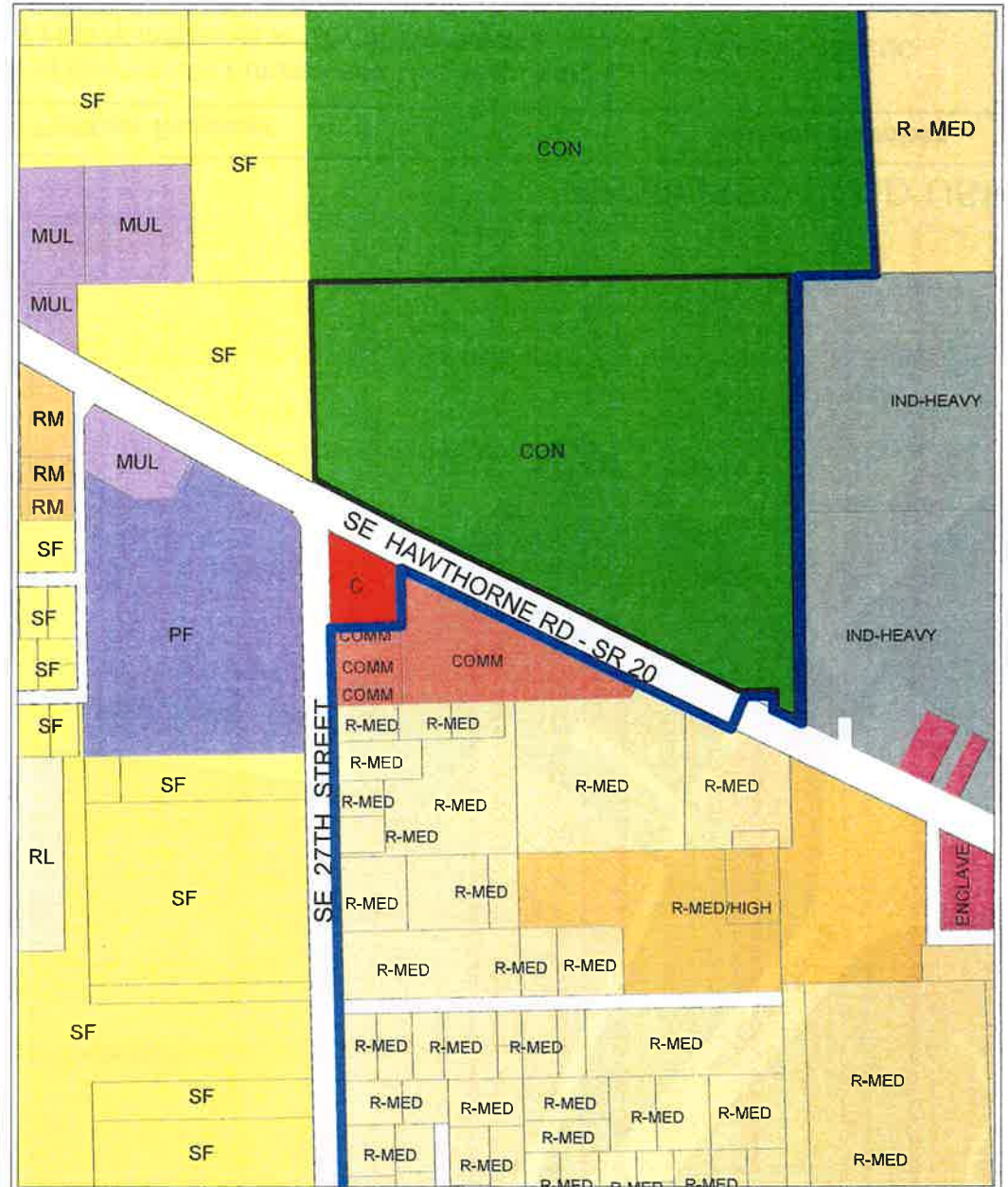
Alachua County Land Use Designations

R-MED	Medium Density Residential, 4-8 du/acre
R-MED/HIGH	Medium High Density Residential, 8-14 du/acre
COMM	Commercial
ENCLAVE	Commercial Enclave
IND-HEAVY	Heavy Industrial

City of Gainesville—DEO No. 14-2ESR Petition No. PB-14-11 LUC Legislative Matter No. 130791

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

Area
under petition
consideration



PROPOSED LAND USE

 No Scale	Name	Petition Request	Petition Number
	City Plan Board, applicant	Amend City of Gainesville Future Land Use Map from Alachua County Commercial to City of Gainesville Conservation (CON)	PB-14-11 LUC

City of Gainesville Land Use Designations

SF Single Family (up to 8 du/acre)
 E Education
 PF Public and Institutional Facilities
 CON Conservation

Alachua County Land Use Designations

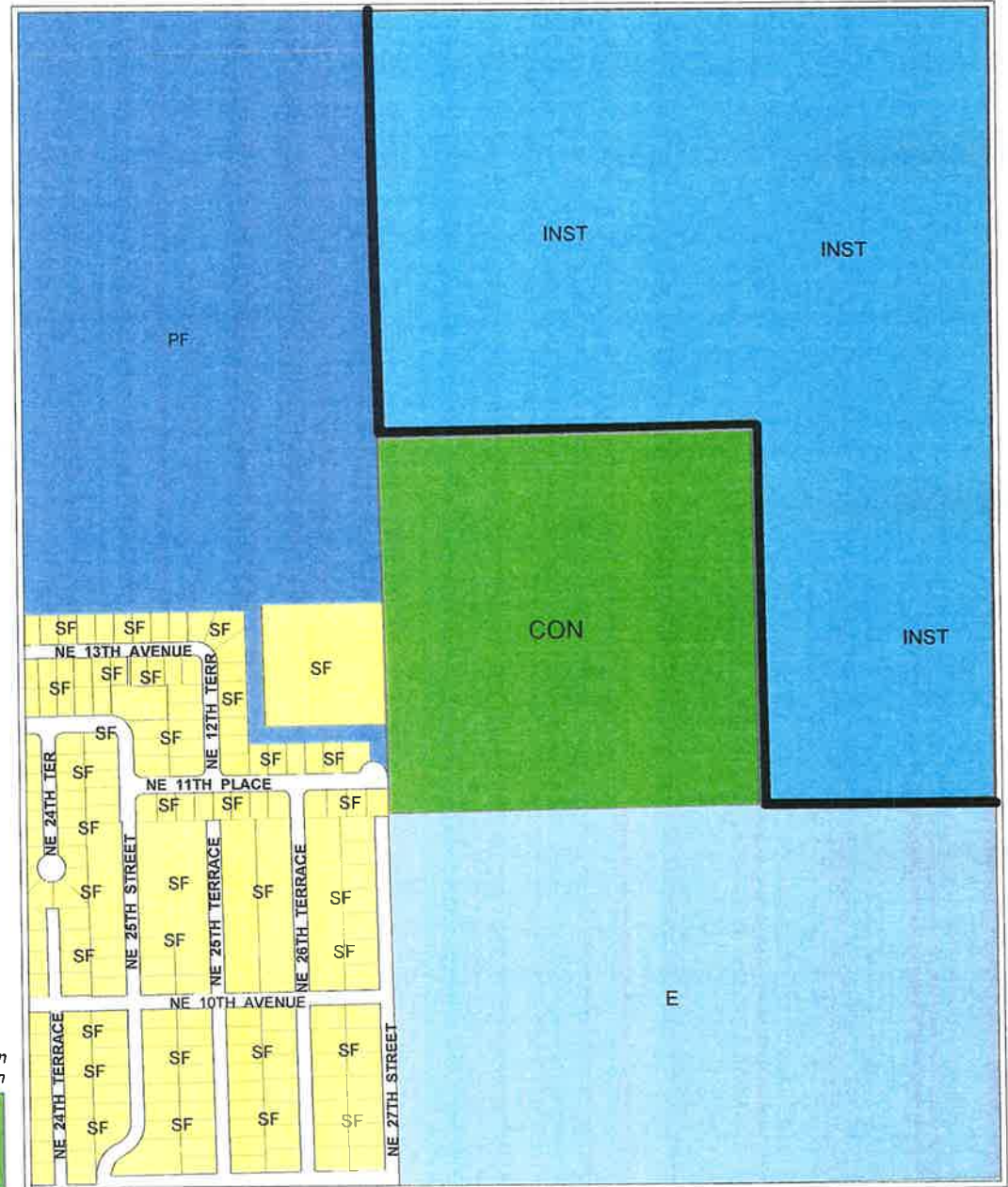
INST Institutional

**City of Gainesville—DEO No. 14-2ESR
 Petition No. PB-14-13 LUC
 Legislative Matter No. 130793**


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

— City Limits

Area
under petition
consideration



PROPOSED LAND USE

 No Scale	Name	Petition Request	Petition Number
	City Plan Board, applicant	Amend the City of Gainesville Future Land Use map from Alachua County Low Density Residential (1-4 du/acre) to City of Gainesville Conservation (CON)	PB-14-13 LUC

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN**

Goals, Objectives & Policies



Transportation Mobility Element

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

GOAL 1

ADOPT TRANSPORTATION MOBILITY LEVELS OF SERVICE.

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

Policy 1.1.1 Roadway LOS:



Zone D Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone D if demonstrated to be a direct benefit to the transportation system in Zone D. Projects may include, but shall not be limited to, the following:
 1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue; and
 2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- d. Provision of matching funds for transit or other transportation mobility-related grants.
- e. Provision of Park and Ride facilities, built to RTS needs and specifications
- f. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- g. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- h. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- i. Funding for the construction of new or expanded transit facilities.



- j. Construction of bus shelters built to City specifications.
- k. Bus shelter lighting using solar technology designed and constructed to City specifications.
- l. Construction of bus turn-out facilities to City specifications.
- m. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- n. Business operations shown to have limited or no peak-hour roadway impact.
- o. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.10 The City establishes the following priority for transportation mobility projects within Zone D and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.

- a. Construction of a southerly extension of SW 40th Boulevard from its current end south of its intersection with Archer Road to the intersection of SW 47th Avenue. This roadway connection shall include bicycle and pedestrian facilities.
- b. Funding for the construction of new or expanded transit facilities.

Policy 10.1.11 For any development or redevelopment within Zone E, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.



Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1.5
51 to 100	At least 4
101 to 400	At least 6
401 to 1,000	At least 10
1,001 to 5,000	At least 16
Greater than 5,000	At least 24 and meet either a. or b.: <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.

Zone E Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone E if demonstrated to be a direct benefit to the transportation system in Zone E. Projects may include, but shall not be limited to, the following:
 - 1. widening of SR 121 to 4 lanes north of US 441 to CR 231; and
 - 2. extension of streets, deeding of land, or easements to create a more gridded network and provide connectivity.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- d. Provision of matching funds for transit or other transportation mobility-related grants.

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

North Central Florida Strategic Regional Policy Plan

October 2011

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

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

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

Chapter V

Regional Transportation

Chapter V: Regional Transportation

A. Conditions and Trends

1. Introduction

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

2. Public Transit

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

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

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

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

e. Transportation Planning Best Practices

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

Enhance Road Network Connectivity by

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

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

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

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

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

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

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

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

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

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

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

Promote Access Management Strategies by

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

Develop Multimodal Transportation Systems by

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

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

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

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

Establishing a local public mass transit system.

**NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
POLICY 1998-2; AMENDED 11-1-00 AND PROPOSED AMENDMENT 10-23-14
CLEARINGHOUSE COMMITTEE PROCEDURES**

The North Central Florida Regional Planning Council has been designated by the state ~~and planning agency~~ as the regional planning agency to exercise certain review responsibilities under Chapters 163, 186, and 380, Florida Statutes, for Administrative District III including the counties of Alachua, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Lafayette, Madison, Suwannee, Taylor, and Union.

Council ~~Rule 29C-1, Florida Administrative Code, Procedures~~ establishes the Clearinghouse Committee as a standing committee of the Council having the responsibility of preparing recommendations on each of the individual review items for final action by the Council.

The Committee's regular meetings will be held ~~in conjunction with immediately prior to the regular monthly Council meetings beginning at 6:00 or 6:30 p.m. and concluding at 7 p.m. depending on the number and/or type of review items.~~ The Chairman may call special meetings from time to time as may be necessary to carry out the responsibilities of the Committee. Notice of meetings shall be in accordance with the requirements of Chapter 120, F.S. Florida Statutes. The Committee will follow Robert's Rules of Order except where specified otherwise.

GAS PIPELINES, ELECTRIC TRANSMISSION LINES AND ENVIRONMENTAL IMPACT STATEMENTS

The Clearinghouse Committee is assigned the responsibility of reviewing and preparing recommendations to the Council regarding Environmental Impact Statements, gas pipeline applications and electric transmission line applications. The Clearinghouse Committee shall review said items for adverse effects on regional resources or 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.

The Clearinghouse Committee is given the responsibility of preparing a report and recommendation to the Council on said items, and presenting its findings to the Council for final action.

INTERGOVERNMENTAL COORDINATION AND REVIEW (~~IC&R~~) PROCESS

Established and governed by Presidential Executive Order 12372 and Gubernatorial Executive Order ~~83-150~~ **95-359**, the **IC&R Intergovernmental Coordination and Review** process attempts to ensure the compatibility of federal or federally funded projects with local, regional and state plans and programs through a 30-day review process. The Council has been designated by the state as the regional clearinghouse for Administrative District III. Due to their relatively small size/scope, nearly ~~100 percent~~ **all** of the applications for federal assistance and/or proposed federal projects received for review affect or have the potential to affect only small (local) areas.

Staff is assigned the responsibility of processing proposed projects submitted to the Council for review with the Committee providing oversight of staff reviews at regular intervals. On receipt, staff forward copies of the project description to potentially impacted local governments/~~and~~ **government** agencies for their review and comments which, once received, are forwarded to the State Clearinghouse, the single point of contact (for federal agencies) for the state. Based on the comments received, staff makes a determination of the consistency of the proposed project with local and areawide plans and programs.

Copies of the project description, along with staff findings and local comments, are reviewed by the Committee at its regular monthly meeting.

DEVELOPMENTS OF REGIONAL IMPACT (~~DRI~~) AND FLORIDA QUALITY DEVELOPMENT (~~FQD~~) REVIEW PROCESSES

The Council has been designated by the state as the regional planning agency for Administrative District III for purposes of implementing Section 380.06, ~~F.S~~ **Florida Statutes**. The Council's responsibilities in this review process are strictly governed by the statute and rules adopted by the State Land Planning Agency, currently the Florida Department of ~~Community Affairs~~ **Economic Opportunity**.

The Clearinghouse Committee is given the responsibility of preparing the report and recommendation required by the statute and rule, and present it to the Council for final action.

The staff is authorized to schedule, ~~and~~ arrange ~~and conduct~~ **DRI** preapplication conferences **for Developments of Regional Impact** and determining when the application for development approval, application for development approval of a substantial deviation, application for development designation, and application for development designation of a substantial change, are sufficient to begin their respective review processes.

LOCAL GOVERNMENT COMPREHENSIVE PLAN AND PLAN AMENDMENT REVIEWS

Section ~~163.3164(5)~~, F.S. **163.3184(3) and (4), Florida Statutes**, establishes a requirement that proposed local comprehensive plans and amendments to the plans be reviewed for **potential impacts to regional resources and facilities and adjacent local governments. Once the plans/amendments are adopted by the local governments, the plans as a whole are to be reviewed for overall consistency with the adopted strategic regional policy plan for the regional planning district within which the local governments reside. adverse effects on regional resources or 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.**

The Clearinghouse Committee is assigned the responsibility of reviewing both the draft and adopted plans/amendments and preparing a recommendation for consideration of the Council which takes final action. However, the Committee is delegated the responsibility of forwarding comments to the Department of **Community Affairs Economic Opportunity** and the local governments on those proposed or adopted plan amendments which require action prior to the regularly-scheduled meetings of the Council.

Reports submitted in accordance with this delegation will be included as "information" items on the agenda of the next regularly-scheduled meeting of the Council.

OTHER REVIEW AND COMMENT REQUESTS

All other items sent to the Council for review and comment shall be processed in the same manner as **IC&R Intergovernmental Coordination and Review** requests with the exception of campus master plans prepared in accordance with Section 240.155(3), **F.S Florida Statutes**. Campus master plans shall be processed in the same manner as local government comprehensive plan reviews.

Mayor Carolyn B. Spooner, Chair

10/23/14

Date

STAFF-LEVEL ITEMS



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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 9-15-14

PROJECT DESCRIPTION

#70- City of Newberry Small Cities Community Development Block Grant
- Finding of No Significant Impact and Request for Comments

TO: Lauren Milligan, Florida State Clearinghouse

Bryan Thomas, City of Newberry

J. Scott Mondesi, AICP, Summit Professional Services

☐ COMMENTS ATTACHED

☒ NO COMMENTS REGARDING THIS PROJECT

IF YOU HAVE ANY QUESTIONS REGARDING THESE COMMENTS, PLEASE CONTACT
STEVEN DOPP, SENIOR PLANNER, AT THE NORTH CENTRAL FLORIDA REGIONAL
PLANNING COUNCIL AT (352) 955-2200 OR SUNCOM 625-2200, EXT 109

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

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

Date of Notice	July 31, 2014
Name of Responsible Entity	City of Newberry
Address	25440 W. Newberry Road (PO Box 369)
City, State, Zip Code	Newberry, Florida
Telephone Number	(352) 472-2161

These notices shall satisfy two separate but related procedural requirements for activities to be undertaken by the City of Newberry.

REQUEST FOR RELEASE OF FUNDS

On or about August 15, 2014, the City of Newberry will submit a request to the Florida Department of Economic Opportunity for the release of Community Development Block Grant funds under Title I of the Housing and Community Development Act, as amended, to undertake construction of new water and sewer lines and construct a turn lane to serve a new commercial development on the east side of US 41 / US 27 / SW 250th Street just south of SW 15th Avenue in the City of Newberry. Specifically the proposed project requires approximately 5,300 LF of 12 water main, 800 LF of gravity sewer line, 1,800 LF of sewer forcemain, a sewer lift station and a right and left turn lane at the project entrance. Total CDBG construction costs equal \$534,000. Any remaining engineering or construction costs, estimated to be approximately \$94,229, will be paid by the developer. Other CDBG costs of the project are; \$56,000 for Project/Grant Administration and \$110,000 for Engineering. The total CDBG project cost is \$700,000.

FINDING OF NO SIGNIFICANT IMPACT

The City of Newberry has determined that the project will have no significant impact on the human environment. Therefore, an Environmental Impact Statement under the National Environmental Policy Act of 1969 (NEPA) is not required. Additional project information is contained in the Environmental Review Record (ERR) on file at the Newberry Planning and Zoning Department located at 25815 SW 2nd Avenue, Newberry, Florida 32669, and may be examined or copied weekdays between the hours of 9:00 a.m. to 3:00 p.m.

PUBLIC COMMENTS

Any individual, group, or agency may submit written comments on the ERR to Judy Rice, City Clerk, 25440 W. Newberry Road, (PO Box 369), Newberry, FL 32669. All comments must be received by August 15, 2014. Comments will be considered prior to the City of Newberry requesting a release of funds. Comments should specify which notice they are addressing.

RELEASE OF FUNDS

The City of Newberry certifies to the Florida Department of Economic Opportunity and HUD that Bill Conrad in his capacity as Mayor consents to accept the jurisdiction of the Federal Courts if an action is brought to enforce responsibilities in relation to the environmental review process and that these responsibilities have been satisfied. The State's approval of the certification satisfies its responsibilities under NEPA and related laws and authorities and allows the City of Newberry to use the CDBG funds.

OBJECTIONS TO RELEASE OF FUNDS

HUD will accept objections to its release of fund and the City of Newberry's certification for a period of fifteen days following the anticipated submission date or its actual receipt of the request (whichever is later) only if they are on one of the following bases: (a) the certification was not executed by the Certifying Officer of the City of Newberry; (b) the City of Newberry has omitted a step or failed to make a decision or finding required by HUD regulations at 24 CFR part 58; (c) the grant recipient has committed funds or incurred costs not authorized by 24 CFR Part 58 before approval of a release of funds by the State; or (d) another Federal agency acting pursuant to 40 CFR Part 1504 has submitted a written finding that the project is unsatisfactory from the standpoint of environmental quality. Objections must be prepared and submitted in accordance with the required procedures (24 CFR Part 58, Sec. 58.76) and shall be addressed to the Florida Department of Economic Opportunity, Division of Community Planning and Services, CDBG Program Section, MSC-400, 107 East Madison Street, Tallahassee, FL 32399-6508. Potential objectors should contact the City of Newberry to verify the actual last day of the objection period.

**Bill Conrad, Mayor
Certifying Officer**

THE UNITED STATES OF AMERICA
DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D. C. 20315

TO: THE SECRETARY OF THE ARMY
FROM: THE ADJUTANT GENERAL
SUBJECT: [Illegible]

1. [Illegible]

2. [Illegible]

3. [Illegible]

4. [Illegible]

5. [Illegible]

6. [Illegible]

Very truly yours,
[Illegible Signature]

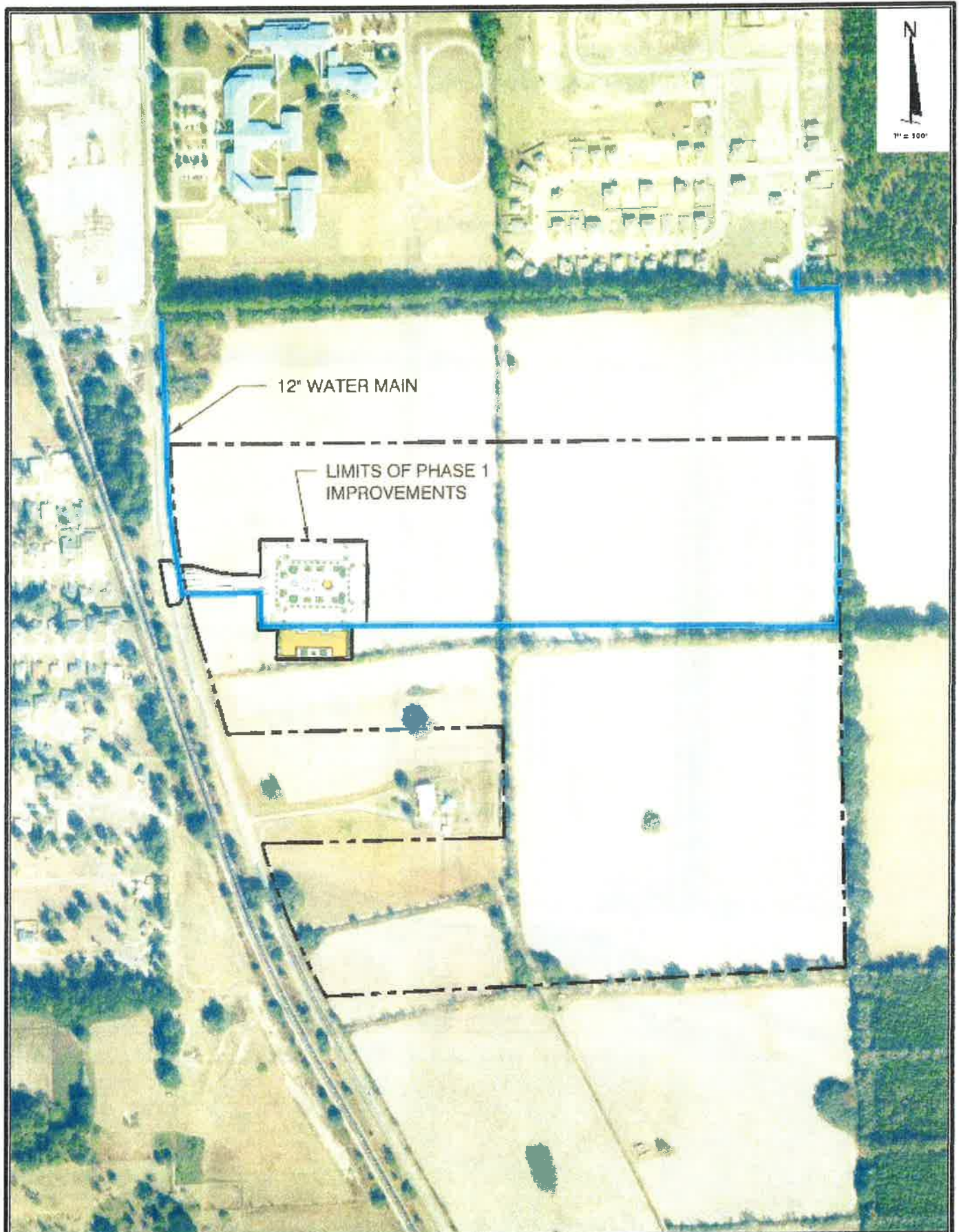


Legend



Newberry Town Center





NEWBERRY TOWN CENTER POTABLE WATER MAP



**FARNER
BARLEY**
AND ASSOCIATES, INC.

▲ ENGINEERS
▲ SURVEYORS
▲ PLANNERS

Certificate of Authorization Number: 4708-43-

4400 N.E. 83rd Road O. Winterwood, Florida 34785 O (352) 748-3125

