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# MEETING NOTICE

## CLEARINGHOUSE COMMITTEE

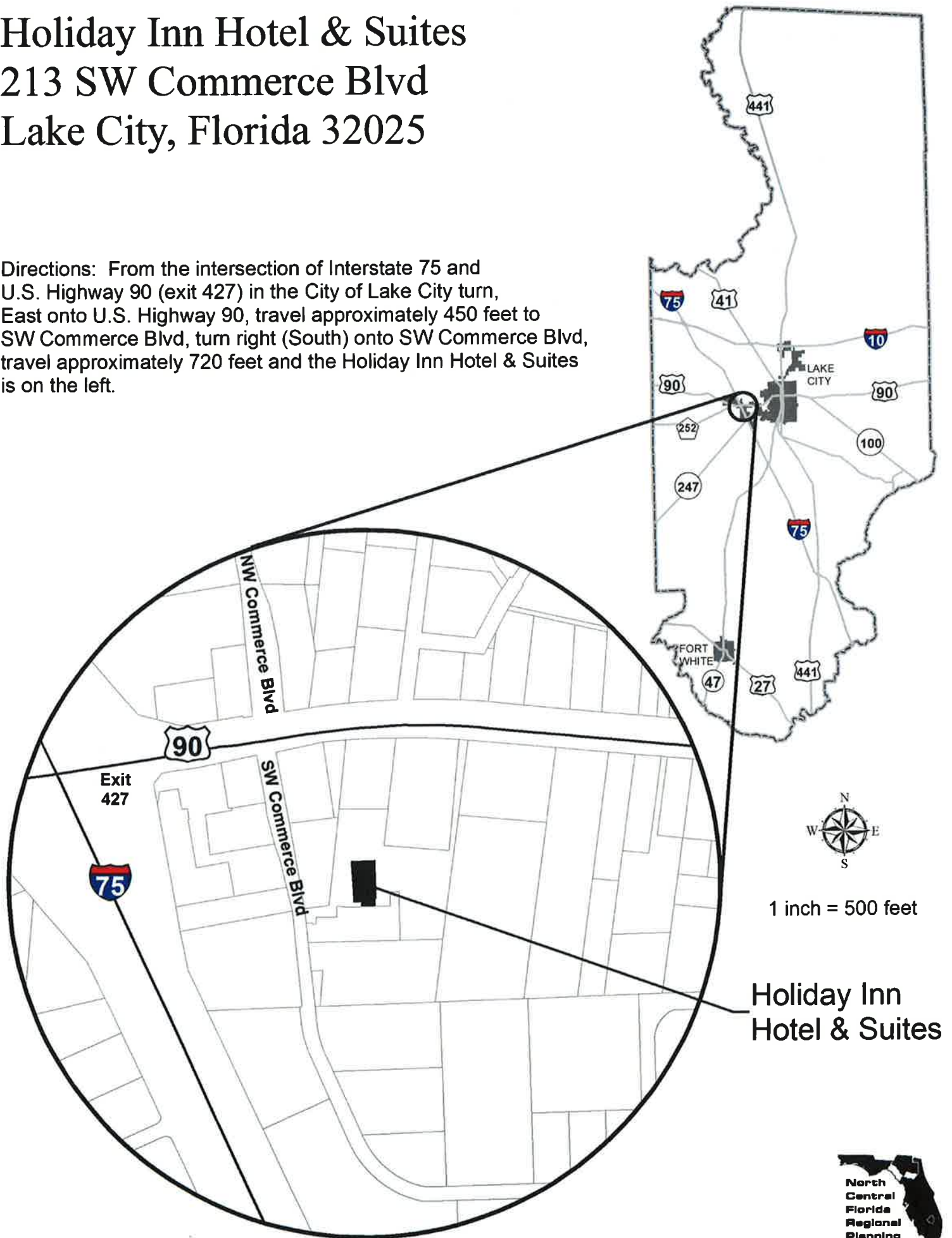
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **January 22, 2015**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(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

January 22, 2015  
6:00 p.m.

**PAGE NO.**

- |      |  |    |
|------|--|----|
| I.   | APPROVAL OF THE JANUARY 13, 2015 MEETING MINUTES   | 5  |
| II.  | COMMITTEE-LEVEL REVIEW ITEMS   |    |
|      | <u>Comprehensive Plan Amendments</u>   |    |
|      | #21- City of Gainesville Comprehensive Plan Adopted Amendment (DEO No. 14-3ESR)  | 9  |
| III. | STAFF-LEVEL REVIEW ITEMS   |    |
|      | #9 - City of Hawthorne - 2013 Community Development Block Grant - Application<br>- Economic Development - City of Hawthorne, Alachua County, Florida | 29 |

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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL  
CLEARINGHOUSE COMMITTEE

MINUTES

North Central Florida Regional Planning Council  
Gainesville, Florida

January 13, 2015  
3:30 p.m.

MEMBERS PRESENT

Beth Burnam (via telephone)  
Jim Catron (via telephone)  
Sandra Haas, Chair (via telephone)  
Donnie Hamlin (via telephone)  
Mike Williams (via telephone)

MEMBERS ABSENT

James Montgomery, Vice-Chair  
Lauren Poe  
Steven Witt

STAFF PRESENT

Steven Dopp

The meeting was called to order by Chair Haas at 3:31 p.m.

I. APPROVAL OF THE DECEMBER 11, 2014 MEETING MINUTES

**ACTION:** It was moved by Commissioner Burnam and seconded by Commissioner Hamlin to approve the December 11, 2014 meeting minutes as circulated. The motion carried unanimously.

III. COMMITTEE-LEVEL REVIEW ITEMS

#8- Dixie County Comprehensive Plan Draft Amendment (DEO No. 15-1ER)

Mr. Dopp stated the staff report for the item finds that the local government 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 Hamlin and seconded by Commissioner Catron to approve the staff report as circulated. The motion carried unanimously.

The meeting adjourned at 3:35 p.m.

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Sandra Haas, Chair

1/22/15



## **COMMITTEE-LEVEL ITEMS**





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

Regional Planning Council: North Central FL  
Review Date: 1/22/15  
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 21  
Local Government: City of Gainesville  
Local Government Item No.: PB-14-75 LUC  
State Land Planning Agency Item No.: 14-3ESR

Date Mailed to Local Government and State Land Planning Agency: 1/23/15 (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-14-75 reclassifies 12.2 acres on the City Future Land Use Map from Public and Institutional Facilities and Mixed-Use High-Intensity to Urban Mixed-Use 2.

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

The City item is located within one-half mile of State Road 20/24/26 and State Road 329, both of 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 A requirements of Policy 10.1.4 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. The subject property is located within a stream-to-sink recharge area, a Natural Resource of Regional Significance as identified and mapped in the regional plan. Nevertheless, significant adverse impacts are not anticipated to occur to the natural resource as the amendment reduces the intensity of industrial uses which could occur on the subject property. Additionally, the City Comprehensive Plan contains adequate policy direction consistent with the regional plan to mitigate adverse impacts to the natural resource.

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

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

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

Yes \_\_\_\_\_ No \_\_\_\_\_

Not Applicable \_\_\_\_\_X\_\_\_\_\_

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

## City of Gainesville Land Use Designations

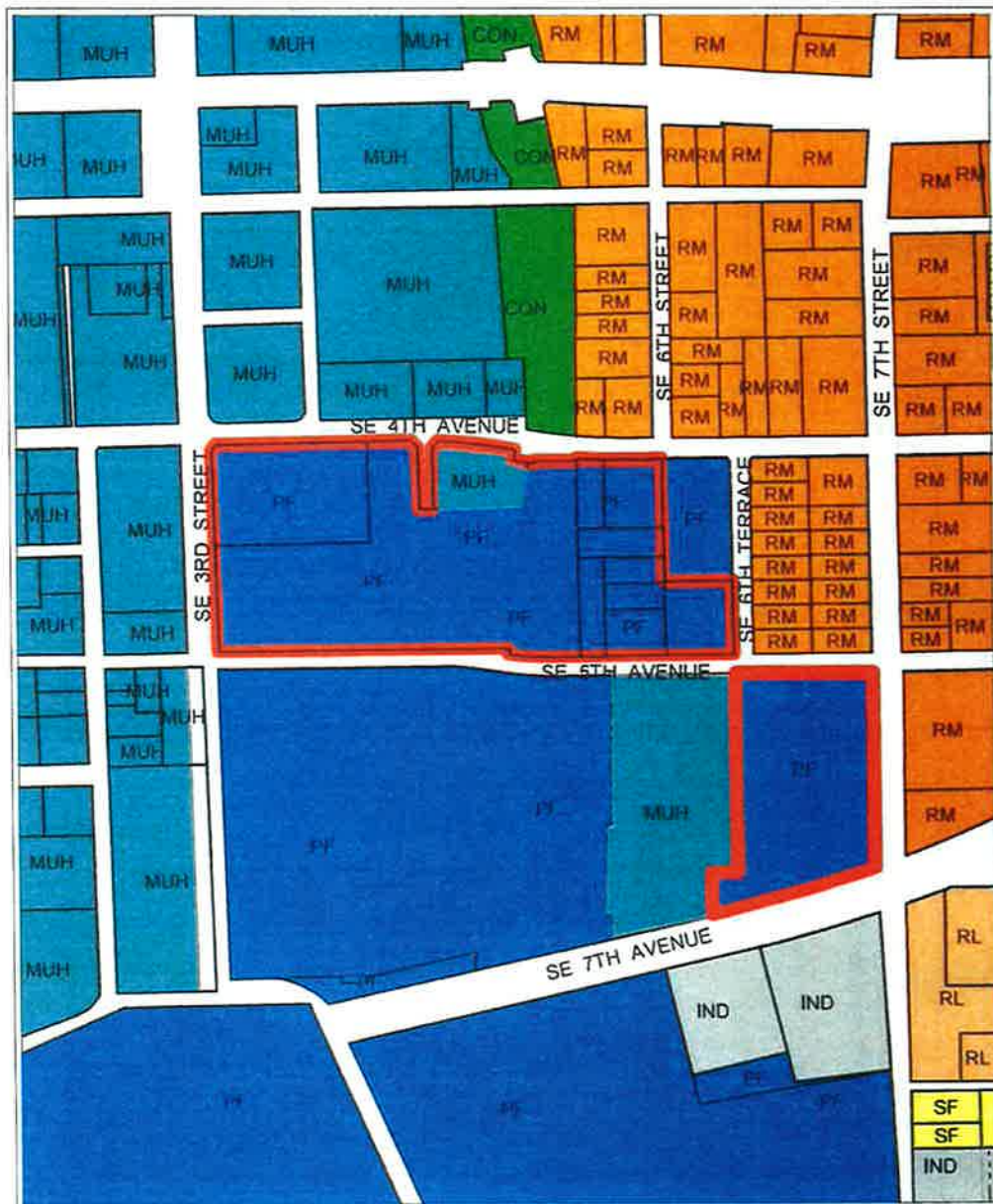
SF	Single Family (up to 8 du/acre)
RL	Residential Low-Density (up to 12 du/acre)
RM	Residential Medium-Density (8-30 du/acre)
MUH	Mixed-Use High-Intensity (up to 150 du/acre)
UMU-2	Urban Mixed-Use 2 (UMU-2: 10 to 100 du/acre; & up to 25 additional du/acre by special use permit)
IND	Industrial
CON	Conservation
PF	Public and Institutional Facilities

City of Gainesville—DEO No. 14-3ESR  
Petition No PB-14-55 LUC & PB-14-75 LUC  
Legislative Matter No. 140029


Area  
under petition  
consideration



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



**EXISTING LAND USE**

 No Scale	Name	Petition Request	Petition Number
	eda engineers-surveyors-planners, inc., agent for the City of Gainesville	Amend the Future Land Use map (FLUM) from Public and Institutional Facilities (PF) and Mixed-Use High-Intensity (MUH) to Urban Mixed-Use 2 (UMU-2) category	PB-14-55 LUC PB-14-75 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:**



Goals,  
Objectives  
& Policies

**Florida Department of Transportation and the Metropolitan Transportation Planning Organization.**

- Policy 9.3.1 The City shall ensure that future aviation projects and the Airport Industrial Park are integrated with the City's transportation system.
- Objective 9.4 Coordinate airport growth with appropriate aviation or other related organizations.**
- Policy 9.4.1 The City shall collaborate with the Gainesville-Alachua County Regional Airport Authority on all of its aviation projects.
- Policy 9.4.2 The Gainesville-Alachua County Regional Airport Authority shall coordinate with the City, the Federal Aviation Administration, the Florida Department of Transportation, North Central Florida Regional Planning Council, the Continuing Florida Aviation System Planning Process, and other appropriate agencies on all of its aviation projects.

**GOAL 10**

**IMPLEMENT A TRANSPORTATION MOBILITY PROGRAM THAT PROMOTES AND ENHANCES:**

- A. URBAN REDEVELOPMENT;**
  - B. INFILL DEVELOPMENT;**
  - C. A VARIETY OF TRANSPORTATION CHOICES AND OPPORTUNITIES INCLUDING AUTOMOTIVE, PEDESTRIAN, BICYCLE AND TRANSIT;**
  - D. THE CITY'S ECONOMIC VIABILITY;**
  - E. DESIRABLE URBAN DESIGN AND FORM;**
  - F. A MIX OF RESIDENTIAL AND NON-RESIDENTIAL USES;**
  - G. STREETSCAPING/LANDSCAPING OF ROADWAYS WITHIN THE CITY; AND**
  - H. PEDESTRIAN AND BICYCLIST COMFORT, SAFETY AND CONVENIENCE.**
- Objective 10.1** The Gainesville Transportation Mobility Program Area (TMPA) shall include all property within city limits (although the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category) and shall be subdivided into designated Zones A, B, C, D, E and M as mapped in the Transportation Mobility Element Data and Analysis Report and in the Geographic Information System (GIS) Map Library located on the City's Planning and Development Services Department website.





Goals,  
Objectives  
& Policies

- Policy 10.1.1 All property within city limits is included in the Gainesville Transportation Mobility Program Area (TMPA); however, the TMPA shall not apply to annexed properties that do not yet have an adopted City land use category. When annexed properties are designated with a City land use category, they shall be assigned to the most physically proximate TMPA zone as mapped in the Transportation Mobility Element Data and Analysis Report and in the GIS Map Library on the City's Planning and Development Services Department website.
- Policy 10.1.2 All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.
- Policy 10.1.3 Zone A shall promote redevelopment and infill in the eastern portion of the City and the area near the University of Florida. Except as shown in Policy 10.1.4 and Policy 10.1.14, funding for multi-modal transportation in Zone A shall be provided to the maximum extent feasible by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds.
- Policy 10.1.4 For any development or redevelopment within Zone A, the developer shall provide the following transportation mobility requirements. The developer shall provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.
- a. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage;
  - b. Cross-access connections/easements or joint driveways, where available and economically feasible;
  - c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities, and/or transit shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement between the property owner and the City for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding of land or conveyance of easements. The License Agreement term shall be for a minimum of 10 years;
  - d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined



in the Access Management portion of the Land Development Code;  
and

- e. Safe and convenient on-site pedestrian circulation, such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

**Policy 10.1.5** For any development or redevelopment within Zones B, C, D, E, or M, the developer shall provide all of the items listed in Policy 10.1.4 and shall provide the transportation mobility requirements as specified in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14, as applicable. The developer shall also provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

**Policy 10.1.6** For any development or redevelopment within Zone B, 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.

<b>Net, New Average Daily Trip Generation</b>	<b>Number of Criteria That Shall Be Met</b>
50 or less	At least 1
51 to 100	At least 2
101 to 400	At least 3
401 to 1,000	At least 5
1,001 to 5,000	At least 8

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





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

#### e. Transportation Planning Best Practices

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

##### Enhance Road Network Connectivity by

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

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

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

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

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

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

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

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

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



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

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

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

Promote Access Management Strategies by

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

**Develop Multimodal Transportation Systems by**

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

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

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

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

Establishing a local public mass transit system.



## C. Regional Goals and Policies

### 1. Regional Road Network

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

#### Regional Indicators

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

#### a. Local Government Comprehensive Plans

Table 5.17 below summarizes Regional Policies 5.1.1 through 5.1.4.





**TABLE 5.17**

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

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

Source: North Central Florida Regional Planning Council, 2011.

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

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

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

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

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



## b. Developments of Regional Impact

Table 5.18 below summarizes Regional Policies 5.1.5 and 5.1.6.

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

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

Source: North Central Florida Regional Planning Council, 2011.

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

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

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

## 2. Coordination and Assistance

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

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

## **STAFF-LEVEL ITEMS**





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## REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 1-12-15

### PROJECT DESCRIPTION

#9- City of Hawthorne - 2013 Community Development Block Grant - Application - Economic Development - City of Hawthorne, Alachua County, Florida

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TO: Lauren Milligan, Florida State Clearinghouse

XC: Florida Department of Economic Opportunity  
107 E. Madison Street, MSC -400  
Tallahassee, FL 32399-6508

Fred D. Fox, President  
Fred Fox Enterprises, Inc.  
26 Spanish Street  
St. Augustine, FL 32805-1047

       COMMENTS ATTACHED

  X   NO COMMENTS REGARDING THIS PROJECT

---

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



## Application Profile Form G-1

### Local Government Contact Information:

Local Government Name: City of Hawthorne		
Street Address: 6700 SE 221 <sup>st</sup> Street		
Mailing Address (if different): P. O. Box 1270		
City: Hawthorne	Zip Code: 32640-1270	County: Alachua
Main Telephone: (352) 481-2432		Main Facsimile: (352) 481-2437
Chief Elected Official: Matthew Surrency		Title: Mayor
Telephone: (352) 481-2432		Facsimile: (352) 481-2437
E-mail Address: <a href="mailto:msurrency@cityofhawthorne.net">msurrency@cityofhawthorne.net</a>		
Financial Officer: Ellen Vause (Local Government)		Title: City Manager
Telephone: (352) 481-2432		Facsimile: (352) 481-2437
E-mail Address: <a href="mailto:evause@cityofhawthorne.net">evause@cityofhawthorne.net</a>		
Project Contact: Ellen Vause (Local Government)		Title: City Manager
Telephone: (352) 481-2432		Facsimile: (352) 481-2437
E-mail Address: <a href="mailto:evause@cityofhawthorne.net">evause@cityofhawthorne.net</a>		
Street Address: 6700 SE 221 <sup>st</sup> Street		
City: Hawthorne	State: Florida	Zip Code: 32640
Local Government's Grant Consultant: Fred Fox (if applicable)	Name and Address of Firm: Fred Fox Enterprises 26 Spanish Street St. Augustine, Florida 32084	Telephone Number: (904) 810-5183

**Application Profile  
Form G-1 (Continued)**

<b>Application Preparer Information</b>		
Preparer's Name: Fred Fox		Organization Preparing Application: <input checked="" type="checkbox"/> Private <input type="checkbox"/> RPC <input type="checkbox"/> Local Government
Street Address: 26 Spanish Street		
City: St. Augustine	State: Florida	Zip Code: 32084
Telephone: (904) 810-5183		Facsimile: (904) 810-5302
E-mail Address: fred.fox@fredfoxenterprises.com		
<b>Application Type:</b> Indicate the type(s) of funding requested. A completed application must include the appropriate sections as provided below. <b>A Planning and Design Specifications grant will not be offered unless the appropriate Planning and Design Specifications Grant box(es) are checked.</b> (These grants are not a separate category but may be offered to an applicant in Neighborhood Revitalization or Commercial Revitalization with an application score below the fundable range for a full grant and which does not have completed construction plans and specifications.)		
<input type="checkbox"/> Commercial Revitalization (Part IV)	<input checked="" type="checkbox"/> Economic Development (Part V)	
<input type="checkbox"/> Housing Rehabilitation (Part VI )	<input type="checkbox"/> Neighborhood Revitalization (Part VII)	
<input type="checkbox"/> Planning and Design Specifications Grant – Neighborhood Revitalization	<input type="checkbox"/> Planning and Design Specifications Grant – Commercial Revitalization	
If you will accept a Planning and Design Specifications Grant, indicate amount being requested for:		
Basic Engineering \$	Additional Engineering \$	Administration \$
<b>Funding Preference:</b> The applicant may submit a Commercial Revitalization and a Housing Rehabilitation application, or a Commercial Revitalization and a Neighborhood Revitalization application, but not a Housing and a Neighborhood application. Applicants will not be considered for an additional Commercial Revitalization, Housing Rehabilitation or Neighborhood Revitalization grant until all previously awarded Planning and Design Specifications grants have been administratively closed by the Department.		
Did you submit more than one application? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
If so, what category of funding do you prefer? <input type="checkbox"/> Neighborhood Revitalization <input type="checkbox"/> Commercial Revitalization <input type="checkbox"/> Housing Rehab.		
Date First Public Hearing Notice was Published: 8/28/2014		Date Second Public Hearing Notice Was Published: 10/23/2014
Date of First Public Hearing: 9/4/2014		Date of Second Public Hearing: 11/10/2014



**Application Profile  
Form G-1 (Continued)**

<b>Demographics</b>			
U.S. Congressional District Number: 3 <sup>rd</sup>			
Florida Senate District Number: 23 <sup>rd</sup>		Florida House District Number: 14 <sup>th</sup>	
Census Place:	Census Tract(s):	Census Block Group(s):	
<b>Grant Request:</b> Maximum grant requests are based on the jurisdiction's LMI population as determined by HUD. Please see the table below.			
<b>LMI Population</b>		<b>Maximum Grant Request</b>	
1 – 499		\$600,000.00	
500 – 1,249		\$650,000.00	
1,250 – 3,999		\$700,000.00	
4,000 – and above		\$750,000.00	
Local Government's LMI Population: 889		Grant Request: \$ 1,539,900.00	
Answer the following questions by circling the correct response.			
<b>Historic Preservation</b> Will the project impact a building, public improvement or planned open space more than 50 years old? (See instructions.)			Yes No X
<b>Interlocal Agreement</b> Will project activities require an interlocal agreement? If <b>yes</b> , the interlocal agreement must be provided in the Supporting Documentation Section. (See instructions.)			Yes No X
<b>State of Financial Emergency</b> Has the local government been declared to be in a state of financial emergency pursuant to Section 218.50 – 218.504, F.S., at any time during the two years prior to submission of the application? Check at <a href="http://www.leg.state.fl.us/cgi-bin/View_Page.pl?File=financial-emergencies.cfm&amp;Directory=committees/joint/Jcla/&amp;Tab=committees">http://www.leg.state.fl.us/cgi-bin/View_Page.pl?File=financial-emergencies.cfm&amp;Directory=committees/joint/Jcla/&amp;Tab=committees</a>			Yes X No
<b>Grant Preparation Costs</b> The applicant may request grant funds for the cost of grant application preparation. See instructions if funds are requested.			
Does the applicant wish to request grant funds for the cost of grant application preparation?			Yes No X
Amount: \$	If <b>yes</b> , grant preparation cost documentation must be included in the Supporting Documentation Section.		
<b>National Flood Insurance Program</b> – Indicate whether or not the local government is a current participant in the NFIP.			Yes X No

## Project Narrative Form G-2

Describe the proposed project using the guidelines in the instructions. Use additional pages as needed.

Please see the instructions on the following page relating to applications for Economic Development loans. Specific directions for Commercial Revitalization and Economic Development application narratives can be found in the instructions provided for each respective category.

### **Loves Travel Center**

Love's Travel Stops & Country Stores, Inc is the legal name of the Love's Travel Center facility. The Loves Travel Center facility will be located on three contiguous parcels of property within the City of Hawthorne, Florida in Alachua County. The Parcel numbers and size of each of the three parcels of property are as follows:

- Parcel # 19573-000-000, a 4.84 acre parcel of property;
- Parcel # 19303-000-000, a 5.22 acre parcel of property; and
- Parcel # 19303-001-000, a 2.02 acre parcel of property

The property which has a street address of 5605 SE U.S. Highway 301, Hawthorne, Florida, is located on the east side of U. S. Highway 301, north of State Road 20 in the City of Hawthorne, Alachua County, Florida. The Loves Travel Center will be a full service facility offering motor fuels, a fast food restaurant, convenience store, gift shop, truck tire repair and light truck maintenance facility. The first Love's Travel Center was established in 1964 in Watonga, Oklahoma, currently there are three hundred twenty-five (325) Loves Travel Centers in thirty nine (39) states. There are eight (8) Loves Travel Centers currently operating throughout Florida. They are located in the following communities

- Auburndale – 1 Travel Center;
- Fort Pierce – 2 Travel Centers;
- Ormond Beach – 1 Travel Center
- Lee – 1 Travel Center;
- Ocala – 1 Travel Center;
- Cottondale – 1 travel Center; and
- Jasper – 1 Travel Center

The Loves Travel Center facility will be located on approximately 12 acres of property. The main building will be a one (1) story building containing approximately 10,000 thousand square feet of space. The tire center will be a separate 8,000 square foot building. When the Loves Travel Center facility is fully operational, the facility will employ forty-four (44) people. None of these employees will be transferred from the existing Loves Travel Center facilities. All of the employment positions at the Hawthorne Love's Travel Center facility will be filled with employees new to the company.

Love's Travel Stops & Country Stores, Inc. has acquired all three parcels of property referenced above. All of the property is located in the City of Hawthorne, Florida on the east side of US Highway 301 north of Stare Road 20.

Loves Travel Stops & Country Stores, Inc. anticipates spending approximately seven million dollars (\$7,000,000.00) acquiring the property, constructing and equipping the Loves Travel Center facility. Love's Travel Center has already acquired the property One million two hundred fifty thousand dollars (\$1,250,000.00) of the seven million dollars (\$7,000,000.00) in property acquisition and development cost is being claimed for points in this application.

**Project Narrative  
Form 2-06 (cont.)**

Loves Travel Stops & Country Stores, Inc. is estimating the Loves Travel Center facility will result in the creation of, a minimum of forty-four (44) new full time equivalent employment positions. All of these new, full time equivalent employment positions are being claimed for points in this application. A minimum of twenty-three (23) of the forty-four (44) individuals employed as a result of the Loves Travel Center facility will be members of low and moderate income households prior to being employed at the Loves Travel Center facility. Fifteen (15) of the twenty-three (23) full time equivalent low and moderate income positions claimed for points in this application will be full time positions. If the Loves Travel Center facility employs more than forty-four (44) individuals, at least fifty-one percent (51%) of the individuals employed will be members of low and moderate income households prior to their employment with the Loves Travel Center facility. Thus the national objective "Benefit to Low and Moderate Income Persons" will be realized by this portion of the project.

Love's Travel Stops & County Stores, Inc. anticipates commencing construction on the facility in the spring of 2015 and having the facility fully operational by the end of 2015.

It is anticipated, Love's Travel Stops & County Stores, Inc. may lease out the restaurant space in the proposed Loves Travel Center facility in Hawthorne, Florida. Love's Travel Stops & Country Stores commits to include an addendum to any lease agreement for the restaurant portion of the project that will include CDBG job creation, "Low and Moderate Income" job hiring's and job tracking requirements.

Love's Travel Stops & County Stores, Inc. anticipates commencing construction on the facility in the spring of 2015 and having the facility fully operational by the end of 2015.

The funds being claimed for points in this application by Loves Travel Stops & Country Stores, Inc. for the Love's Travel Center facility will be expended after the date of the DEO site visit and before the project's administrative closeout.

The City of Hawthorne's existing potable water system cannot provide potable water at sufficient volume and pressure to meet the 2,500 gallon per minute fire protection requirements of the Love's Travel Center facility. The CDBG funding being requested in this application will be used to install upsized potable water lines between the City's existing elevated water storage tank, located at the intersection of SE 65<sup>th</sup> Avenue and SE 219<sup>th</sup> Terrace and the proposed 200,000 gallon ground water storage tank and fire pumping system which will be located adjacent to the Love's Travel Center facility. The new twelve inch water lines will be installed along SE 65<sup>th</sup> Avenue beginning at the City's elevated water storage tank and then running east to SE 221<sup>st</sup> Street, then north along SE 221<sup>st</sup> Street, then east across the CSX Railroad track and US 301, then continuing along SE 65<sup>th</sup> Avenue to SE 222<sup>nd</sup> Drive, then north across State Road 20 to SE 223<sup>rd</sup> Street adjacent to the project site. The CDBG grant funding will also be used to construct a 200,000 gallon ground water storage tank including 2,500 gallon per minute high pressure service pumps which will be sufficient to provide water at the required volume and pressure needed to meet the Love's Travel Center's fire protection requirements. The Loves Travel Center facility will be connected to the central water and sewer systems owned and operated by the City of Hawthorne. The Loves Travel Center facility will be connected into the City of Hawthorne Wastewater Treatment Plant and will be served by the City of Hawthorne Water Treatment Plant both of which have adequate capacity to serve the Loves Travel Center facility once the CDBG funded improvements requested in this application are completed. At the completion of the project all of the new infrastructure improvements constructed with the CDBG funding requested herein will be owned by the City of Hawthorne.

**Project Narrative  
Form 2-06 (cont.)**

In order to facilitate the construction of the Loves Travel Center facility in the City of Hawthorne the following infrastructure improvements will need to be carried out utilizing the CDBG funding requested herein:

#	Activity	Explanation	Cost
03J	Water Facilities –	The installation of four thousand two hundred linear feet (4,200') of twelve inch water main.	\$ 600,900.00
03J	Water Facilities –	The construction of a two hundred thousand (200,000) gallon water storage tank with high service pumps	\$ 819,000.00
21A	Administration		<u>\$ 120,000.00</u>
	<b>Total</b>		<b>\$ 1,539,900.00</b>

The CDBG funded improvements detailed herein are the minimum necessary to allow for the construction of the Loves Travel Center facility.

No spin off jobs are anticipated from the construction of the Loves Travel Center facility.

The City of Hawthorne anticipates the construction of the Loves Travel Center facility will generate an increase in property tax revenues of approximately twelve thousand five hundred dollars (\$12,500.00) per year.

If the cost of constructing the proposed improvements exceeds the \$1,539,900.00 in CDBG funding that is being requested herein, Love's Travel Stops & Country Stores, Inc agrees to assume the additional cost of the potable water system improvements requested in the CDBG application.

**Project Narrative  
Form 2-06 (cont.)**

Love's Travel Stops & Country Stores, Inc anticipates the construction and operation of the proposed Loves Travel Center facility will create the following new jobs:

Position Title	Number of FTE jobs	Estimated Annual Salary/ Position
General Manager	1	\$50,000
Marketing Manager	3	\$30,000
Tire Care Manager	1	\$35,000
Tire Technicians	5	\$25,000
Administrative Assistant	1	\$22,000
Clerks	7	\$18,000
Maintenance	3	\$18,000
Restaurant Manager	1	\$35,000
Restaurant Assistant Manager	2	\$25,000
Restaurant Shift Leader	3	\$18,000
Restaurant Cashier	8	\$17,000
Restaurant Cooks	9	\$17,000
<b>Total</b>	<b>44</b>	

The majority of the forty-four (44) new jobs created by the Loves Travel Center facility described herein, will require minimum training and will be made available to low and moderate income persons with a high school education. Any training needed for an entry level employee will be provided as on the job training by Loves Travel Center or their designated training entity.

**Project Narrative  
Form 2-06 (cont.)**

The source and use of all funds associated with the project are as follows:

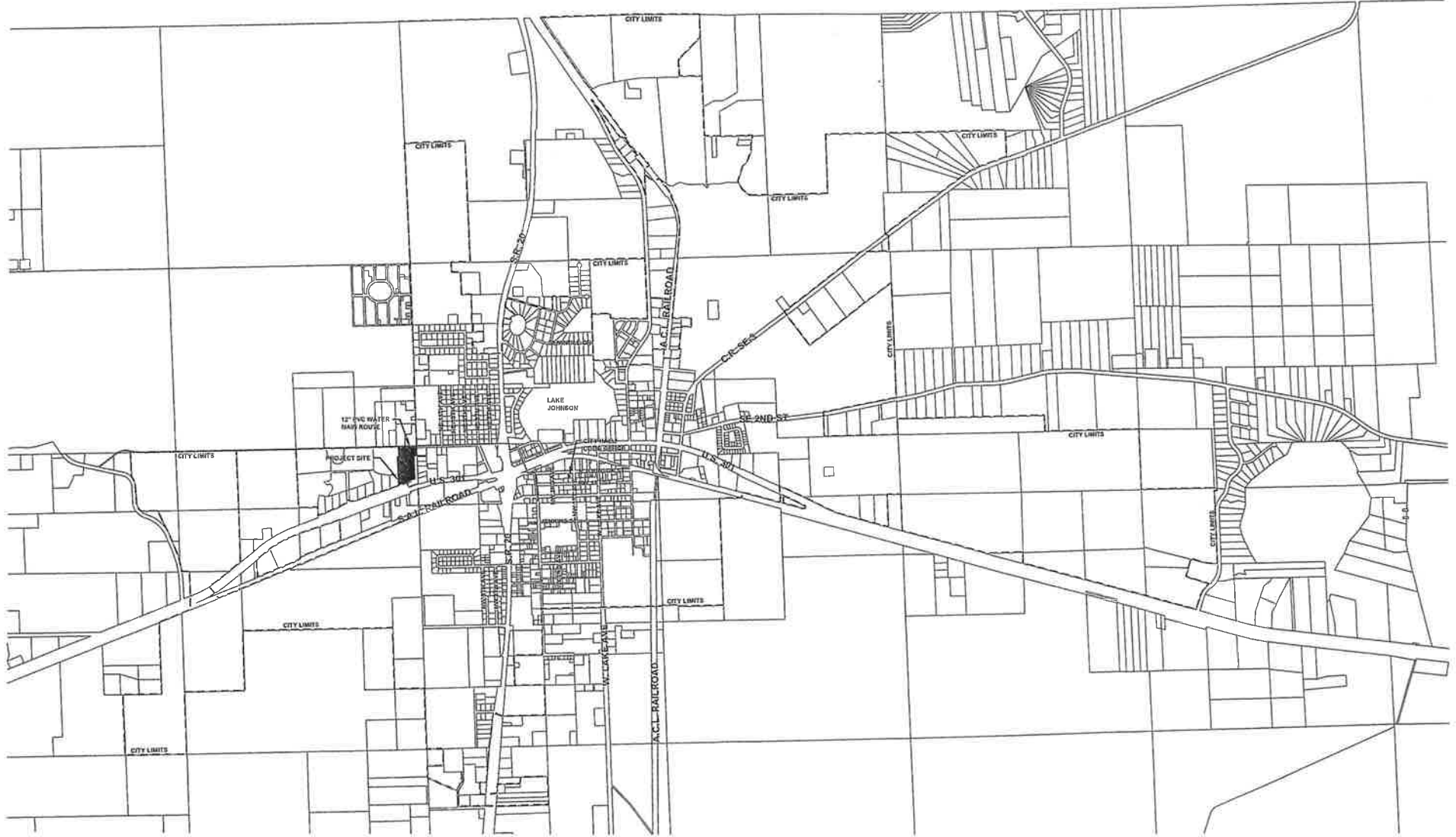
ACT. #	ACTIVITY	CDBG FUNDS	LOVES TRAVEL CENTER'S INVESTMENT CLAIMED FOR MATCH	LOVES TRAVEL CENTERS INVESTMENT NOT CLAIMED FOR MATCH	TOTAL
03J	Water Storage Tank	\$ 600,900.00	0.00	0.00	\$ 600,900.00
03J	Water Line Extension	\$ 819,000.00	0.00	0.00	\$ 819,000.00
001	Building Construction	0.00	\$ 1,250,000.00	\$ 5,750,000.00	\$ 7,000,000.00
016	Engineering	0.00	0.00	\$ 198,300.00	\$ 198,300.00
013	Administration	\$ 120,000.00	0.00	0.00	\$ 120,000.00
	<b>TOTAL</b>	<b>\$ 1,539,900.00</b>	<b>\$ 1,250,000.00</b>	<b>\$ 5,948,300.00</b>	<b>\$ 8,738,200.00</b>

\$ 1,250,000.00 in developer's investment to construct the Loves Travel Center facility is being claimed for points in this application

Whereas, forty-four (44) new full time equivalent (FTE) jobs which are being claimed for points will be created, the average cost per job for CDBG funds expended will be \$34,997.73, which is less than the \$35,000 per job threshold set by HUD.

The entire project will take place within the City of Hawthorne, Florida.

SCALE: 1" = 2,000'



**MITTAUER & ASSOCIATES, INC.**  
CONSULTING ENGINEERS  
580-1 WELLS ROAD, CHANCE PARK, FLORIDA 32073  
TEL: (904) 278-0020 FAX: (904) 278-0840 FLORIDA CA No. 6349

CITY OF HAWTHORNE  
CDBG 15 ED Love's Truck Stop  
Jurisdiction Map  
Alachua County, Florida

September 2014  
Project No.  
9608-36-1



SCALE: 1" = 500'



**MITTAUER**  
& ASSOCIATES, INC.  
CONSULTING ENGINEERS

580-1 WELLS ROAD, ORANGE PARK, FLORIDA 32073  
TEL. (904) 278-0030 FAX. (904) 278-0840 FLORIDA CA NO. 6569

CITY OF HAWTHORNE  
CDBG 15 ED Love's Truck Stop  
Service Area Map  
Alachua County, Florida

September 2014  
Project No.  
9608-36-1



