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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 26, 2016**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(Location Map on Back)

Holiday Inn Hotel & Suites

213 SW Commerce Blvd
Lake City, Florida 32025

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



1 inch = 500 feet

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AGENDA

CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites
 Lake City, Florida

May 26, 2016
 6:00 p.m.

| | <u>PAGE NO.</u> |
|---|-----------------|
| I. APPROVAL OF THE APRIL 28, 2016 MEETING MINUTES | 5 |
| II. COMMITTEE-LEVEL REVIEW ITEMS | |
| <u>Comprehensive Plan Amendments</u> | |
| #83 - Draft Supplemental Environmental Impact Statement - Gulf of Mexico Outer Continental Shelf Oil and Gas | 9 |
| #92 - City of Hampton Comprehensive Plan Draft Amendment (DEO No. 16-1ER) | 39 |
| #95 - Alachua County Comprehensive Plan Draft Amendment (DEO No. 16-3ESR) | 55 |
| #96 - Marion County Comprehensive Plan Adopted Amendment (DEO No. 15-2ESR) | 59 |
| #97 - Alachua County Comprehensive Plan Draft Amendment (DEO No. 16-4ESR) | 63 |
| II. STAFF-LEVEL REVIEW ITEMS | |
| #72 - Town of Cross City Sewer Extension Project - U.S. Department of Agriculture - Rural Development - Cross City, Dixie County, Florida | 71 |
| #79 - Suwannee County - 2014 Community Development Block Grant Application - Economic Development - Suwannee County, Florida | 77 |
| #85 - Dixie County - United States Department of Agricultural Rural Development - Community Facility Grant Application - Dixie County Jail Roof Replacement Pre-application - Dixie County, Florida | 87 |
| #86 - Suwannee County - Community Development Block Grant - Economic Development - Environmental Assessment - Suwannee County - #16DB-OH-03-E06 | 93 |

| | <u>PAGE NO.</u> |
|--|------------------------|
| #87 - Town of Cross City - Community Development Block Grant Application - Neighborhood Revitalization | 101 |
| #88 - City of Lake City - Community Development Block Grant Application - Commercial Revitalization | 109 |
| #89 - City of Live Oak - Community Development Block Grant Application - Neighborhood Revitalization | 117 |
| #91 - Town of Otter Creek - Community Development Block Grant Application - Neighborhood Revitalization | 127 |
| #93 - Town of Jennings - Community Development Block Grant Application - Neighborhood Revitalization | 133 |
| #94 - City of Lake City - Community Development Block Grant Application - Neighborhood Revitalization | 137 |

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
CLEARINGHOUSE COMMITTEE
MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

April 28, 2016
6:00 p.m.

MEMBERS PRESENT

MEMBERS ABSENT

Beth Burnam
Jim Catron
William Hunter
James Montgomery, Chair
Patricia Patterson, Vice-Chair
Larry Sessions
Helen Warren
Stephen Witt

Mike Williams

STAFF PRESENT

Steven Dopp

The meeting was called to order by Chair Montgomery at 6:03 p.m.

Chair Montgomery requested that the following item received by the Council following the distribution of the meeting packet be added to the Committee agenda:

#84 Town of Fort White Comprehensive Plan Draft Amendment (DEO No. 16-1ER)

ACTION: It was moved by Mayor Witt and seconded by Commissioner Sessions to add item #84, Town of Fort White Comprehensive Plan Draft Amendment (DEO No. 16-1ER), to the agenda and to approve the agenda as amended. The motion carried unanimously.

I. APPROVAL OF THE MARCH 24, 2016 MEETING MINUTES

ACTION: It was moved by Commissioner Catron and seconded by Commissioner Patterson to approve the March 24, 2016 meeting minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

- #80 - Marion County Comprehensive Plan Adopted Amendment (DEO No. 16-1ESR)
- #81 - City of Dunnellon Comprehensive Plan Draft Amendment (DEO No. 16-1ER)
- #84 - Town of Fort White Comprehensive Plan Draft Amendment (DEO No. 16-1ER)

The Committee agreed by consensus to group these items for purposes of Clearinghouse Committee review. Mr. Dopp stated that the staff reports find for all items 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.

Mr. Dopp stated that the staff report 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 Burnam and seconded by Commissioner Sessions to:

1. Approve the staff reports for Clearinghouse Committee items #80, Marion County Comprehensive Plan Adopted Amendment (DEO No. 16-1ESR) and #81, City of Dunnellon Comprehensive Plan Draft Amendment (DEO No. 16-1ER) as circulated;
2. Amend the staff report for Clearinghouse Committee item #84, Town of Fort White Comprehensive Plan Draft Amendment (DEO No. 16-1ER) to note a scrivener's error in Future Lane Use Element Policy I.1.1.e.ii, in which the number 4 does not appear to contain a strike-thru; and
3. To approve the staff report for Clearinghouse Committee item #84, Town of Fort White Comprehensive Plan Draft Amendment (DEO No. 16-1ER) as amended.

The motion carried unanimously.

The meeting adjourned at 6:25 p.m.

James Montgomery, Chair

5/26/16

COMMITTEE-LEVEL ITEMS

NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

May 26, 2016

Clearinghouse Item #83 - U.S. Department of the Interior, Bureau of Ocean Energy Management, Gulf of Mexico Outer Continental Shelf Region - Notice of Availability of the Draft Supplemental Environmental Impact Statement for Proposed Gulf of Mexico Outer Continental Shelf Oil and Gas Eastern and Central Planning Areas Multisale (Blocks 249, 250, 251, 252, 253, 254, 256, 257, 259 and 261)

INTRODUCTION

Clearinghouse Item #83 addresses one proposed Federal action: Proposed Outer Continental Shelf 2017 - 2022 Oil and Gas Lease Sale in the Eastern and Central Planning Areas of the Gulf of Mexico.

PROJECT DESCRIPTION

The Draft Supplemental Environmental Impact Statement analyzes the potential impacts of the proposed action on sensitive coastal environments, offshore marine resources, and socioeconomic resources both onshore and offshore (see attached).

It concludes that the preferred alternative does not pose a significant risk to coastal environments, offshore marine resources, and socioeconomic resources both onshore and offshore.

EVALUATION

The Central Planning Area is located west of the state of Florida. A small area of the westernmost portion of the Eastern Planning Area is included in the sale area. The sale area is located approximately 150 miles west of any coastal and off-shore Natural Resources of Regional Significance as identified and mapped in the North Central Florida and Withlacoochee Strategic Regional Policy Plans. Therefore, the Council has no comments concerning this item.

RECOMMENDATION

It is recommended that these findings be forwarded to the Florida Department of Environmental Protection.

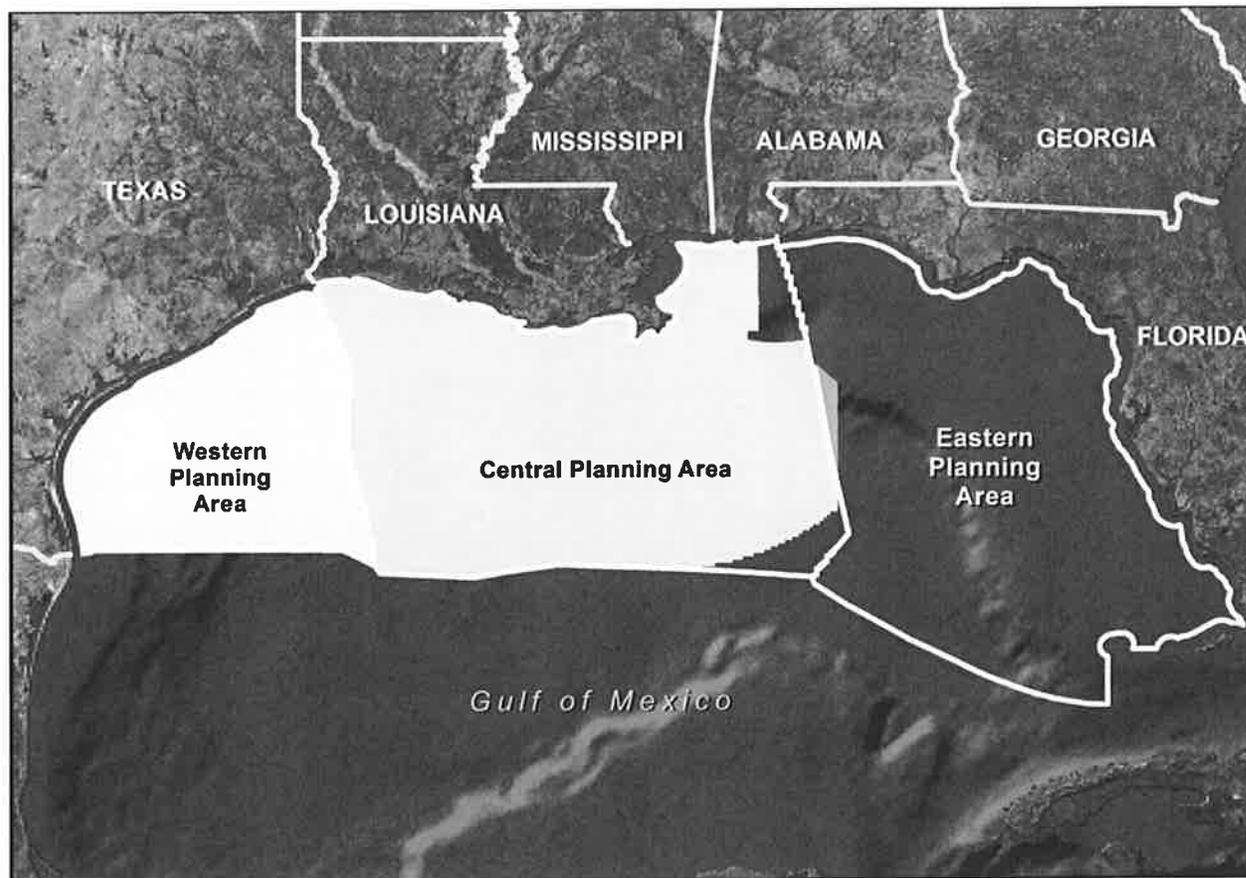
EXCERPTS FROM
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Gulf of Mexico OCS Oil and Gas Lease Sales: 2017-2022

**Gulf of Mexico Lease Sales 249, 250, 251, 252, 253,
254, 256, 257, 259, and 261**

Draft Environmental Impact Statement

Volume I: Chapters 1-4



EXECUTIVE SUMMARY

PURPOSE OF AND NEED FOR THE PROPOSED ACTIONS

The Bureau of Ocean Energy Management (BOEM) proposes to conduct 10 nationwide Gulf of Mexico (GOM) oil and gas lease sales, which are tentatively scheduled in the *Proposed Outer Continental Shelf Oil & Gas Leasing Program: 2017-2022* (Five-Year Program; USDO, BOEM, 2016a). Five nationwide lease sales are tentatively scheduled in August of each year from 2017 through 2021 and five nationwide lease sales are tentatively scheduled in March of each year from 2018 through 2022. The lease sales proposed in the GOM in the Five-Year Program are nationwide lease sales comprised of the Western, Central, and a small portion of the Eastern Planning Areas (WPA, CPA, and EPA, respectively) not subject to Congressional moratorium (**Figure 1**). Even though the Five-Year Program includes nationwide lease sales, any individual lease sale could still be scaled back during the prelease sale process to conform more closely to the separate planning area model used in the *Proposed Final Outer Continental Shelf Oil & Gas Leasing Program: 2012-2017* (2012-2017 Five-Year Program; USDO, BOEM, 2012a), should circumstances warrant.

| Proposed 2017-2022 Gulf of Mexico OCS Region Lease Sale Schedule | |
|--|------|
| Lease Sale Number | Year |
| 249 | 2017 |
| 250 and 251 | 2018 |
| 252 and 253 | 2019 |
| 254 and 256 | 2020 |
| 257 and 259 | 2021 |
| 261 | 2022 |



Figure 1. Proposed Nationwide Lease Sale Area Combining the Western, Central, and Eastern Planning Areas.

The proposed lease sales would provide qualified bidders the opportunity to bid upon and lease acreage in the Gulf of Mexico Outer Continental Shelf (OCS) in order to explore, develop, and produce oil and natural gas.

Purpose of the Proposed Actions

The Outer Continental Shelf Lands Act of 1953, as amended (43 U.S.C. §§ 1331 *et seq.* [1988]), hereafter referred to as OCSLA, establishes the Nation's policy for managing the vital energy and mineral resources of the OCS. Section 18 of OCSLA requires the Secretary of the Interior to prepare and maintain a schedule of proposed OCS oil and gas lease sales determined to "best meet national energy needs for the 5-year period following its approval or reapproval" (43 U.S.C. § 1344). The Five-Year Program establishes a schedule that the U.S. Department of the Interior (USDOI or DOI) will use as a basis for considering where and when leasing might be appropriate over a 5-year period.

"It is hereby declared to be the policy of the United States that . . . the Outer Continental Shelf is a vital national resource held by the Federal Government for the public, which should be made available for expeditious and orderly development, subject to environmental safeguards, in a manner which is consistent with the maintenance of competition and other national needs."

OCSLA, 43 U.S.C. §§ 1331 *et seq.*

The purpose of the proposed Federal actions is to offer for lease those areas that may contain economically recoverable oil and gas resources in accordance with the OCSLA.

Need for the Proposed Actions

The need for the proposed actions is to further the orderly development of OCS resources in an environmentally and economically responsible manner. Oil serves as the feedstock for liquid hydrocarbon products, including gasoline, aviation and diesel fuel, and various petrochemicals. Oil from the Gulf of Mexico OCS contributes to meeting domestic demand and enhances national economic security.

THE DECISION TO BE MADE

BOEM will make an individual decision on whether and how to proceed with each proposed lease sale in the Five-Year Program. After completion of this Multisale EIS, BOEM will make a decision on proposed Lease Sale 249 (i.e., prepare a Record of Decision for Lease Sale 249 only). As discussed in **Chapter 1.3.1**, individual decisions will be made on each subsequent lease sale after completion of the appropriate supplemental NEPA documents.

SCOPING

BOEM conducted a public scoping process that extended from April 29 to June 1, 2015. Public scoping meetings were held in five cities (New Orleans, Louisiana; Houston, Texas; Panama City, Florida; Mobile, Alabama; and Gulfport, Mississippi). In addition to accepting oral and written comments at each public meeting, BOEM accepted written comments by mail, email, and through the regulations.gov web portal (<http://www.regulations.gov>). BOEM received a total of 10 comments in response to the Notice of Intent to Prepare an EIS. Many of the comments cited broad environmental concerns or specific concern about impacts on marine wildlife in general or on

protected species such as marine mammals and sea turtles. Others cited concerns about impacts to critical habitats, fish and fisheries, sensitive benthic communities, and pelagic resources. Several of the comments had concerns with the effects of oil spills and the safety of offshore operations. Within the broad category of socioeconomics, comments focused on impacts on fisheries, recreation, tourism, and local jobs. Some of the comments provided recommendations for inclusion of particular alternatives or mitigation in this Multisale EIS analysis. Some comments recommended the implementation of specific analysis methodologies, while others recommended that recent industry technology and safety advances be taken into consideration.

Pursuant to the OCSLA, the Bureau of Ocean Energy Management published a Call for Information (Call) to request and gather information to determine the Area Identification (Area ID) for each lease sale. The Call was published in the *Federal Register* (2015a) on September 4, 2015. The Call invited potential bidders to nominate areas of interest within the program area(s) included in the 2017-2022 Draft Proposed Program. The Call was also an opportunity for the public to provide information on environmental, socioeconomic, and other considerations relevant to determining the Area ID. The comment period for the Call closed on October 5, 2015. BOEM received one comment letter in response to the Call from the Louisiana Department of Natural Resources. The Louisiana Office of Coastal Management requested that BOEM consider secondary and cumulative impacts of OCS lease sales on coastal environments as well as identify, quantify, and mitigate (e.g., compensatory mitigation) secondary and cumulative harm that occurs to Louisiana's coastal wetlands, and implement plans for validating predictions of social and environmental effects on coastal resources. Using information provided in response to the Call and from scoping comments, BOEM then developed an Area ID recommendation memorandum. The Area ID is an administrative prelease step that describes the geographic area for environmental analysis and consideration for leasing. On November 20, 2015, the Area ID decision was made. One Area ID was prepared for all proposed lease sales. The Area ID memorandum recommended keeping the entire regionwide area of the GOM included in the Draft Proposed Program for consideration in this Multisale EIS. The area identified for lease includes all of the available unleased blocks in the GOM not subject to Congressional moratorium pursuant to the Gulf of Mexico Energy Security Act of 2006.

ALTERNATIVES

BOEM has identified four action alternatives, and the no action, to be analyzed in this Multisale EIS. These alternatives are briefly described below. The mitigating measures (pre- and postlease), including the proposed stipulations, are fully described in **Chapter 2 and Appendix D**, as are the deferred alternatives not analyzed in detail.

Alternative A—Regionwide OCS Lease Sale (The Preferred Alternative)

Alternative A would allow for a proposed regionwide lease sale encompassing all three planning areas within the U.S. portion of the Gulf of Mexico OCS for any given lease sale in the Five-Year Program. This is BOEM's preferred alternative. This alternative would offer for lease all available unleased blocks within the WPA, CPA, and EPA portions of the proposed lease sale area for oil and gas operations (**Figure 2**), with the following exceptions:

- (1) whole and portions of blocks deferred by the Gulf of Mexico Energy Security Act of 2006 (discussed in the *OCS Regulatory Framework* white paper [Cameron and Matthews, 2016]);
- (2) blocks that are adjacent to or beyond the United States' Exclusive Economic Zone in the area known as the northern portion of the Eastern Gap; and
- (3) whole and partial blocks within the boundary of the Flower Garden Banks National Marine Sanctuary (i.e., the boundary as of the publication of this Multisale EIS).

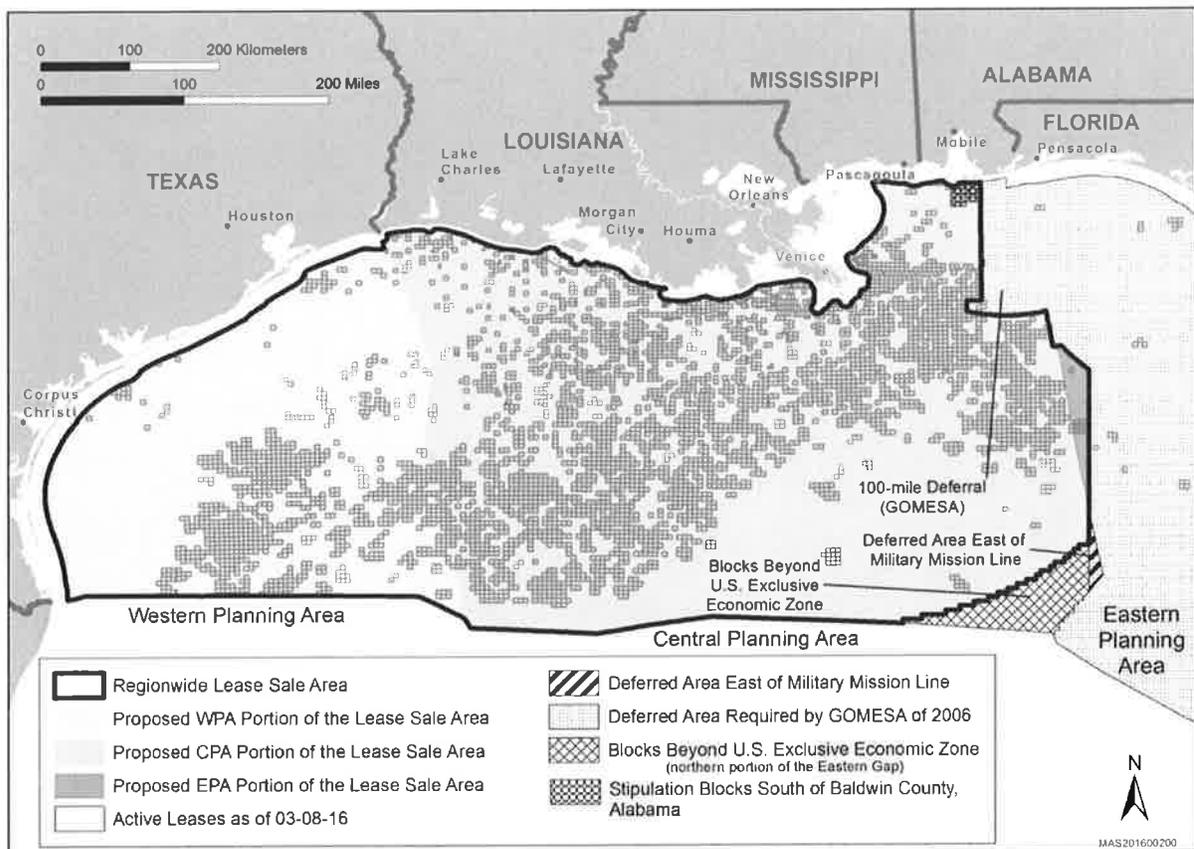


Figure 2. Proposed Regionwide Lease Sale Area, Encompassing the Available Unleased Blocks within All Three Planning Areas (approximately 92.2 million acres with approximately 72.5 million acres available for lease as of March 2016).

Alternative B—Regionwide OCS Lease Sale Excluding Available Unleased Blocks in the WPA Portion of the Proposed Lease Sale Area

Alternative B would allow for a proposed lease sale encompassing the CPA and EPA within the U.S. portion of the Gulf of Mexico OCS (Figure 3). Available blocks within the WPA would *not* be considered under this alternative. This alternative would offer for lease all available unleased blocks within the CPA and EPA portions of the proposed lease sale area as those planning area portions described in Alternative A for oil and gas operations, with the following exceptions:

- (1) whole and portions of blocks deferred by the Gulf of Mexico Energy Security Act of 2006 (discussed in the *OCS Regulatory Framework* white paper [Cameron and Matthews, 2016]); and
- (2) blocks that are adjacent to or beyond the United States' Exclusive Economic Zone in the area known as the northern portion of the Eastern Gap.

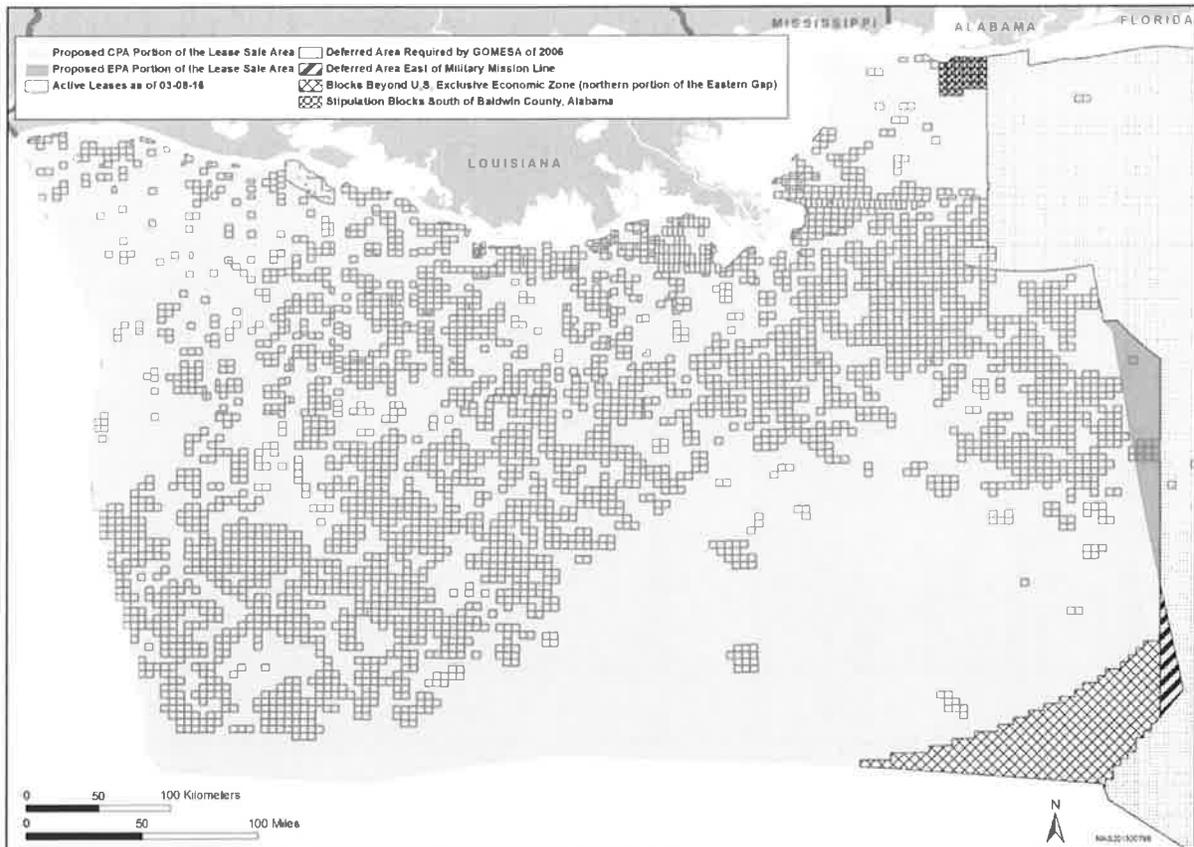


Figure 3. Proposed Lease Sale Area for Alternative B, Excluding the Available Unleased Blocks in the WPA (approximately 66.45 million ac with approximately 48.3 million ac available for lease as of March 2016).

Alternative C—Regionwide OCS Lease Sale Excluding Available Unleased Blocks in the CPA/EPA Portions of the Proposed Lease Sale Area

Alternative C would allow for a proposed lease sale encompassing the WPA within the U.S. portion of the Gulf of Mexico OCS (**Figure 4**). Available blocks within the CPA and EPA would *not* be considered under this alternative. This alternative would offer for lease all available unleased blocks within the WPA portion of the proposed lease sale area for oil and gas operations, with the following exception:

- (1) whole and partial blocks within the boundary of the Flower Garden Banks National Marine Sanctuary (i.e., the boundary as of the publication of this Multisale EIS).



Figure 4. Proposed Lease Sale Area for Alternative C, Excluding the Available Unleased Blocks in the CPA and EPA (approximately 28.58 million ac with approximately 23.6 million ac available for lease as of March 2016).

Alternative D—Alternative A, B, or C, with the Option to Exclude Available Unleased Blocks Subject to the Topographic Features, Live Bottom (Pinnacle Trend), and/or Blocks South of Baldwin County, Alabama, Stipulations

Alternative D could be combined with any of the action alternatives above (A, B, or C) and would allow the flexibility to offer leases under any alternative with additional exclusions. Under Alternative D, the decisionmaker could exclude from leasing any available unleased blocks subject to any one and/or combination of the following stipulations:

- Topographic Features Stipulation;
- Live Bottom (Pinnacle Trend) Stipulation; and
- Blocks South of Baldwin County, Alabama, Stipulation (not applicable to Alternative C).

This alternative considered blocks subject to these stipulations because these areas have been emphasized in scoping, can be geographically defined, and adequate information exists regarding their ecological importance and sensitivity to OCS oil- and gas-related activities, as shown in **Figure 5**. All of the assumptions (including the other potential mitigating measures) and estimates would remain the same as described for any given alternative.

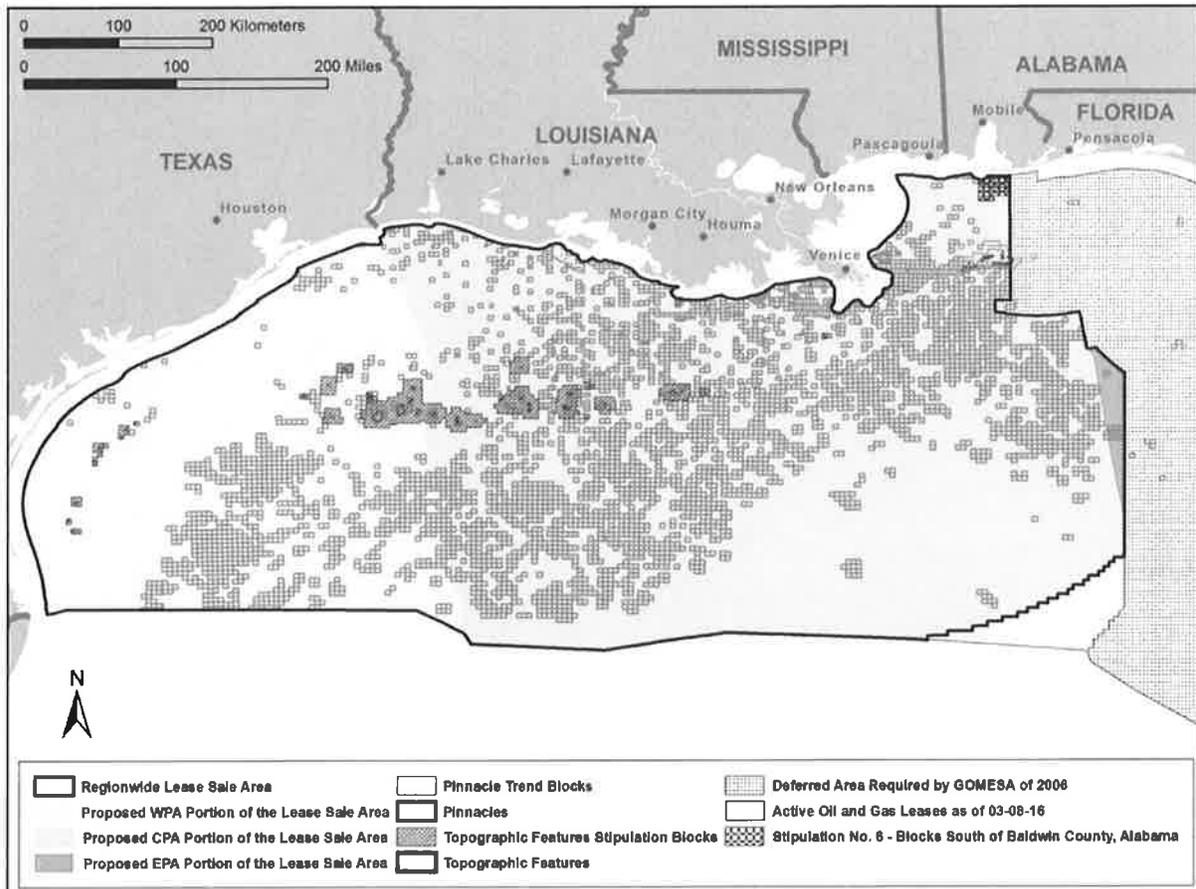


Figure 5. Identified Topographic Features, Pinnacle Trend, and Baldwin County Stipulation Blocks in the Gulf of Mexico.

Alternative E—No Action

Alternative E is the cancellation of a single proposed lease sale. The opportunity for development of the estimated oil and gas that could have resulted from a proposed action (i.e., a single lease sale) or alternative to a proposed action, as described above, would be precluded or postponed to a future lease sale. Any potential environmental impacts resulting from a proposed lease sale would not occur or would be postponed. Cancellation of a proposed lease sale, however, would not stop all OCS oil- and gas-related activities. Activities related to previously issued leases and permits (as well as those that may be issued in the future under a separate decision) related to the OCS oil and gas program would continue. If a lease sale were to be cancelled, the resulting development of oil and gas would most likely be postponed to a future lease sale; therefore, the

overall level of OCS oil- and gas-related activity would only be reduced by a small percentage, if any.

MITIGATING MEASURES

Proposed lease stipulations and other mitigating measures designed to reduce or eliminate environmental risks and/or potential multiple-use conflicts between OCS operations and U.S. Department of Defense activities may be applied to the chosen alternative. Mitigating measures in the form of lease stipulations are added to the lease terms and are therefore enforceable as part of the lease. The 10 lease stipulations being considered are the Topographic Features Stipulation; Live Bottom (Pinnacle Trend) Stipulation; Military Areas Stipulation; Evacuation Stipulation; Coordination Stipulation; Blocks South of Baldwin County, Alabama, Stipulation; Protected Species Stipulation; United Nations Convention on the Law of the Sea Royalty Payment Stipulation; Below Seabed Operations Stipulation; and the Stipulation on the Agreement between the United States of America and the United Mexican States Concerning Transboundary Hydrocarbon Reservoirs in the Gulf of Mexico (Transboundary Stipulation). The United Nations Convention on the Law of the Sea Royalty Payment Stipulation is applicable to a proposed lease sale even though it is not an environmental or military stipulation. **Chapter 2.2.4** provides a brief description of each stipulation and the potential benefits associated with its use. **Appendix D** provides a more detailed analysis of the 10 lease stipulations and their effectiveness.

Application of lease stipulations will be considered by the Assistant Secretary of the Interior for Land and Minerals Management (ASLM). The inclusion of the stipulations as part of the analysis of the proposed actions does not ensure that the ASLM will make a decision to apply the stipulations to leases that may result from a proposed lease sale, nor does it preclude minor modifications in wording during subsequent steps in the prelease process if comments indicate changes are necessary or if conditions warrant. Any lease stipulations or mitigating measures to be included in a lease sale will be described in the Final Notice of Sale. In addition, mitigations may be added to plan and/or permits for OCS oil- and gas-related activities (**Chapter 2.2.4.3**). For more information on mitigating measures that are added at the postlease stage, refer to **Appendix B** ("Commonly Applied Mitigating Measures").

DIRECT AND INDIRECT ACTIONS ASSOCIATED WITH A PROPOSED LEASE SALE

BOEM describes the potentially occurring actions associated with a single lease sale and the cumulative activities that provide a framework for a detailed analysis of the potential environmental impacts. Exploration and development scenarios describe the infrastructure and activities that could potentially affect the biological, physical, and socioeconomic resources in the GOM. They also include a set of ranges for resource estimates, projected exploration and development activities, and impact-producing factors.

Offshore activities are described in the context of scenarios for a proposed action (**Chapter 3.1**) and for the OCS Program (**Chapter 3.3**). BOEM's Gulf of Mexico OCS Region developed these scenarios to provide a framework for detailed analyses of potential impacts of a

proposed lease sale. The scenarios are presented as ranges of the amounts of undiscovered, unleased hydrocarbon resources estimated to be leased and discovered as a result of a proposed action. The analyses are based on a traditionally employed range of activities (e.g., the installation of platforms, wells, and pipelines, and the number of helicopter operations and service-vessel trips) that would be needed to develop and produce the amount of resources estimated to be leased.

Within each resource section in **Chapter 4**, the cumulative analysis considers environmental and socioeconomic impacts that may result from the incremental impact of a proposed action when added to all past, present, and reasonably foreseeable future activities, including non-OCS oil- and gas-related activities such as import tankering and commercial fishing, as well as all OCS oil- and gas-related activities (OCS Program). This includes projected activity from lease sales that have been held but for which exploration or development has not yet begun or is continuing. In addition, impacts from natural occurrences, such as hurricanes, are analyzed.

ENVIRONMENTAL IMPACTS

The affected environment and the potential impacts of a single lease sale and each alternative have been described and analyzed by resource. Analysis of the alternatives include routine activities, accidental events, cumulative impact analysis, incomplete or unavailable information, and conclusions for each resource. This Multisale EIS also considers baseline data in the assessment of impacts from a proposed action on the resources and the environment (**Chapter 4**).

The major issues that frame the environmental analyses in this Multisale EIS are the result of concerns raised during years of scoping for the Gulf of Mexico OCS Program. Issues related to OCS oil and gas exploration, development, production, and transportation activities include the potential for oil spills, wetlands loss, air emissions, wastewater discharges and water quality degradation, marine trash and debris, structure and pipeline emplacement activities, platform removal, vessel and helicopter traffic, multiple-use conflicts, support services, population fluctuations, land-use planning, impacts to recreation and beaches, aesthetic interference, environmental justice, and conflicts with State coastal zone management programs. Environmental resources and activities identified during the scoping process that warrant an environmental analysis include air quality, water quality, coastal habitats (including wetlands and seagrasses), barrier beaches and associated dunes, live bottom habitats (including topographic features and pinnacle trends), *Sargassum* and associated communities, deepwater benthic communities, marine mammals, sea turtles, birds, fishes and invertebrate resources, commercial fisheries, recreational fishing, recreational resources, archaeological resources, and socioeconomic factors (including environmental justice), and within the CPA only, beach mice.

Other relevant issues include impacts from the *Deepwater Horizon* explosion, oil spill, and response; impacts from past and future hurricanes on environmental and socioeconomic resources; and impacts on coastal and offshore infrastructure. During the past several years, the Gulf Coast States and Gulf of Mexico oil and gas activities have been impacted by major hurricanes. The

description of the affected environment includes impacts from these relevant issues on the physical environment, biological environment, and socioeconomic activities, and on OCS oil- and gas-related infrastructure.

Impact Conclusions

The full analyses of the potential impacts of routine activities and accidental events associated with a proposed action and a proposed action's incremental contribution to the cumulative impacts are described in the individual resource discussions in **Chapter 4**. A summary of the potential impacts from a proposed action on each environmental and socioeconomic resource and the conclusions of the analyses can be found in the following discussions. **Table 1** provides a comparison of the expected impact levels by alternative and is derived from the analysis of each resource in **Chapter 4**. The impact level ratings have been specifically tailored and defined for each resource within the **Chapter 4** impact analysis. BOEM has concluded that the selection of Alternative E would result in no additional discernible impacts to the resources analyzed; therefore, Alternative E ratings were not included. Cumulative impacts of current and past activities, however, would continue to occur under Alternative E.

Table 1. Alternative Comparison Matrix.

| Impact Level Key | | | | |
|--|------------------------|------------------------|------------------------|------------------------|
| Beneficial | Negligible | Minor | Moderate | Major |
| Resource | Alternative A | Alternative B | Alternative C | Alternative D |
| Air Quality | Minor | Minor | Minor | Minor |
| Water Quality | Minor | Minor | Minor | Minor |
| Estuarine Systems | Minor | Negligible | Negligible | Negligible to Minor |
| Coastal Barrier Beaches and Associated Dunes | Negligible | Negligible | Negligible | Negligible |
| Deepwater Benthic Communities | Negligible to Minor | Negligible to Minor | Negligible to Minor | Negligible to Minor |
| <i>Sargassum</i> and Associated Communities | Negligible | Negligible | Negligible | Negligible |
| Live Bottoms | Negligible to Minor | Negligible to Minor | Negligible to Minor | Negligible |
| Topographic Features | Minor | Minor | Minor | Minor |
| Pinnacles and Low-Relief Features | Negligible to Minor | Negligible to Minor | Negligible to Minor | Negligible |
| Fishes and Invertebrate Resources | Negligible to Moderate | Negligible to Moderate | Negligible to Moderate | Negligible to Moderate |
| Birds | Moderate | Moderate | Moderate | Moderate |
| Protected Species | Negligible to Moderate | Negligible to Moderate | Negligible to Moderate | Negligible to Moderate |
| Marine Mammals | Moderate | Moderate | Moderate | Moderate |
| Sea Turtles | Negligible to Moderate | Negligible to Moderate | Negligible to Moderate | Negligible to Moderate |
| | Moderate | Moderate | Moderate | Moderate |

| Impact Level Key | | | | |
|--|------------------------|------------------------|------------------------|------------------------|
| Beneficial | Negligible | Minor | Moderate | Major |
| Resource | Alternative A | Alternative B | Alternative C | Alternative D |
| Beach Mice | Negligible | Negligible | Negligible | Negligible |
| Protected Birds | Negligible to Moderate | Negligible to Moderate | Negligible to Moderate | Negligible to Moderate |
| | Moderate | Moderate | Moderate | Moderate |
| Protected Corals | Negligible to Minor | Negligible to Minor | Negligible to Minor | Negligible to Minor |
| | Minor | Minor | Minor | Minor |
| Commercial Fisheries | Beneficial to Minor | Beneficial to Minor | Beneficial to Minor | Beneficial to Minor |
| Recreational Fishing | Negligible to Minor | Negligible to Minor | Negligible to Minor | Negligible to Minor |
| Recreational Resources | Beneficial to Minor | Beneficial to Minor | Beneficial to Minor | Beneficial to Minor |
| Archaeological Resources | Negligible | Negligible | Negligible | Negligible |
| Human Resources and Land Use | Negligible to Minor | Negligible to Minor | Negligible to Minor | Negligible to Minor |
| Land Use and Coastal Infrastructure | Major | Major | Major | Major |
| Economic Factors | Negligible to Minor | Negligible to Minor | Negligible to Minor | Negligible to Minor |
| Social Factors (including Environmental Justice) | Minor | Minor | Minor | Minor |

Note: BOEM has concluded that the selection of Alternative E would result in no additional discernible impacts to the resources analyzed; however, cumulative impacts of current and past activities would continue to occur.

Air Quality

Air quality is the degree at which the ambient air is free of pollution; it is assessed by measuring the pollutants in the air. To protect public health and welfare, the Clean Air Act established National Ambient Air Quality Standards (NAAQS) for certain common and widespread pollutants. The seven common "criteria pollutants" are particle pollution (also known as particulate matter [PM_{2.5} and PM₁₀]), carbon monoxide (CO); nitrogen dioxide (NO₂); sulfur dioxide (SO₂); lead (Pb); and ozone (O₃). Air emissions from OCS oil and gas development in the Gulf of Mexico would arise from emission sources related to drilling and production with associated vessel support, flaring and venting, decommissioning, fugitive emissions, and oil spills. Associated activities that take place as a result of a proposed action support and maintain the OCS oil and gas platform sources. Air emissions from non-OCS oil- and gas-related emissions in the Gulf of Mexico would arise from emission sources related to State oil and gas programs, onshore industrial and transportation sources, and natural events. Since the primary NAAQS are designed to protect human health, BOEM focuses on the impact of these activities on the States, where there are permanent human populations.

Based on Year 2008 and Year 2011 OCS emission inventories, postlease 1-hour NO_x modeling, and past studies, emissions of pollutants into the atmosphere from routine activities and accidental events associated with the OCS Program are projected to be **minor**. Additionally, reductions in emissions have been achieved through the use of low sulfur fuels, catalytic reduction, and other efforts. The incremental contribution of a single regionwide proposed lease sale to the cumulative impacts would be **minor**. Portions of the Gulf Coast onshore areas have ozone levels that exceed the Federal air quality standard, but the incremental contribution from a regionwide proposed lease sale would be very small. The cumulative contribution to visibility impairment from a regionwide proposed lease sale is also expected to be very small. A full analysis of air quality can be found in **Chapter 4.1**.

Water Quality

Water quality is a term used to describe the condition or environmental health of a waterbody or resource, reflecting its particular biological, chemical, and physical characteristics and the ability of the waterbody to maintain the ecosystems it supports and influences. It is an important measure for both ecological and human health. The impacts of OCS Program-related routine operational discharges (**Chapter 3.1.5.1**) on water quality are short term and localized, and are therefore considered **negligible**. The potential impacts from OCS Program-related oil spills on water quality after mitigation are also short term and are considered **minor**. This is because, after removal of most free product, the residual oil dissipates quickly through dispersion and weathering; however, secondary impacts to water quality may occur, such as the introduction of additional hydrocarbon into the dissolved phase through the use of dispersants and the sinking of hydrocarbon residuals from burning. The impacts from a proposed action are a small addition to the cumulative impacts on water quality when compared with inputs from hypoxia, potentially leaking shipwrecks, chemical weapon and industrial waste dumpsites, natural oil seeps, and natural turbidity. The incremental contribution of the routine activities and accidental events associated with a proposed action to the cumulative impacts on water quality is not expected to be significant. A full analysis of water quality can be found in **Chapter 4.2**.

Coastal Habitats

Estuarine Systems (Wetlands and Seagrasses/Submerged Vegetation)

The estuarine system is the transition zone between freshwater and marine environments. It can consist of many habitats, including wetlands and submerged vegetation. The impacts to these habitats from routine activities associated with a proposed action are expected to be **negligible** due to the projected low probability for any new pipeline landfalls (0-1 projected), the minimal contribution to the need for maintenance dredging, and the mitigating measures expected to be used to further reduce these impacts, e.g., use of modern techniques such as directional drilling. Overall, impacts to estuarine habitats from oil spills associated with activities related to a proposed action would be expected to be **minor** because of the distance of most postlease activities from the coast, the expected weathering of spilled oil, the projected low probability of large spills near the coast, the resiliency of wetland vegetation, and the available cleanup techniques. Cumulative impacts to

estuarine habitats are caused by a variety of factors, including the OCS oil- and gas-related and non-OCS oil- and gas-related activities outlined in **Chapter 4.3.1** and the human and natural impacts. Development pressures in the coastal regions of the GOM have been largely the result of tourism and residential beach-side development, and this trend is expected to continue. Storms will continue to impact the coastal habitats and have differing impacts. The incremental contribution of a proposed action to the cumulative impacts on estuarine habitats is expected to be **negligible to minor**. A full analysis of estuarine habitats can be found in **Chapter 4.3.1**.

Coastal Barrier Beaches and Associated Dunes

The coastal barrier beaches and associated dunes are those beaches and dunes that line the coast of the northern GOM, including both barrier islands and beaches on the mainland. The impacts to coastal barrier beaches and dunes from routine activities associated with a proposed action are expected to be **negligible** due to the minimal number of projected onshore pipelines, the minimal contribution to vessel traffic and the need for maintenance dredging, and the mitigating measures that would be used to further reduce these impacts. The greater threat from an oil spill to coastal beaches is from a coastal spill as a result of a nearshore vessel accident or pipeline rupture and from cleanup activities. Overall, impacts to coastal barrier beaches and dunes from oil spills associated with OCS oil- and gas-related activities related to a proposed action would be expected to be **minor** because of the distance of most of the resulting activities from the coast, expected weathering of spilled oil, projected low probability of large spills near the coast, and available cleanup techniques. Cumulative impacts to coastal barrier beaches and dunes are caused by a variety of factors, including the OCS oil- and gas-related and non-OCS oil- and gas-related activities outlined in **Chapter 4.3.2** and the other human and natural impacts. Development pressures in the coastal regions of the GOM have been largely the result of tourism and residential beach-side development, and this trend is expected to continue. Efforts to stabilize the GOM shoreline have adversely impacted coastal beach landscapes. Storms will continue to impact the coastal habitats and have differing impacts. The incremental contribution of a proposed action to the cumulative impacts on estuarine habitats is expected to be **negligible to minor**. A full analysis of coastal barrier beaches and associated dunes can be found in **Chapter 4.3.2**.

Deepwater Benthic Communities

BOEM defines “deepwater benthic communities” as including both chemosynthetic communities (chemosynthetic organisms plus seep-associated fauna) and deepwater coral communities (deepwater coral plus associated fauna). These communities are typically found in water depths of 984 feet (ft) (300 meters [m]) or deeper throughout the GOM, although deepwater benthic habitats are relatively rare compared with ubiquitous soft bottoms. The OCS oil- and gas-related impact-producing factors for deepwater benthic communities can be grouped into three main categories: (1) bottom-disturbing activities; (2) drilling-related sediment and waste discharges; and (3) noncatastrophic oil spills. These impact-producing factors have the potential to damage individual deepwater habitats and disrupt associated benthic communities if insufficiently distanced or otherwise mitigated. However, impacts from individual routine activities and accidental events are usually temporary, highly localized, and expected to impact only small numbers of organisms and

substrates at a time. Moreover, use of the expected site-specific plan reviews/mitigations will distance activities from deepwater benthic communities, greatly diminishing the potential effects. Therefore, at the regional, population-level scope of this analysis and assuming adherence to all expected regulations and mitigations, impacts from routine activities and reasonably foreseeable accidental events are expected to be **negligible to minor**. Proposed OCS oil- and gas-related activities would also contribute incrementally to the overall OCS and non-OCS cumulative effects experienced by live bottom habitats. The OCS oil- and gas-related cumulative impacts to deepwater benthic communities are estimated to be **negligible to minor**. A full analysis of deepwater benthic communities can be found in **Chapter 4.4**.

***Sargassum* and Associated Communities**

Sargassum in the GOM is comprised of *S. natans* and *S. fluitans*, and is characterized by a brushy, highly branched thallus with numerous leaf-like blades and berrylike pneumatocysts. The *Sargassum* cycle is truly expansive, encompassing most of the western Atlantic Ocean and the Gulf of Mexico with the growth, death, and decay of these plant and epiphytic communities, which may play a substantial role in the global carbon cycle. Several impacting factors can affect *Sargassum*, including vessel-related operations, oil and gas drilling discharges, operational discharges, accidental spills, non-OCS oil- and gas-related vessel activity, and coastal water quality. Routine vessel operations and accidental events that occur during drilling operations or vessel operations, and oiling due to an oil spill were the impact-producing factors that could be reasonably expected to impact *Sargassum* populations in the GOM. All of these impact-producing factors would result in the death or injury to the *Sargassum* plants or to the organisms that live within or around the plant matrix. However, the unique and transient characteristics of the life history of *Sargassum* and the globally widespread nature of the plants and animals that use the plant matrix buffer against impacts at any given location. Impacts to the overall population of the *Sargassum* community are therefore expected to be **negligible** from either routine activities or reasonably foreseeable accidental events. The incremental impact of OCS oil- and gas-related activities on the population of *Sargassum* would be **negligible** and would not result in cumulative impacts to the population. Impacts from changing water quality would be much more influential on *Sargassum* than OCS development and would still occur without the presence of OCS oil- and gas-related activities. A full analysis of *Sargassum* and associated communities can be found in **Chapter 4.5**.

Live Bottom Habitats

Topographic Features

Defined topographic features (**Chapter 4.6.1**) are a subset of GOM live bottom habitats that are large enough to have an especially important ecological role, with specific protections defined in the proposed Topographic Features Stipulation. Within the Gulf of Mexico, BOEM has identified 37 topographic features where some degree of protection from oil and gas development may be warranted based on geography and ecology. Of all the possible impact-producing factors, it was determined that bottom-disturbing activities associated with drilling, exploration, and vessel operations were the only impact-producing factors from routine activities that could be reasonably

expected to substantially impact topographic features. The impact-producing factors resulting from accidental events include bottom-disturbing activities from drilling, exploration, and vessel operations, as well as the release of sediments and toxins released during drilling. Oil spill-related activities were also considered to be a substantial source of potential impact to topographic features.

Adherence to the Topographic Features Stipulation, which is detailed in **Appendix D**, would assist in preventing most of the potential impacts on topographic feature communities by increasing the distance of OCS oil- and gas-related activities from these features. Should this stipulation be applied to any future lease sale, as it has been historically, impacts of a proposed action to topographic features from routine activities and accidental events or the cumulative impact of a proposed action in the GOM are expected to be **negligible**. The incremental contribution of a proposed action to the cumulative impacts on topographic features is expected to be **negligible** with adherence to the proposed Topographic Features Stipulation. Impacts ranging from **negligible** to **moderate** may still be expected from non-OCS oil- and gas-related activities depending on factors such as fishing and pollution; however, the incremental impact of the proposed activities should not result in an augmentation of the expected impacts. Additionally, any localized impacts at one topographic feature does not preclude that impacts will occur at other topographic features. A full analysis of topographic features can be found in **Chapter 4.6.1**.

Pinnacles and Low-Relief Features

The Pinnacle Trend is an approximately 64 x 16 mile (103 x 26 kilometer) area in water depths of about 200-650 ft (60-200 m). It is in the northeastern portion of the CPA at the outer edge of the Mississippi-Alabama shelf between the Mississippi River and De Soto Canyon (**Figure 2-4 to Figure 4-16**). Outside of the Pinnacle Trend, low-relief live bottom epibenthic communities occur in isolated locations in shallow waters (<984 ft; 300 m) throughout the GOM, wherever there is suitable hard substrate and other physical conditions (e.g., depth, turbidity, etc.) for development. Hard bottom habitats occur throughout the GOM but are relatively rare compared with ubiquitous soft bottoms. The impact-producing factors for pinnacles and low-relief live bottom features can be grouped into three main categories: (1) bottom-disturbing activities; (2) drilling-related sediment and waste discharges; and (3) oil spills. These impact-producing factors have the potential to damage individual deepwater habitats and disrupt associated benthic communities if insufficiently distanced or otherwise mitigated. At the broad geographic and temporal scope of this analysis, and assuming adherence to all expected lease stipulations and typically applied regulations and mitigations, routine activities are expected to have largely short-term localized and temporary effects. Although accidental events have the potential to cause severe damage to specific live bottom communities, the number of such events is expected to be very small. Therefore, at the regional, population-level scope of this analysis, impacts from reasonably foreseeable routine activities and accidental activities are expected to be **negligible** to **minor**. Proposed OCS oil- and gas-related activities would also contribute incrementally to the overall OCS and non-OCS cumulative impacts experienced by live bottom habitats. The OCS oil- and gas-related cumulative impacts to live bottom communities are estimated to be **negligible**. A full analysis of pinnacles and low-relief features can be found in **Chapter 4.6.2**.

Fish and Invertebrate Resources

The distribution of fishes and invertebrates vary widely, and species may be associated with different habitats at various life stages, which is discussed further in **Chapter 4.7**. The impact-producing factors affecting these resources are anthropogenic sound, bottom-disturbing activities, habitat modification, and accidental oil spills. The impacts from routine activities, excluding infrastructure emplacement, would be expected to be **negligible** or **minor** due to short-term localized effects. The installation of OCS oil- and gas-related infrastructure constitutes a long-term modification of the local habitat and is hypothesized to have resulted over the life of the program in **moderate** changes in the distribution of some species. Although this effect is not necessarily adverse and infrastructure is expected to be decommissioned and sites restored to natural habitat, the cumulative impact over the life of the OCS Program extensively pertains to time and space. Accidental spills have been historically low-probability events and are typically small in size. The expected impact to fishes and invertebrate resources from accidental oil spills is **negligible**. Commercial and recreational fishing are expected to have the greatest direct effect on fishes and invertebrate resources, resulting in impact levels ranging from **negligible** for most species to potentially **moderate** for some targeted species (e.g., hogfish spp., gray triggerfish, and greater amber jack [*Seriola dumerili*]). The analysis of OCS oil- and gas-related and non-OCS oil- and gas-related routine activities, accidental events, and cumulative impacts indicates the overall impact to fishes and invertebrate resources would range from **negligible** to **moderate** for different species. A full analysis of fish and invertebrate resources can be found in **Chapter 4.7**.

Birds

The affected birds include both terrestrial songbirds and many groups of waterbirds. Routine impacts to coastal, marine, and migratory birds that were considered include routine discharges and wastes, noise, platform severance with explosives (barotrauma), geophysical surveys with airguns, platform presence and lighting, construction of OCS oil- and gas-related onshore facilities, and pipeline landfalls. The impacts to birds from OCS oil- and gas-related routine activities are similar wherever they may occur in the GOM, and all are considered **negligible** to **minor**. Negligible impacts would be little to no impacts that are measured or measurable for a population. No mortality of a flock or large population would occur, and no overall disturbance-causing changes in behavioral patterns would be expected. Minor impacts would occur when one of the two following conditions are met: (1) flocks or large populations of birds would experience stimuli or impact-producing factors and would be disturbed or otherwise affected overall, resulting in acute behavioral changes; however, these impacts would be short term and reversible; and (2) one or more incidents where one or more individuals experience injury or mortality may occur, but with no measured or measurable impact on a large population. Accidental impacts to birds are caused by oil spills, spill cleanup, and emergency air emissions. Seabirds may not always experience the greatest impacts from a spill but it may take longer for populations to recover because of their unique population ecology (demography). Some species of seabirds can have a clutch size of just one egg, and they have relatively long life spans and often have delayed age at first breeding. Impacts for overall accidental events would be **moderate**. However, other seabirds, such as gulls, have larger clutches (laughing gulls usually have three eggs/clutch except in the tropics) and may recover quite quickly.

This conclusion is based on the increment of a proposed action compared with all cumulative OCS oil- and gas-related and non-OCS oil- and gas-related impacts. A full analysis of birds can be found in **Chapter 4.8**.

Protected Species

Marine Mammals

The Gulf of Mexico marine mammal community is diverse and distributed throughout the GOM, with the greatest abundances and diversity of species inhabiting oceanic and OCS waters. The major potential impact-producing factors affecting marine mammals in the GOM as a result of cumulative past, present, and reasonably foreseeable OCS energy-related activities are decommissioning activities, operational discharges, G&G activities, noise, transportation, marine debris, and accidental oil spill and spill-response activities. Accidental events that involve large spills, particularly those continuing to flow fresh hydrocarbons into oceanic and/or outer shelf waters for extended periods (i.e., days, weeks, or months), pose an increased likelihood of impacting marine mammal populations inhabiting GOM waters. While accidental events have the potential to impact marine mammal species, the number of such events is expected to be very small.

At the regional, population-level scope of this analysis, impacts from routine activities and reasonably foreseeable accidental activities are expected to be **negligible to moderate**. Proposed OCS oil- and gas-related activities would also contribute incrementally to the overall OCS and non-OCS cumulative effects experienced by marine mammal populations. The incremental contribution of a proposed action to cumulative impacts to marine mammal populations, depending upon the affected species and their respective population estimate, even when taking into consideration the potential impacts of the *Deepwater Horizon* explosion, oil spill, and response; non-OCS oil- or gas-related factors; and the minimization of the OCS oil- or gas-related impacts through lease stipulations and regulations, would be expected to be **negligible**. A full analysis of marine mammals can be found in **Chapter 4.9.1**.

Sea Turtles

Five sea turtle species have been listed and are present throughout the northern GOM; however, only Kemp's ridley and loggerheads commonly nest on beaches in the GOM. Because of expected mitigations (e.g., BOEM and the Bureau of Safety and Environmental Enforcement [BSEE] proposed compliance with Notices to Lessees and Operators [NLTs] under the proposed Protected Species Stipulation and conditions of approval on postlease activities), the routine activities (e.g., noise or transportation) and accidental events (e.g., oil spills) related to a proposed action are not expected to have long-term adverse effects on the size and productivity of any sea turtle species or populations in the northern GOM. Lethal effects could occur from chance collisions with OCS oil- and gas-related service vessels or ingestion of accidentally released plastic materials from OCS oil- and gas-related vessels and facilities. However, there have been no reports to date on such incidences. Most routine activities and accidental events are therefore expected to have **negligible to moderate** impacts. For example, a minor impact might be a behavioral change in response to

noise while a moderate impact might be a spill contacting an individual and causing injury or mortality.

Historically, intense harvesting of eggs, loss of suitable nesting beaches, and fishery-related mortality have led to the rapid decline of sea turtle populations. Anthropogenic actions continue to pose the greatest threat to sea turtles since their listing under the Endangered Species Act (ESA), as well as different natural threats including climate change and natural disasters. Cumulative impacts to sea turtles would be expected to be **negligible** as a result of a proposed action. Population-level impacts are not anticipated. A full analysis of sea turtles can be found in **Chapter 4.9.2**.

Beach Mice

The four subspecies of beach mouse (*Peromyscus polionotus* ssp.) are small coastal rodents that are only found along beaches in parts of Alabama and northwest Florida. Beach mice rely on dune systems as favorable habitat for foraging and maintaining burrows. Due to the distance between beach mouse habitat and OCS oil- and gas-related activities, routine impacts are not likely to affect beach mouse habitat except under very limited situations. Pipeline emplacement or construction, for example, could cause temporary degradation of beach mouse habitat; however, these activities are not expected to occur in areas of designated critical habitat. Accidental oil spills and associated spill-response efforts are not likely to impact beach mice or their critical habitat because the species live above the intertidal zone where contact is less likely. Habitat loss from non-OCS oil- and gas-related activities (e.g., beachfront development) and predation have the greatest impacts to beach mice. The overall analyses of impact-producing factors associated with the routine activities, accidental events, and cumulative impacts of OCS oil- and gas-related and non-OCS oil- and gas-related activities on beach mice concluded that impacts from a proposed action would be **negligible**. A full analysis of beach mice can be found in **Chapter 4.9.3**.

Protected Birds

Protected birds are those species or subspecies listed under the ESA by the U.S. Fish and Wildlife Service (FWS) as threatened or endangered due to the decrease in their population sizes or loss of habitat; therefore, a proposed action could have a greater impact. BOEM is undergoing consultation with the FWS to minimize the potential impacts to ESA-listed species. Impacts from routine activities, which include discharges and wastes affecting air and water quality, noise, and possibly artificial lighting, would be **negligible** to protected birds. The listed bird species considered are typically coastal birds and would not be exposed to much of the oil- and gas-related activities. Waste discharges to air or water produced as a result of routine activities are regulated by the U.S. Environmental Protection Agency and BOEM, and these discharges are subject to limits to reduce potential impacts; therefore, due to precautionary requirements and monitoring, the impacts to protected birds would be **negligible**. The major impact-producing factors resulting from accidental events associated with a proposed action that may affect protected birds include accidental oil spills and response efforts and marine debris. In the case of an accidental oil spill, impacts would be **negligible to moderate** depending on the magnitude and time and place of such an event. Major

impacts could occur if a large oil spill occurred with direct contact to a protected bird species or if the habitat became contaminated resulting in mortality of a listed species. Marine debris produced by OCS oil- and gas-related activities as a result of accidental disposal into the water may affect protected birds by entanglement or ingestion. Due to the regulations prohibiting the intentional disposal of items, impacts would be expected to be **negligible**; however, impacts may scale up to **moderate** if the accidental release of marine debris caused mortality of a listed bird. Overall, BOEM would expect **negligible** to **moderate** impacts to protected birds considering routine activities, accidental events, and cumulative impacts. A full analysis of protected birds can be found in **Chapter 4.9.4**.

Protected Corals

Elkhorn, staghorn, boulder star, lobed star, and mountainous corals are listed by the National Marine Fisheries Service as threatened due to the decrease in their population sizes; therefore, impacts from a proposed action could have a higher level than realized by other coral species. BOEM understands this and is undergoing consultation for these species to minimize the potential impacts. Though the listed species are protected, they would have the same impacts from a proposed action as other coral species. Without effective mitigations, a proposed action could directly impact coral habitat within the GOM. Assuming adherence to all expected lease stipulations and other postlease, protective restrictions and mitigations, the routine activities related to a proposed action are expected to have mostly short-term localized and temporary effects because the site-specific survey information and distancing requirements described in NTL 2009-G39 will allow BOEM to identify and protect live bottom features (which protected corals may inhabit) from harm by proposed OCS oil- and gas-related activities during postlease reviews. While accidental events have the potential to cause severe damage to specific coral communities, the number of such events is expected to be small. Further, many of the protected corals occur in the Flower Garden Banks National Marine Sanctuary, which under the current boundaries is not proposed for future leasing under any of the alternatives in this Multisale EIS. Therefore, the incremental contribution of activities resulting from a proposed action to the overall cumulative impacts on protected corals is expected to be **negligible**. Proposed OCS oil- and gas-related activities would contribute incrementally to the overall OCS and non-OCS cumulative impacts experienced by corals. A full analysis of protected corals can be found in **Chapter 4.9.5**.

Commercial Fisheries

A proposed action could affect commercial fisheries by affecting fish populations or by affecting the socioeconomic aspects of commercial fishing. The impacts of a proposed action on fish populations are presented in **Chapter 4.7**. Routine activities such as seismic surveys, drilling activities, and service-vessel traffic can cause space-use conflicts with fishermen. Structure emplacement could have positive or negative impacts depending on the location and species. For example, structure emplacement prevents trawling in the associated area and, thus, could impact the shrimp fishery. On the other hand, production platforms can facilitate fishing for reef fish such as red snapper and groupers. Accidental events, such as oil spills, could cause fishing closures and have other impacts on the supply and demand for seafood. However, accidental events that could

arise from a proposed action would likely be small and localized. A proposed action would be relatively small when compared with the overall OCS Program, State oil and gas activities, overall vessel traffic, hurricanes, economic factors, Federal and State fisheries management strategies, and other non-OCS oil- and gas-related factors. Therefore, the incremental contribution of a proposed action to the cumulative impacts to commercial fisheries would range from **beneficial** to **minor**. The exact impacts would depend on the locations of activities, the species affected, the intensity of commercial fishing activity in the affected area, and the substitutability of any lost fishing access. Alternative E would prevent these impacts from occurring, although commercial fisheries would still be subject to the impacts from the OCS Program, as well as the impacts from non-OCS sources. A full analysis of commercial fisheries can be found in **Chapter 4.10**.

Recreational Fishing

The Gulf of Mexico's extensive estuarine habitats (**Chapter 4.3.1**), live bottom habitats (**Chapter 4.6**), and artificial substrates (including artificial reefs, shipwrecks, and oil and gas platforms) support several valuable recreational fisheries. Alternatives A-D can affect recreational fishing by affecting fish populations or by affecting the socioeconomic aspects of recreational fishing. The impacts of Alternatives A-D on fish populations are presented in **Chapter 4.7**. Vessel traffic can cause space-use conflicts with anglers. Structure emplacement generally enhances recreational fishing, although this positive effect will be offset during decommissioning unless a structure were maintained as an artificial reef. Accidental events, such as oil spills, can cause fishing closures and can affect the aesthetics of fishing in an area. However, accidental events that could arise would likely be small and localized. Alternatives A-D should also be viewed in light of overall trends in OCS platform decommissioning, State oil and gas activities, overall vessel traffic, hurricanes, economic factors, and Federal and State fisheries management strategies. The incremental impacts of Alternatives A-D on recreational fisheries are expected to be **negligible** to **minor**. A full analysis of recreational fishing can be found in **Chapter 4.9.11**.

Recreational Resources

Alternatives A-D would contribute to the negligible to minor aesthetic impacts and space-use conflicts that arise due to the broader OCS Program. These conflicts arise due to marine debris, the visibility of platforms, and vessel traffic. Structure emplacements can have positive impacts on recreational fishing and diving because platforms often act as artificial reefs. Oil spills can negatively affect beaches and other coastal recreational resources. Alternatives A-D should also be viewed in light of economic trends, as well as various non-OCS oil- and gas-related factors that can cause space-use conflicts and aesthetic impacts, such as commercial and military activities. Because of the relatively small contribution of any given lease sale under any of the proposed action alternatives to the overall OCS Program, in addition to other non-OCS oil- and gas-related activities, the various impacts are expected to be **beneficial** to **minor**. A full analysis of recreational resources can be found in **Chapter 4.12**.

Archaeological Resources

Archaeological resources are any material remains of human life or activities that are at least 50 years of age and that are capable of providing scientific or humanistic understanding of past human behavior, cultural adaptation, and related topics through the application of scientific or scholarly techniques, such as controlled observation, contextual measurement, controlled collection, analysis, interpretation, and explanation (30 CFR § 250.105). Archaeological resources are primarily impacted by any activity that directly disturbs or has the potential to disturb the seafloor. For the OCS Program, this includes the placement of drilling rigs and production systems on the seafloor; pile driving associated with platform emplacement; pipeline placement and installation; the use of seismic receiver nodes and cables; the dredging of new channels, as well as maintenance dredging of existing channels; anchoring activities; post-decommissioning activities, including trawling clearance; and the masking of archaeological resources from industry-related infrastructure and debris.

Regardless of which planning area a proposed lease sale is held, the greatest potential impact to an archaeological resource as a result of a proposed action under any of the action alternatives is site-specific and would result from direct contact between an offshore activity or accidental event and a site. Archaeological surveys, where required prior to an operator beginning OCS oil- and gas-related activities on a lease, are expected to be effective at identifying possible archaeological sites. There is no acceptable threshold of negative cumulative impacts to archaeological sites. A proposed action's alternatives, including the drilling of wells and installation of platforms, installation of pipelines, anchoring, and removal of platforms and other structures installed on the seafloor and site clearance activities without archaeological review and mitigation, may result in major, adverse impacts to archaeological sites. Identification, evaluation, and avoidance or mitigation of archeological resources is expected to result in **negligible**, long-term cumulative impacts to archeological resources; however, if an archaeological site were to be impacted, impacts may range from **negligible** to **major**. A full analysis of archaeological resources can be found in **Chapter 4.13**.

Human Resources and Land Use (Including Environmental Justice)

Land Use and Coastal Infrastructure

Oil and gas exploration, production, and development activities on the OCS are supported by an expansive onshore network of coastal infrastructure that includes hundreds of large and small companies. Because OCS oil- and gas-related activities are supported by this long-lived, expansive onshore network, the potential impacts of a proposed lease sale are not expected to produce any major impacts to land use and coastal infrastructure. The impacts of reasonably foreseeable accidental events such as oil spills, chemical and drilling fluid spills, and vessel collisions are not likely to last long enough to adversely affect overall land use or coastal infrastructure in the analysis area. In the cumulative analysis, activities relating to all past, present, and future OCS oil- and gas-related activities and State oil and gas production are expected to minimally affect the current land use of the analysis area because most subareas have strong industrial bases and designated

industrial parks. Non-OCS oil- and gas-related factors contribute substantially to the cumulative impacts on land use and coastal infrastructure, while there is only a small incremental contribution of a proposed lease sale. The cumulative impacts on land use and coastal infrastructure could range from **negligible** to **major** depending on the specifics of each situation, whether the impacts are measurable, how long the impacts would last, and the size of the affected geographic area as defined in **Chapter 4.14.1**. A full analysis of land use and coastal infrastructure can be found in **Chapter 4.14.1**.

Economic Factors

A proposed lease sale would lead to beneficial impacts arising from industry expenditures, government revenues, corporate profits, and other market impacts. Some of these impacts would be concentrated along the Gulf Coast, while others would be widely distributed. A proposed lease sale would also lead to negative economic impacts arising from accidental events and other sources. There would be some differences in economic impacts among Alternatives A-D, corresponding to the differences in the scales and distributions of likely activities. Alternatives A-D should be viewed in light of the OCS Program, as well the numerous forces that can affect energy markets and the overall economy. Most of the incremental economic impacts of a proposed action are forecast to be positive, although there would be some **negligible** to **minor** adverse impacts due to oil spills and to the effects on industries that compete with the offshore oil and gas industry for resources. A full analysis of economic factors can be found in **Chapter 4.14.2**.

Social Factors (Including Environmental Justice)

Potential social impacts resulting from a proposed action would occur within the larger socioeconomic context of the GOM region. The affected environment of the analysis area is quite large geographically and in terms of population (133 counties and parishes with over 22.7 million residents). The impacts from routine activities related to a proposed action are expected to be **negligible**, widely distributed, and to have little impact because of the existing extensive and widespread support system for the petroleum industry and its associated labor force. Outside of a low-probability catastrophic oil spill, which is not reasonably foreseeable and not part of a proposed action, any potential accidental events are not likely to be of sufficient scale or duration to have adverse and disproportionate long-term impacts for people and communities in the analysis area. Non-OCS oil- and gas-related factors, which include all human activities, natural events, and processes, actually contribute more to cumulative impacts than do factors related to OCS oil- and gas-related activities alone. When considered with existing and projected routine activities and cumulative impacts and the potential accidental events, the incremental contributions of a proposed action and the OCS Program to social impacts are expected to be **minor**. The oil and gas industry in the GOM region is expansive and long-lived over several decades with substantial infrastructure in place to support both onshore and offshore activities. BOEM's scenario estimates call for 0-1 new gas processing plant and 0-1 new pipeline landfall over the 50-year life of a single proposed action. Impacts to GOM populations from a proposed action would be immeasurable for environmental justice since these low-income and minority communities are located onshore, distant from Federal OCS oil- and gas-related activities. Also, since these vulnerable populations are located within the

larger context of onshore and State-regulated nearshore oil and gas activities that are connected to downstream infrastructure over which BOEM has no regulatory authority, BOEM has determined that a proposed action would not produce environmental justice impacts in the GOM region. A full analysis of social factors and an environmental justice determination can be found in **Chapter 4.14.3**.

APPENDICES

To improve the readability of this Multisale EIS, more detailed supporting information has been placed in the appendices, which include postlease processes, commonly applied mitigating measures, a Memorandum of Agreement between BOEM and the U.S. Environmental Protection Agency, prelease stipulations, OSRA figures, species not considered further, and State Coastal Management Programs.

Appendix A describes postlease activities, including the following: geological and geophysical surveys; exploration and development plans; permits and applications; inspection and enforcement; pollution prevention, oil-spill response plans, and financial responsibility; air emissions; flaring and venting; hydrogen sulfide contingency plans; archaeological resources regulation; coastal zone management consistency review and appeals for postlease activities; best available and safest technologies, including at production facilities; personnel training and education; structure removal and site clearance; marine protected species NTLs; and the Rigs-to-Reefs program.

Appendix B describes commonly applied mitigations that were developed as a result the continuing OCS Program in the Gulf of Mexico. These are mitigations that BOEM and BSEE could apply to permits and approvals. These mitigating measures address concerns such as endangered and threatened species, geologic and manmade hazards, military warning and ordnance disposal areas, archaeological sites, air quality, oil-spill response planning, chemosynthetic communities, artificial reefs, operations in hydrogen sulfide-prone areas, and shunting of drill effluents in the vicinity of biologically sensitive features. Operational compliance of the mitigating measures is enforced through BSEE's onsite inspection program.

Appendix C is the Memorandum of Agreement between BOEM and the USEPA; it outlines the roles and responsibilities for both agencies during the preparation of this Multisale EIS.

Appendix D describes the potential lease stipulations that were developed as a result of numerous scoping efforts for the continuing OCS Program in the Gulf of Mexico. The 10 lease stipulations being considered are the Topographic Features Stipulation; Live Bottom (Pinnacle Trend) Stipulation; Military Areas Stipulation; Evacuation Stipulation; Coordination Stipulation; Blocks South of Baldwin County, Alabama, Stipulation; Protected Species Stipulation; United Nations Convention on the Law of the Sea Royalty Payment Stipulation; Below Seabed Operations Stipulation; and the Stipulation on the Agreement between the United States of America and the United Mexican States Concerning Transboundary Hydrocarbon Reservoirs in the Gulf of Mexico (Transboundary Stipulation). The United Nations Convention on the Law of the Sea Royalty

Payment Stipulation is applicable to a proposed lease sale even though it is not an environmental or military stipulation.

Appendix E provides the combined probabilities for an offshore oil spill $\geq 1,000$ barrels occurring and contacting coastal and offshore areas for each of the proposed actions.

Appendix F is a listing of species not considered further in this Multisale EIS because these species are not generally found in the area of activity and/or impact. Therefore, it is not reasonably foreseeable that these species would have population effects from a proposed action.

Appendix G describes State Coastal Management Programs (CMPs). Each State's CMP is a comprehensive statement setting forth objectives, enforceable policies or guidelines, and standards for public and private use of land and water resources and uses in that State's coastal zone. The programs provide for direct State land and water use planning and regulations. The programs also include a definition of what constitutes permissible land uses and water uses. To ensure conformance with State CMP policies or guidelines and local land use plans, BOEM prepares a Federal consistency determination for each proposed OCS lease sale. Federal consistency is the Coastal Zone Management Act requirement where Federal agency activities that have reasonably foreseeable effects on any land or water use or natural resource of the coastal zone must be consistent to the maximum extent practicable with the enforceable policies or guidelines of a coastal State's federally approved CMP.

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

| | |
|---|---|
| Regional Planning Council: North Central Fl | Regional Planning Council Item No.: 92 |
| Review Date: 5/26/16 | Local Government: City of Hampton |
| Amendment Type: Draft Amendment | Local Government Item No.: Not Provided |
| | State Land Planning Agency Item No.: 16-1ER |
| Date Mailed to Local Government and State Land Planning Agency: 5/27/16 (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 Future Land Use Map as well as the text 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 amends the text of the Land Use Element; the Traffic Circulation Element; the Housing Element; the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element; the Conservation Element; the Recreation and Open Space Element; the Intergovernmental Coordination Element; and the Capital Improvements Element (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 301 and State Road 325, both of which are identified in the North Central Florida Strategic Regional Policy Plan as Regional Transportation Facilities. Additionally, the City is located within one-half mile of Hampton Lake, which is identified and mapped as Natural Resources of Regional Significance in the regional plan. Nevertheless, significant adverse impacts are not anticipated to facilities or Natural Resources of Regional Significance as the amendment does not result in an increase in allowable density or intensity 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 adjacent local governments.

Request a copy of the adopted version of the amendment?

| | |
|---|-----------------------------|
| Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/> |
| Not Applicable <input type="checkbox"/> | <input type="checkbox"/> |

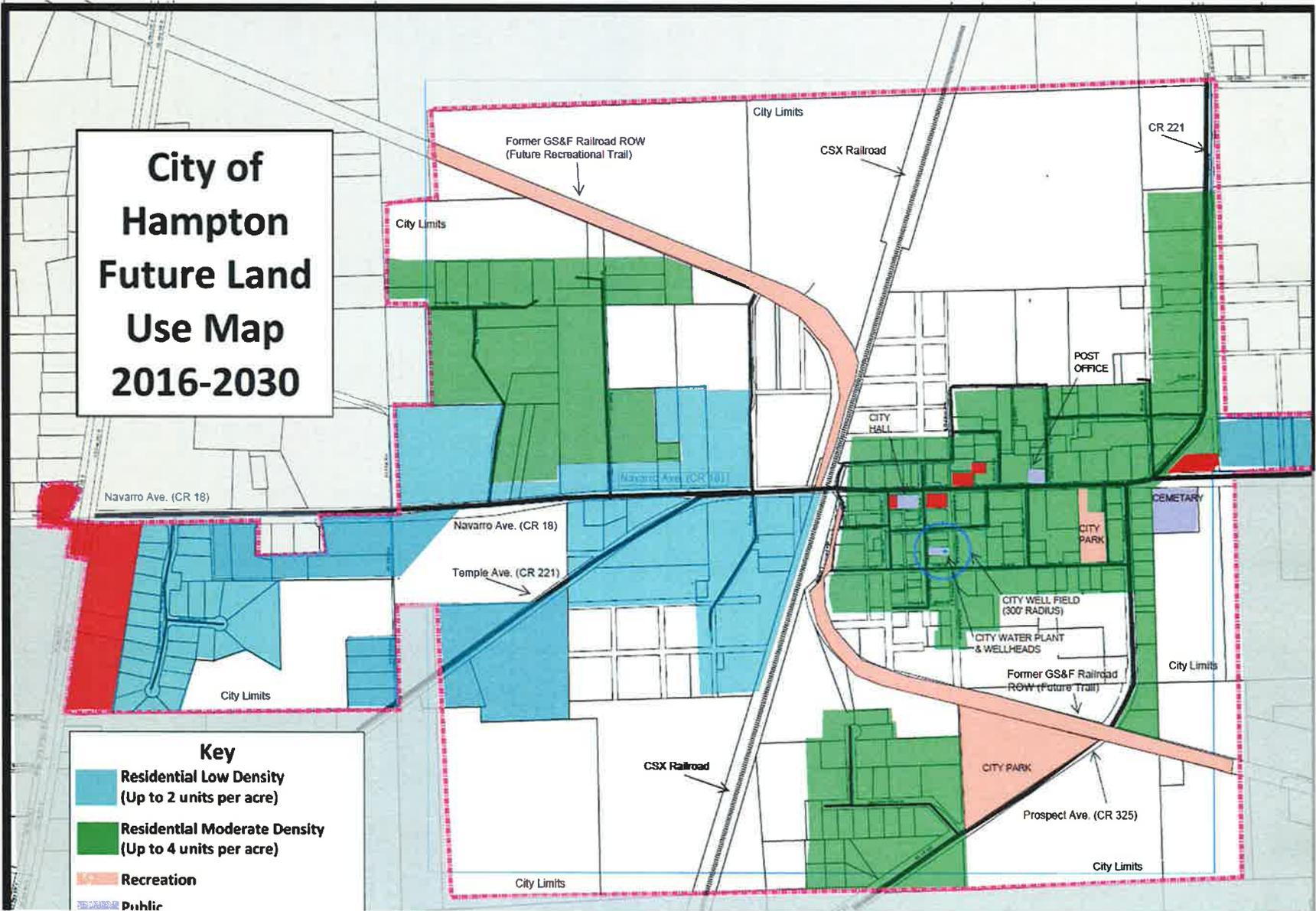
It is recommended that these findings be forwarded to the City and the Florida Department of Economic Opportunity.

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN AMENDMENT**

City of Hampton Future Land Use Map 2016-2030

Key

- Residential Low Density
(Up to 2 units per acre)
- Residential Moderate Density
(Up to 4 units per acre)
- Recreation
- Public



**CHAPTER ONE
FUTURE LAND USE ELEMENT
GOALS, OBJECTIVES AND POLICIES**

INTRODUCTION

This Future Land Use Element and Future Land Use Plan map and map series designates the future general distribution, location and extent of the uses of land within the incorporated areas of the City of Hampton. The Future Land Use Element provides for appropriate distribution of population densities and building structural densities and intensities. Data collected for this Plan element and its analysis, contained in City's Data and Analysis document, are not adopted as part of this Plan element but do provide a basis for its formulation.

The following goal, objectives and policies provide guidance in the distribution of future land uses. The focal point around which this Future Land Use Element is centered is the City as a designated urban development area and the uses and density of such uses within this designated area.

FUTURE LAND USE GOAL, OBJECTIVES AND POLICIES

GOAL 1 – IN RECOGNITION OF THE IMPORTANCE OF ENHANCING THE QUALITY OF LIFE IN THE CITY, DIRECT DEVELOPMENT TO THOSE AREAS WHICH HAVE IN PLACE, OR HAVE AGREEMENTS TO PROVIDE, SERVICE CAPACITY TO ACCOMMODATE GROWTH IN AN ENVIRONMENTALLY ACCEPTABLE MANNER.

OBJECTIVE 1.1

The City shall ~~continue to implement~~ ~~adopt~~ land development regulations by July 1, 1992 which shall ~~that~~ make available or schedule for availability the public facilities for future growth and urban development as development occurs in order to provide for urban densities and intensities within the City.

Policy 1.1.1

The City's land development regulations shall limit the location of higher density residential and high intensity commercial and heavy industrial uses to area adjacent to arterial or collector roads where public facilities are available to support higher density and intensity.

Residential use classifications provide locations for dwelling units at low, and moderate, ~~medium, and high~~ density. Public, charter, and private elementary and middle schools are permitted within low and moderate density residential land use classifications. Public, charter and private elementary, middle schools and high schools are permitted in medium and high density residential land use classifications. In addition, churches and other houses of worship, golf courses, country clubs, racquet and tennis clubs, cemeteries and mausoleums, private club and lodges, home occupation, child care centers, group homes, commercial greenhouses and Plant nurseries, and other similar uses compatible with residential uses may be approved as special exceptions and be subject to an intensity of less than or equal to 1.0 floor area ratio.

Where a lot, parcel or development is located within more than one residential density category the permitted density shall be calculated separately for each portion of land within the separate density categories.

Residential low density shall be limited to a density of less than or equal to 2.0 dwelling units per acre.

Residential moderate density shall be limited to a density of less than or equal to 4.0 dwelling units per acre.

~~Residential medium density shall be limited to a density of less than or to 8.0 dwelling units per acre.~~

~~The medium density residential use classification can also provide location for professional and business activities with an intensity of less than or equal to 1.0 floor area ratio along arterial and collector streets in transitional areas buffering residential neighborhoods from intensive non-residential areas.~~

~~Residential high density shall be limited to a density of less than or equal to 20.0 dwelling units per acre.~~

Lands classified as office use consist of areas used for professional and business activities and may be independent or located within residential low or medium density housing, such that residential character is maintained. Office land uses act as a buffer between residential neighborhoods and more intensive commercial land uses.

Office uses shall be limited to an intensity of less than or equal to 1.0 floor area ratio ~~or density of less than or equal to 8.0 dwelling units per acre.~~

Lands classified as commercial use consist of areas used for the sale, rental, and distribution of products or performance of services, as well as, public, charter and private elementary, middle and high schools. In addition, off-site signs, churches and

cleaners. In addition, automotive service stations, child care centers and financial institutions and similar compatible neighborhood commercial uses may be allowed as special exceptions and be subject to an intensity of less than or equal to 1.0 floor area ratio;

- b) Neighborhood commercial activities shall be located on an arterial or collector road;
- c) Floor area for each individual outlet or establishment shall not exceed 5000 square feet; and
- d) Sale, display, preparation and storage shall be conducted completely within an enclosed building and no more than 20 percent of the floor area shall be devoted to storage.
- e) Neighborhood commercial uses shall be limited to an intensity of less than or equal to 1.0 floor area ratio.

Policy 1.1.5A

The following land uses and residential land use densities shall not be allowed within the City unless approved by a Comprehensive Plan land use amendment.

- a) Industrial land use
- b) Residential medium density shall be limited to a density of less than or to 8.0 dwelling units per acre.
 - The medium density residential use classification can also provide location for professional and business activities with an intensity of less than or equal to 1.0 floor area ratio along arterial and collector streets in transitional areas buffering residential neighborhoods from intensive non-residential areas.
 - Residential high density shall be limited to a density of less than or equal to 20.0 dwelling units per acre.

Policy 1.1.6

The City shall require the location of public, private and charter school sites to be consistent with the following criteria:

1. The proposed school location shall be compatible with present and projected use of adjacent property;
2. Adequate public facilities and services are, or will be available concurrent with the development of the school;
3. There are no significant environmental constraints that would preclude development of an educational facility on the site;

Policy 1.13.1

The City ~~Commission~~ Council shall use the following criteria in considering for approval the following essential services owned or operated by publicly regulated entities: electrical transmission lines and substations, natural gas transmission lines, and radio, telecommunications and television antennas and towers. No such essential service shall be sited within a minimum of 200 feet of any single or multi-family residence, group living facility, school, or hospital, said distance to be measured from the centerline of the electrical and natural gas transmission lines, as constructed, or the fenced area of electrical substations. In addition, all radio and telecommunication towers shall also maintain the rated self-collapsing distance from any use listed above.

OBJECTIVE 1.14

The City shall reduce the per capita consumption of groundwater by 10% by the year 2020.

Policy 1.14.1

The City shall work towards achieving its water conservation objective by:

- (a) Providing conservation related educational information to its water system customers.
- (b) Seeking intergovernmental funding for water system improvements that promote water conservation.
- (c) Recognizing that the City is located in a water caution area as designed by the Suwannee River Water Management District and supporting programs of the District aimed at water conservation.

OBJECTIVE 1.15

The City shall reduce the amount of nutrients in stormwater runoff by regulating new development and by supporting intergovernmental programs aimed at reducing nutrient loads in stormwater runoff.

The City shall reduce nutrient loads in stormwater runoff by:

- (a) Requiring new development to comply with the drainage regulations of the Suwannee River Water Management District as described in Volumes I and II of the SRWMD Environmental Resource Applicant's Handbook, which provides detailed information on design requirements for stormwater management systems, as authorized by Section 373.4145, Florida Statutes, and Chapter 62-330, Florida Administrative Code.
- (b) For projects exempt from Chapter 62-330 FAC requirements, the City shall require new development to control stormwater runoff so that post-development runoff and rates and pollutant loads do not exceed pre-development conditions.
- (c) Limiting new development in flood prone and wetland areas.
- (d) Recognizing that the City is located the Santa Fe River Drainage Basin for which the Florida Department of Environmental Protection has prepared a Basin Management Action Plan (BMAP) to reduce the level of pollutants reaching the Santa Fe River and associated springs. The City shall coordinate with FDEP and others as the BMAP is implemented, including but not limited to participating in efforts to promote the development and/or adoption of :
 - (e)i. fertilizer and irrigation ordinances
 - (f)ii. agricultural Best Management Practices
 - (g)iii. nonagricultural Best Management Practices
 - i.iv. region-wide policies aimed at reducing nutrients and algal mass in the Santa Fe River and associated springs.

CHAPTER TWO
TRAFFIC CIRCULATION ELEMENT
GOALS, OBJECTIVES AND POLICIES

INTRODUCTION

A traffic circulation system supports existing and future development by providing for the safe and efficient movement of goods and people. This Plan element identifies the types, location, and extent of existing and proposed major ~~thoroughfares~~thoroughfares and transportation routes in the City and establishes a framework for policy decision making regarding future transportation needs. Data collected for this Plan element and its analysis, contained in the Data and Analysis document are not adopted as part of this Plan element, but ~~and so~~ provide the a basis for its formulation.

The Traffic Circulation Element ties closely to the Future Land use Element due to the inherent two-way relationship between land use and transportation. Land use patterns directly affect the demand for transportation facilities with more intensive land uses generating more traffic and requiring greater degrees of accessibility. Conversely, the transportation network affects and influences the use of land located adjacent to these facilities.

The Traffic Circulation Element also coordinates with other Plan elements as required by the Community Planning Act of 2011, as amended. ~~Local Government Comprehensive Planning and Land Development Regulation Act and accompanying Chapter 9J-5, Florida Administrative Code.~~ Since the City's traffic circulation system does not stop at political boundaries, coordination with other local governments is prerequisite to a functional traffic circulation system. The goal, ~~objectives~~objectives, and policies of the Intergovernmental Coordination Element establish guidelines for coordination between various governmental entities.

TRAFFIC CIRCULATION GOAL, OBJECTIVES, AND POLICIES

GOAL II – PROVIDE FOR A TRAFFIC CIRCULATION SYSTEM WHICH SERVES EXISTING AND FUTURE LAND USES

OBJECTIVE II.1

The City, upon adoption of this Comprehensive Plan, shall establish a safe, convenient, and efficient level of service standard which shall be maintained for all motorized and non-motorized transportation systems ~~beginning July 1, 1992.~~

Policy II.1.1

Establish Level of Service Standards as noted below at peak hour for the following roadway segments within the City as defined within the Florida Department of Transportation "2013 Quality /Level of Service Handbook". ~~Florida Level of Service Standards and Guidelines Manual for Planning, 1989."~~

| ROADWAY SEGMENT NUMBER | ROADWAY SEGMENT | NUMBER OF LANES | FUNCTIONAL CLASSIFICATION | AREA TYPE | SEGMENT DISTANCE (IN MILES) | LEVEL OF SERVICE |
|------------------------|--|-----------------|---------------------------|-----------|-----------------------------|------------------|
| 1 | County Road 18 (from Hampton's east limits to Hampton's west limits) | 2-U | Major Collector | Rural | 1.0 | D |
| 2 | County Road 221 (from County Road 18 to Hampton's east limits) | 2-U | Major Collector | Rural | 0.3 | D |
| 3 | County Road 221 (from County Road 18 to Hampton's west limits) | 2-U | Minor Collector | Rural | 0.3 | D |
| 4 | County Road 325 (from County Road 18 to Hampton's south limits) | 2-U | Minor Collector | Rural | 0.8 | D |

U – Undivided roadway

Policy II.1.3

The City shall control the number and frequency of connections and access points of driveways and roads to arterial and collector roads by requiring access points for state roads to be in conformance with Chapters 14-96 and 14-97, Florida Administrative

**CHAPTER FIVE
CONSERVATION ELEMENT
GOALS, OBJECTIVES AND POLICIES**

INTRODUCTION

The following goal, objectives, and policies comprise the Conservation Element and promote the conservation, use, and protection of the City's natural resources. Data collected for this plan element and its analysis, contained in the City's Data and Analysis document, are not part of this plan element but do provide a basis for its formulation.

Conservation land is defined as land designated for the purpose of conserving or protecting natural resources or environmental quality. It includes areas used for such purposes as flood control, protection of quality or quantity of ground water or surface water, floodplain management, or protection of vegetative communities or wildlife habitats.

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

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

CONSERVATION GOAL, OBJECTIVES AND POLICIES

GOAL V – CONSERVE, THROUGH APPROPRIATE USE AND PROTECTION, THE RESOURCES OF THE CITY TO MAINTAIN THE INTEGRITY OF NATURAL FUNCTIONS.

alternative for development exists, mitigation will be considered as a last resort using criteria established within chapter 4762-312, Rules of the Florida Department of Environmental ~~Regulation~~-Protection.

OBJECTIVE V.5

The City shall reduce the per capita consumption of groundwater by 10% by the year 2020.

Policy V.5.1

The City shall make progress towards achieving its water conservation objective by:

- (a) Providing conservation related educational information to its water system customers.
- (b) Seeking intergovernmental funding for water system improvements that promote water conservation.
- (c) Recognizing that the City is located in a water caution area as designed by the Suwannee River Water Management District and supporting programs of the District aimed at water conservation.

OBJECTIVE V.6

The City shall reduce the amount of nutrients in stormwater runoff by regulating new development and by supporting intergovernmental programs aimed at reducing nutrient loads in stormwater runoff.

Policy V.6.1

The City shall reduce nutrient loads in stormwater runoff by:

- (a) Requiring new development to comply with the drainage regulations of the Suwannee River Water Management District as described in Volumes I and II of the SRWMD Environmental Resource Applicant's Handbook, which provides detailed information on design requirements for stormwater management systems, as authorized by Section 373.4145, Florida Statutes, and Chapter 62-330, Florida Administrative Code.
- (b) For projects exempt from Chapter 62-330 FAC requirements, the City shall require new development to control stormwater runoff so that post-development runoff and rates and pollutant loads do not exceed pre-development conditions.

(c) Limiting new development in flood prone and wetland areas.

(d) Recognizing that the City is located the Santa Fe River Drainage Basin for which the Florida Department of Environmental Protection has prepared a Basin Management Action Plan (BMAP) to reduce the level of pollutants reaching the Santa Fe River and associated springs. The City shall coordinate with FDEP and others as the BMAP is implemented, including but not limited to participating in efforts to promote the development and/or adoption of :

i. fertilizer and irrigation ordinances

ii. agricultural Best Management Practices

iii. nonagricultural Best Management Practices

vi. region-wide policies aimed at reducing nutrients and algal mass in the Santa Fe River and associated springs.

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

Regional Planning Council: North Central FL
Review Date: 5/26/16
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 95
Local Government: Alachua County
Local Government Item No: CPA 03-16
State Land Planning Agency Item No: 16-3ESR

Date Mailed to Local Government and State Land Planning Agency: 5/27/16 (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 item reclassifies 20.0 acres on the Future Land Use Map from Medium Density Residential (4-8 dwelling units per acre) to Low Density Residential (1-4 dwelling units per acre. See attached map).

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

The amendment results in a decrease in dwelling unit density. Therefore, significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance, regional facilities, or adjoining local governments.

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

Significant adverse extrajurisdictional impacts are not anticipated to occur to adjacent local governments as a result of the amendment.

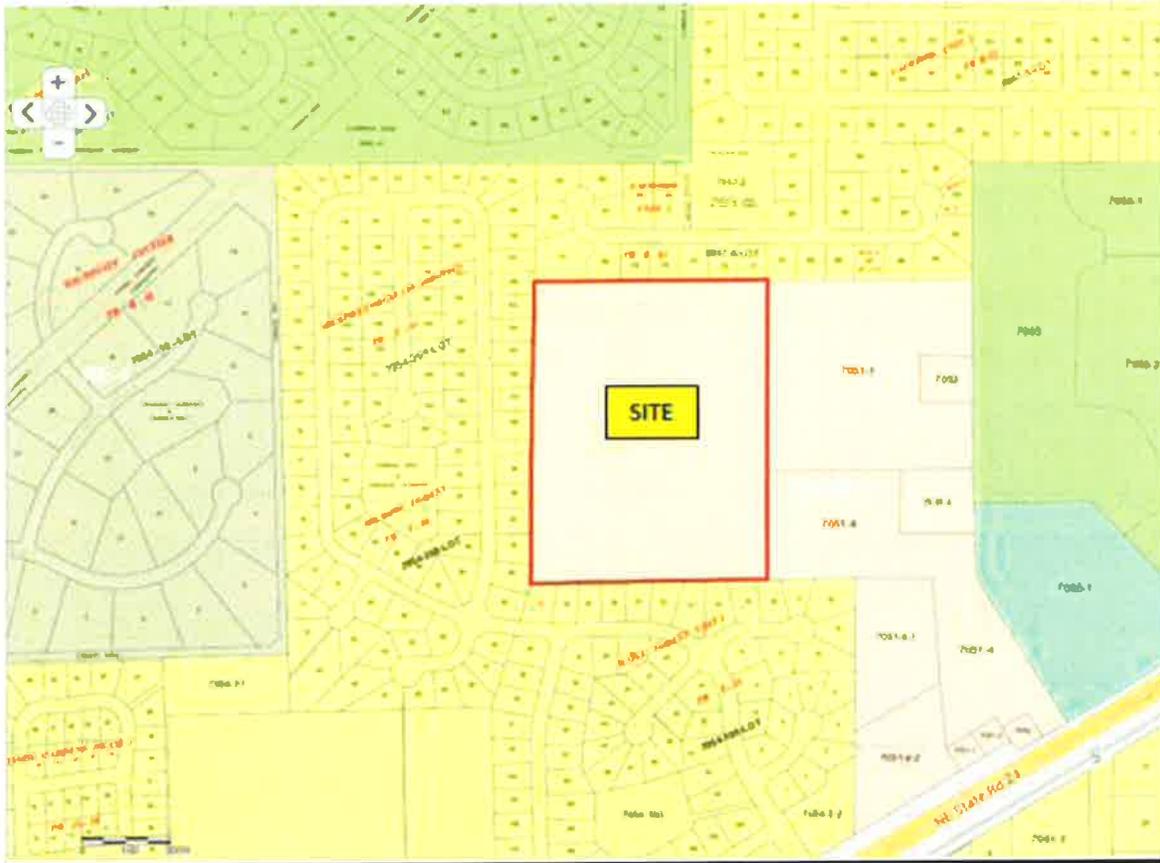
Request a copy of the adopted version of the amendment?

Yes No

Not Applicable

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

Alachua County Office of Planning and Development Staff Report



Land Use Map

As shown on the land use map above, the parcel is surrounded by Low-Density Residential (LDR) land uses to the north, west and south. The provision to amend the land use on this parcel to LDR is therefore in character with the nature of the surrounding development. The present land use (Medium-Density Residential) permits up to 8 dwelling units per acre. The request by the applicant is to reduce the permitted density by amending the land use to LDR, which would allow a maximum of 4 du/acre.

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

Regional Planning Council: North Central Fl
Review Date: 5/26/16
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 96
Local Government: Marion County
Local Government Item No.: 2015-L02
State Land Planning Agency Item No: 15-2ESR

Date Mailed to Local Government and State Land Planning Agency: 5/27/16 (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 amendment reclassifies 28.5 acres on the Future Land Use Plan Map from High Density Residential (up to 8 dwelling units per acre) to Urban Residential (up to 16 dwelling units per acre. See attached).

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

The subject property of the amendment is located within one-half mile of State Road 200, which is identified in the Withlacoochee Strategic Regional Policy Plan as a Regional Transportation Facility. The subject property is not located within or near a Natural Resource of Regional Significance as identified and mapped in the regional plan.

The local government data and analysis report indicates that the adjoining segment of the Regional Road Network is anticipated to meet minimum level of service standards should the subject property be developed to its maximum allowable intensity of use. Therefore, significant adverse impacts are not anticipated to occur to the Regional Road Network as a result of the amendment.

Furthermore, significant adverse impacts are not anticipated to occur to the Natural Resource of Regional Significance as a result of the amendment as the subject property is not located within or near a Natural Resource of Regional Significance.

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

Adverse extrajurisdictional impacts are not anticipated to occur to adjacent local governments as a result of the amendment.

Request a copy of the adopted version of the amendment?

| | | | |
|----------------|--------------------------|----|-------------------------------------|
| Yes | <input type="checkbox"/> | No | <input type="checkbox"/> |
| Not Applicable | <input type="checkbox"/> | | <input checked="" type="checkbox"/> |

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



Marion County Board of County Commissioners

Date: 4/20/2016

P&Z: 11/30/2015 **BCC Transmittal:** 12/16/2015 **BCC Adoption:** 12/16/2015

Amendment No:
2015-L02

Type of Application
Large- Scale FLUMS
Amendment

Request: Future
Land Use Designation
Change
From: High Residential
To: Urban Residential

Concurrent Zoning
Case: 151214Z
From: R-1 & R-3
To: PUD

Parcel #/Acreage:
35770-055-04, 19, and
32; ±28.5 acres

Owners: JMSB
Family Partners I,
LLLP & Southeast
Consulting Services,
Inc.

Applicant: Lyle R.
Titterington, PE

Location: NE and SE
Corners at SW 80th
Avenue and SW 100th
Street

Recommendation
Approval

P&Z
Recommendation:
Approval

Existing Use:
Vacant/forested.



RECOMMENDATIONS & HEARINGS HELD FOR THIS AMENDMENT

| Action | Result |
|----------------------|----------|
| Staff Recommendation | APPROVAL |
| P&Z Recommendation | APPROVAL |
| BCC Transmittal | APPROVED |
| BCC Adoption | ADOPTED |

Notice of Public Hearing
Property Owners within 300 feet of the subject property: 46
Written comments in opposition have been received from 8 of 46 residents or 17% at the time of this reports distribution. Additional public comment may be available at the public hearing.

PROJECT INFORMATION

Request: High Residential to Urban Residential on ±28.50 acres.

Development Potential:

| Residential | Non-Residential |
|--------------|-----------------|
| Max 16 DU/AC | N/A |
| 456 DU | |

Potable Water: Within the Marion County SW Oak Run Utility Service Area.

Sanitary Sewer: Within the Marion County SW Oak Run Utility Service Area.

Environmental: There does not appear to be protected natural resources on-site that would affect its development.

Transportation: Capacity is available.

LOCATION

The site is on the east side of SW 80th Avenue, forming the NE and SE corners of the SW 80th Avenue & SW 100th Street intersection.

term disposal needs. The County continues to use the Baseline Landfill until 2020 when it is projected to close. A long-term contract reserving capacity with a private landfill in Sumter County is in place for use when determined necessary by the County. Further, the County continues to pursue recycling opportunities and other avenues to address solid waste needs based on existing and projected conditions.

Transportation: Amendment 15-L02 was analyzed using the Marion County Impact Fee Schedule as based on the Institute of Transportation Engineers Trip Generation Handbook, 8th Edition. The proposed ±28.5 acres of Urban Residential, with a maximum density of 16 DU/AC, would allow up to 456 DUs that has the potential to generate approximately **1,888 daily trips** and **830 PM peak hour trips** (See Amendment Trip Generation Table). SW 80th Avenue, based on the TPO 2014 Traffic Counts, has a current Volume to Capacity Ratio of **20% (3,300 of 16,815 trips)**. Hwy 200, based on the TPO 2014 Traffic Counts, has a current Volume to Capacity Ratio of **42% (24,850 of 59,900 trips)**. SW 103rd Street Road, based on the TPO 2014 Traffic Counts, has a current Volume to Capacity Ratio of **43% (5,700 of 13,260 trips)**. SW 100th Street, extending west from SW 80th Street to Hwy 200, is not currently subject to traffic counting activities at this time. *Projections show SW 80th Avenue, SW Hwy 200, and SW 103rd Street Road continuing to operate within their applicable adopted level of service ("D"/"E").* If approved, and through subsequent application processes, development proposals associated with this application will be subject to review and approval under the County's Land Development Code including concurrency review processes.

| AMENDMENT TRIP GENERATION | | | | | |
|----------------------------------|-------------------|--------------|----------------------------------|--------------------|------------------------|
| Scenario | Land Use | Acres | Potential Max Development | Daily Trips | PM PK HR. Trips |
| Existing | High Residential | 28.50 | 228 DU | 1,505 | 141 |
| Proposed | Urban Residential | 28.50 | 456 DU | 1,888 | 200 |

STAFF RECOMMENDATION:

Growth Services recommends **APPROVAL** of CPA 15-L02 for the proposed Future Land Use Map Amendment on the following basis:

1. The granting of the amendment will not adversely affect the public interest.
2. The proposed amendment is compatible with land uses in the surrounding area.
3. The proposed amendment is consistent with Chapter 163, Florida Statutes and the Marion County Comprehensive Plan

PLANNING & ZONING COMMISSION RECOMMENDATION – November 30, 2015:

The Planning & Zoning Commission recommends **APPROVAL** of CPA 15-L02 for the proposed Future Land Use Map Amendment on the following basis:

1. The granting of the amendment will not adversely affect the public interest.
2. The proposed amendment is compatible with land uses in the surrounding area.
3. The proposed amendment is consistent with Chapter 163, Florida Statutes and the Marion County Comprehensive Plan.

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

Regional Planning Council: North Central Fl
Review Date: 5/26/16
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 97
Local Government: Alachua County
Local Government Item No: CPA 01-16
State Land Planning Agency Item No: 16-4ESR

Date Mailed to Local Government and State Land Planning Agency: 5/27/16 (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 item amends County Transportation Mobility Element Policy 1.6.8 to alter the requirements for the resurfacing of open drainage arterial and collector roadways (see attached).

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

The amendment does not result in a change in maximum allowable density or intensity of use. Therefore, significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance, regional facilities or adjoining local governments.

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

Significant adverse extrajurisdictional impacts are not anticipated to occur to adjacent local governments as a result of the amendment.

Request a copy of the adopted version of the amendment?

Yes X No

Not Applicable

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

**EXCERPTS FROM THE
COUNTY COMPREHENSIVE PLAN AMENDMENT**

Alachua County

Office of Planning and Development Staff Report

ANALYSIS OF REQUEST

Background

At its June 25, 2015 quarterly retreat, the Board of County Commissioners received a presentation on Citizen Standards for Paving. This proposed standard would provide for repaving of roadways without the addition of paved shoulders, turn lanes or other enhancements. At that meeting, the Board provided direction to Staff to continue to develop information supporting the application of the standard. This Policy change would be required in order to move ahead with the Citizen Standards for Paving.

At its February 23, 2016 Public Hearing to consider the change, the Board expressed concern about the removal of the requirement to provide paved shoulders or bicycle lanes. The Board asked for additional information about how the policy might be applied. In response, Staff has had discussions with the Board about the implications of not changing the policy.

Summary of Change

CPA 01-16 is a County-initiated text amendment to the Alachua County Comprehensive Plan: 2011-2030 to amend Policy 1.6.8 of the Transportation Mobility Element. The policy amendment is intended to modify the requirement to provide bicycle lanes or paved shoulders for resurfacing projects. The Policy currently requires that any addition of turn lanes or any resurfacing or reconstruction projects on swale-section roadways include the addition of paved shoulders or bicycle lanes. Existing Policy 1.6.8 is as follows:

Bike lanes or paved shoulders shall be provided whenever turn lanes are constructed on a rural cross-section arterial or collector roadways. Bike lanes or paved shoulders shall be provided in conjunction with the resurfacing or reconstruction of all rural cross-section arterial and collector roadways unless prohibited due to stormwater, environmental or right-of-way constraints.

CPA-01-16 proposes to modify the Policy to address three separate capital project types: addition of turn lanes, reconstruction, and resurfacing. As provided for today, the proposed change would require that paved shoulders or bicycle lanes be added where turn lanes are added or a reconstruction project is proposed. However, for the third category, paved shoulder or bicycle lanes would become an encouraged element. The revised Policy 1.6.8 would read as follows:

The addition of bicycle lanes or paved shoulders in conjunction with roadway improvements on existing open drainage collector and arterial roadways shall be reviewed as detailed below:

Alachua County

Office of Planning and Development Staff Report

- (a) Bicycle lanes or paved shoulders shall be provided whenever auxiliary lanes or medians are constructed on open drainage arterial or collector roadways unless prohibited due to stormwater, environmental or right-of-way constraints.
- (b) Reconstruction projects for collector or arterial roadways with open drainage shall include the addition of bicycle lanes or paved shoulders unless prohibited due to stormwater, environmental or right-of-way constraints.
- (c) Bicycle lanes or paved shoulders shall be provided in conjunction with the resurfacing of all open drainage arterial and collector roadways; however, where fiscal constraints exist, the County may consider adjacent or parallel multi-use paths.

The revised policy continues to require, by default, the addition of paved shoulders or bicycle lanes on open drainage arterial and collector roadways as part of resurfacing projects. However, the new part (c) provides the Board with some flexibility to consider alternate implementations on repaving projects when a fiscal constraint exists. The policy provides examples of alternatives to providing paved shoulders or bicycle lanes, but also allows the Board to make other choices.

Staff envisions that, as a matter of implementation, for any project that is identified as having a fiscal constraint the Board would be provided with cost estimates both for providing the paved shoulders or bicycle lanes and for any alternative. The Board would then decide what the final design of the resurfacing project would be based upon the information provided and any public input.

COMPREHENSIVE PLAN CONSISTENCY

There are no additional Comprehensive Plan policies that are directly in conflict with the proposed change. Principle 1 of the Transportation Mobility Element is “to establish and maintain a safe, convenient, and efficient automobile, transit, bicycle and pedestrian transportation system, capable of moving people and goods throughout the county.” In order to maintain the transportation system, it is necessary for the Board to have flexibility in resurfacing projects.

Objective 1.6 of the Transportation Mobility Element is to “Provide a system of safe, pleasant, convenient, and continuous bicycle and pedestrian network throughout the community.” As the revised Policy 1.6.8 will still require the addition of bicycle lanes or paved shoulders for reconstruction projects and projects that add auxiliary lanes or medians, Alachua County will continue to make strides toward a larger bicycle network. Additionally, nothing in the revised Policy would prohibit the addition of bicycle lanes or paved shoulders as part of resurfacing projects. Where funding is available, the Board

STAFF-LEVEL ITEMS

#72



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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 4-25-16

PROJECT DESCRIPTION

#72 - Town of Cross City Sewer Extension Project - U.S. Department of Agriculture - Rural Development - Cross City, Dixie County, Florida

TO: Lauren Milligan, Florida State Clearinghouse

XC: Heather W. Baxter, P.E.
Wet Engineering
4337 Pablo Oaks Court, Suite 101
Jacksonville, FL 32224

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

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by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

APPLICATION FOR FEDERAL ASSISTANCE

Version 7/03

| | | | | | |
|--|-------------------|---|---|--|-----------------------------|
| 1. TYPE OF SUBMISSION: Application | | 2. DATE SUBMITTED | | Applicant Identifier Town of Cross City | |
| <input checked="" type="checkbox"/> Construction | | <input type="checkbox"/> Pre-application | | 3. DATE RECEIVED BY STATE | |
| <input type="checkbox"/> Non-Construction | | <input type="checkbox"/> Construction | | State Application Identifier FL | |
| <input type="checkbox"/> Non-Construction | | <input type="checkbox"/> Non-Construction | | 4. DATE RECEIVED BY FEDERAL AGENCY | |
| | | | | Federal Identifier USDA | |
| 5. APPLICANT INFORMATION | | | | | |
| Legal Name Cross City, Town of | | | Organizational Unit: Department: Public Works | | |
| Organizational DUNS: 038019881 | | | Division: | | |
| Address | | | Name and telephone number of person to be contacted on matters involving this application (give area code) | | |
| Street: PO Box 417 | | | Prefix: Mr. | First Name: Gary | |
| City: Cross City | | | Middle Name | | |
| County: Dixie | | | Last Name Pinner | | |
| State: FL | Zip Code 32628 | | Suffix: | | |
| Country USA | | | Email: xcity@bellsouth.net | | |
| 6. EMPLOYER IDENTIFICATION NUMBER (EIN) | | | Phone Number (give area code) | | Fax Number (give area code) |
| 59-6000296 | | | 352-498-3079 | | 352-498-7549 |
| 8. TYPE OF APPLICATION: | | | 7. TYPE OF APPLICANT: (See back of form for Application Types) | | |
| <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision | | | C | | |
| If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) | | | Other (specify) | | |
| Other (specify) | | | 9. NAME OF FEDERAL AGENCY: USDA Rural Development | | |
| 10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: | | | 11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: | | |
| TITLE (Name of Program): Rural Development Grants | | | 10-769 | | |
| 12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): | | | Install sewer infrastructure to provide services to small businesses. | | |
| Town of Cross City, Dixie County, FL | | | | | |
| 13. PROPOSED PROJECT | | | 14. CONGRESSIONAL DISTRICTS OF: | | |
| Start Date June 2016 | | Ending Date: May 2017 | a. Applicant 3 | | b. Project 3 |
| 15. ESTIMATED FUNDING: | | | 16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS? | | |
| a. Federal | \$ | 200,000 | a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON | | |
| b. Applicant | \$ | 30,000 | DATE: | | |
| c. State | \$ | . | b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372 | | |
| d. Local | \$ | . | <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW | | |
| e. Other | \$ | . | 17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT? | | |
| f. Program Income | \$ | . | <input type="checkbox"/> Yes If "Yes" attach an explanation. <input checked="" type="checkbox"/> No | | |
| g. TOTAL | \$ | . | | | |
| 18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED. | | | | | |
| a. Authorized Representative | | | | | |
| Prefix Mr. | | First Name Kenneth | | Middle Name | |
| Last Name Lee | | | Suffix | | |
| b. Title Mayor | | | c. Telephone Number (give area code) 352-498-3079 | | |
| d. Signature of Authorized Representative | | | e. Date Signed | | |

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Prescribed by OMB Circular A-102

PRELIMINARY ENGINEERING REPORT

TOWN OF CROSS CITY
SEWER EXTENSION

Putnam Lodge
Cypress Inn Restaurant

Rural Business Development Grant (RDBG)

March 2016

Prepared By:



4337 Pablo Oaks Ct., Suite 101
Jacksonville, Florida 32224
904.223.9773
www.wetengineering.net
Certificate of Authorization #28



PRELIMINARY ENGINEERING REPORT

Cross City Sewer Extension to Cypress Inn Restaurant and Putnam Lodge

I General

Both the Putnam Lodge and Cypress Inn Restaurant are interested in connecting to the Town of Cross City's collection system. Both are small businesses, employing less than 50 people, and are currently using on-site treatment and disposal systems (OSTDS).

The two businesses are both located on the west side of Cross City. Putnam Lodge is located on the north side of US 19 and is a historic hotel built in 1927 by the Putnam Lumber Company. The lodge was recently modernized and restored to include 25 guest rooms, banquet area, and 75 seat restaurant. Cypress Inn Restaurant is located on the south side of US 19 and dates back to the 1920's. Today it is a 125 seat restaurant. The purpose of this report is to evaluate the feasibility of connecting both businesses to the Cross City collection system.

II Planning Area

A. Location

The Putnam Lodge is located on the north side of US 19, approximately 0.5 miles west of the Town's city limits. The Cypress Inn is located on the south side of US 19, approximately 0.4 miles west of the Town's city limits. The closest connection point to the Cross City collection system is located at the end of SE 9th Street, on the south side of US 19. In order to connect the two businesses to the Town's collection system, two road crossings and a large ditch crossing will be required. As a result, a gravity sewer system cannot be used. Instead, two duplex pump stations and a 4" force main will be required to connect the businesses to the manhole located on SE 9th Street.

The proposed connection route includes approximately 3700 ft of 4" force main. The route includes crossing under the FDOT agricultural ditch just west of SE 9th Street. The ditch is approximately 50 feet wide and 15 – 20 feet deep. Two road crossings will be required: CR 351A and US 19. Due to existing utilities in the right of ways along US 19 and CR 351A, the selected force main route uses private easements to minimize impacts on buried fiber optic lines, telephone, and gas. The proposed route is illustrated in the Proposed Route Map.

Overall Site Map

Untitled layer



City Limits - Town of Cross
City



Putnam Lodge

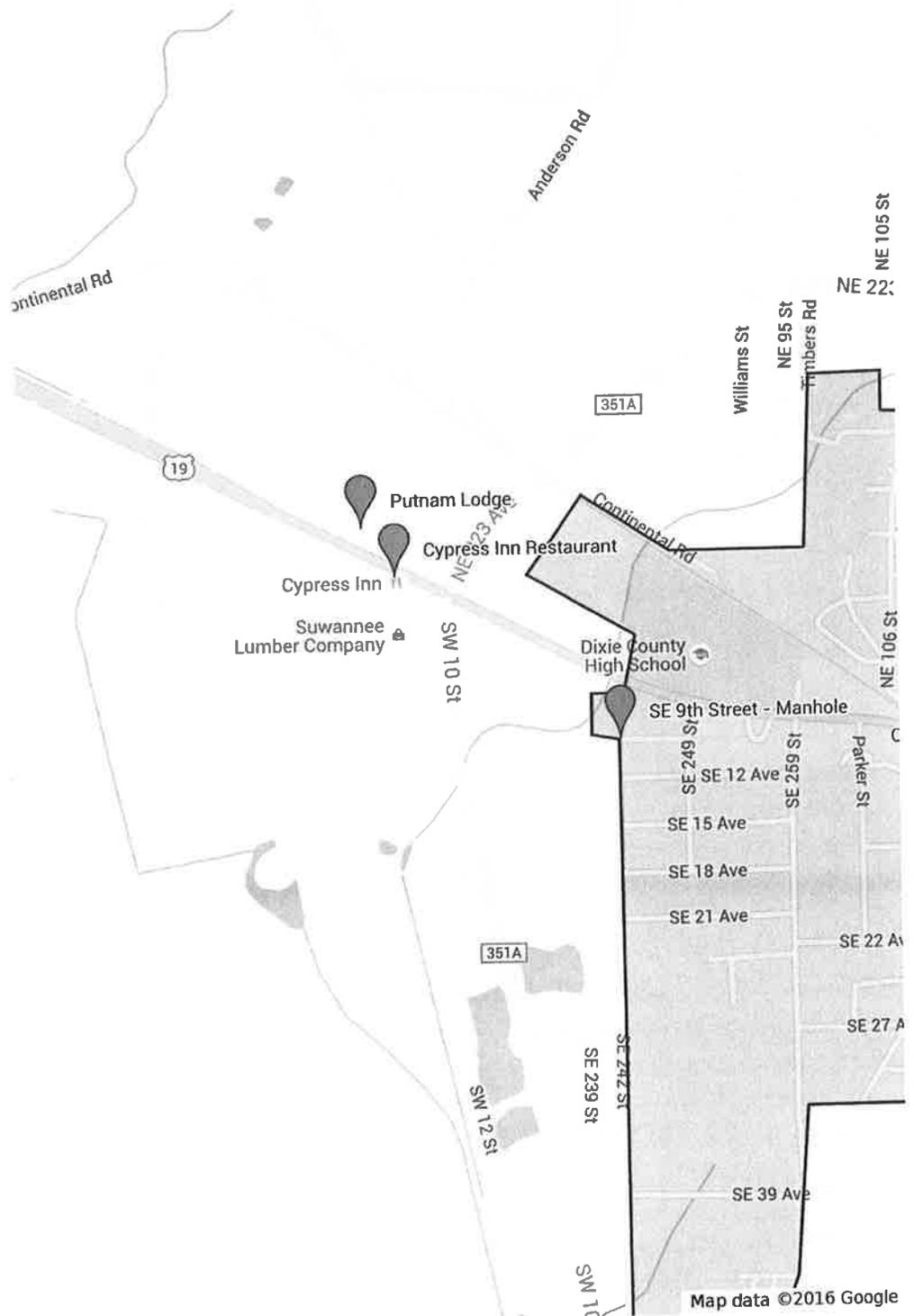


Cypress Inn Restaurant



SE 9th Street - Manhole

Untitled layer



Map data ©2016 Google



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**REGIONAL CLEARINGHOUSE
 INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 5-13-16

PROJECT DESCRIPTION

#79 - Suwannee County - 2014 Community Development Block Grant Application - Economic Development - Suwannee County, Florida

TO: Lauren Milligan, Florida State Clearinghouse

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

 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 – Table G-1 (Continued)

| | | |
|---|---------------------------|-------------------|
| <p>Funding for Planning and Design: You must check the Planning and Design Funding – Neighborhood Revitalization box if you want to be considered for funding. (The maximum funding for Planning and Design is \$70,000. In addition to the total funding needed for planning and design, the dollar amounts needed for basic engineering, additional engineering and administration must be shown below.)</p> | | |
| <input type="checkbox"/> Planning and Design Funding – Neighborhood Revitalization | | |
| If you will accept funding for Planning and Design, indicate the total amount being requested: \$ | | |
| Basic Engineering \$ | Additional Engineering \$ | Administration \$ |

| | |
|---|---|
| <p>Citizen Participation – Public Hearings Documentation of the citizen participation activities must be included in Appendix D of Part 9.</p> | |
| List the date that the public notice for the first public hearing was published: 07/01/2015 | List the date when the first public hearing was held: 07/07/2015 |
| List the date that the public notice for the second public hearing was published: October 28,2015 | List the date when the second public hearing was held: November 3, 2015 |

| <p>Subgrant Funding Request: The maximum funding request for Neighborhood Revitalization, Commercial Revitalization and Housing Rehabilitation subgrants is based on the jurisdiction's LMI population as determined by HUD. Please see the table below. The maximum subgrant funding request for Economic Development subgrants is \$1,500,000, and the cost per job created must be less than \$35,000. At the bottom of the left column, enter the actual LMI population. (Data available on CDBG website.) At the bottom of the right column, enter the actual subgrant amount being requested.</p> | |
|--|---|
| LMI Population | Maximum Subgrant Request |
| 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: 10,920 | Subgrant Funds Being Requested: \$ 1,819,948.00 |

Project Narrative — G-2

Suwannee County Economic Development Catalyst Site Rail Road Spur Construction Project

Suwannee County is working with two separate businesses which have purchased property within the Suwannee County Industrial Park Catalyst Site. One of the businesses, Klausner Lumber Number One, LLC currently operates a sawmill on their property and the other business, Matco Industries, Inc. currently owns undeveloped property within the Industrial Park Catalyst Site. The project involves constructing a railroad spur that would serve both businesses.

The Suwannee County Industrial Park Catalyst Site currently does not contain any rail capabilities. The CDBG funding being requested in this application will be used to construct a railroad spur which will serve the Klausner sawmill and Matco Industries, Inc. transloading terminal facility. The new rail spur will tie into the existing CSX railroad line running along the north side of US Highway 90 northwest of I-10 and continue northward along the right of way owned by Suwannee County running between the Klausner Sawmill Property and the Matco Industries transloading terminal facility property. The railroad spur will run within the following parcels of property owned by Suwannee County:

- Parcel 34-01S-12E-09801001000, a 86.4 acre parcel;
- Parcel 34-01S-12E-09801002000, a 6.11 acre parcel; and
- Parcel 27-01S-12E-09705000000, a 24.15 acre parcel

Both facilities will be served by the central potable water system located within the Suwannee County Industrial Park Catalyst Site owned and operated by Suwannee County. The Suwannee County central water plant serving the Suwannee County Industrial Park Catalyst Site has adequate capacity to serve the Klausner sawmill and Matco Industries, Inc. transloading terminal facility sites included in this application. Both businesses included in this application will be served by individual septic tanks. At the completion of the project all of the new rail spur improvements constructed with the CDBG funding requested herein will be owned by Suwannee County.

Klausner Lumber Number One, LLC

Klausner Lumber One, LLC is the legal owner of the Klausner sawmill facility. The Klausner sawmill facility is located on six contiguous parcels of property within unincorporated Suwannee County, Florida. The Parcel numbers and size of each of the six parcels of property are as follows:

- Parcel # 27-01S-12E-0970501.0140, a 10.03 acre parcel of property;
- Parcel # 27-01S-12E-0970501.0150, a 10.03 acre parcel of property;
- Parcel # 27-01S-12E-0970501.0160, a 10.03 acre parcel of property;
- Parcel # 27-01S-12E-0970501.0170, a 10.03 acre parcel of property;
- Parcel # 27-01S-12E-0970500.1000, a 36.14 acre parcel of property; and
- Parcel # 34-01S-12E-0980200.0000, a 83.86 acre parcel of property

The property, which has a street address of 17152 46th Terrace, Live Oak, Florida, is located on the west side of 169th Road, northwest of the intersection of U. S. Highway 90 and Interstate 10. The Suwannee County Industrial Park Catalyst Site is located northwest of the City of Live Oak in unincorporated, Suwannee County, Florida. The Klausner Sawmill in Suwannee County started production in March 2015. Currently, Klausner Lumber One, LLC owns and operates the sawmill in Suwannee County, in the United States, and one sawmill in Germany. Klausner Lumber One, LLC is currently building a second sawmill in the United States in Enfield, North Carolina. The Klausner sawmill in Suwannee County is currently the only Klausner's sawmill operating in the United States of America. Klausner Lumber One, LLC currently operates sawmills in the following countries:

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

- Germany;
- United States (Florida) operating; and
- United States (North Carolina) under construction;

The Klausner sawmill facility in Suwannee County, Florida is located on approximately 160 acres of property. The main building is a three (3) story building containing approximately sixty thousand (60,000) square feet of space. Currently the Klausner sawmill in Suwannee County, Florida employs two hundred eighty (280) people. When the railroad spur is fully operational, the Klausner Sawmill facility will employ an additional forty-three (43) people bringing the total number of employees working at the Suwannee County Klausner Lumber Company facility to three hundred twenty-three (323) people. None of the individuals claimed as new employees will be transferred from the existing Klausner Lumber One, LLC sawmill facility. All of the employment positions at the Suwannee County Klausner Lumber One, LLC Company sawmill facility in Suwannee County claimed as new employees in this CDBG application will be filled with employees new to the company.

Klausner Lumber One, LLC currently owns six parcels of property referenced above from which the Klausner sawmill carries out its operations. All of the property is located in unincorporated Suwannee County, Florida within the Suwannee County Industrial Park Catalyst Site.

Klausner Lumber One, LLC anticipates spending approximately fifteen million four hundred seventy-one thousand seventy-four dollars (\$15,471,074.00) expanding and equipping the second phase of the Klausner sawmill facility. The second phase of the Klausner sawmill expansion will consist of developing a second log yard and constructing the railroad loading area. Currently the sawmill is operating under capacity due to the size of the existing log yard and the lack of a rail spur to ship the finished product. The development of a second log yard and the availability of railroad delivery will allow the sawmill to operate at full capacity. To provide railroad accessibility, the second phase of the Klausner sawmill project includes extending the rail spur within the Klausner sawmill property and constructing a loading facility as part of the rail spur development. Klausner Lumber One, LLC already owns all of the property needed for the sawmill expansion project. None of the fifteen million four hundred seventy-one thousand seventy-four dollars (\$15,471,074.00) in plant expansion cost is being claimed for points in this application.

Klausner Lumber One, LLC is estimating the expansion of the Klausner sawmill facility in the Suwannee County Industrial Park Catalyst Site will result in the creation of, a minimum of forty-three (43) 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-two (22) of the forty-three (43) individuals employed as a result of the expansion of the Klausner sawmill facility will be members of low and moderate income households prior to being employed at the Klausner sawmill facility. Fifteen (15) of the twenty-two (22) full time equivalent low and moderate income positions claimed for points in this application will be full time positions. If the Klausner sawmill facility employs more than forty-three (43) additional individuals, at least fifty-one percent (51%) of the additional individuals employed by Klausner Lumber One, LLC at the Suwannee County sawmill facility will be members of low and moderate income households prior to their employment at the Suwannee County Klausner Lumber One, LLC sawmill facility. Thus the national objective "Benefit to Low and Moderate Income Persons" will be realized by this portion of the project.

Klausner Lumber One, LLC anticipates commencing construction on the expansion of the sawmill facility in the fall of 2016 and having the expanded facility fully operational by the fall of 2017.

Any funds being claimed for points in this application by Klausner Lumber One, LLC for the expansion of the Klausner sawmill facility will be expended after the date of the DEO site visit and before the project's administrative closeout.

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

Matco Industries, Inc.

Matco Industries, Inc. is the legal owner of the proposed Matco Industries transloading terminal facility. The Matco Industries transloading terminal facility will be located on parcel numbers 34-01S-12E-09801000000 a 54.79 acre parcel of property and 33-01S-12E-0977100.1000, a 38.83 acre parcel of property. Both parcels of property are located within the Suwannee County Industrial Park Catalyst Site.

The contiguous parcels of property have a street address of 17501 50th Street, Live Oak, Florida, both are located on the west side of 169th Road, northwest of the Intersection of U. S. Highway 90 and Interstate 10 northwest of the City of Live Oak in unincorporated, Suwannee County, Florida. The property is located just west of the Klausner Lumber One, LLC sawmill property parcel number 34-01S-12E-09802000000. The Matco Industries transloading terminal facility site and the Klausner Lumber One, LLC sawmill site are separated by the Suwannee County right of way, on which the railroad spur will be constructed. The Suwannee County right-of way runs between the two properties. The Matco Industries transloading terminal facility in Suwannee County is scheduled to open in June 2017. Currently Matco Industries, Inc. operates a transloading terminal facility in Columbia County on a leased parcel of property with railroad access. The owners of the property in Columbia County have notified Matco Industries, Inc. the lease on the property in Columbia County will not be renewed and the Matco Industries transloading terminal facility will need to vacate the property in Columbia County at the end of the 2017 calendar year. In addition to the transloading terminal facility in Columbia County, Matco Industries also operates a transloading terminal facility and stone center in Pompano Beach, Florida. The stone center in Pompano Beach, Florida sells bulk and palletized stone to landscape professionals and property owners in the area.

The Matco Industries transloading terminal facility site contains approximately 93 acres of property. The development of the transloading terminal facility will include extending the railroad spur two thousand four hundred feet (2,400') onto the property. The existing transloading facility and mobile office will be relocated from the existing Columbia County transloading facility site. Currently, Matco Industries' existing transloading terminal facility in Columbia County employees three (3) people. When the transloading terminal facility in Suwannee County is fully operational, the Matco Industries transloading terminal facility will employ nine (9) additional people bringing the total number of employees working at the Matco Industries transloading terminal facility in Suwannee County to twelve (12) people. All three (3) of the individuals currently working at the transloading terminal facility in Columbia County will be transferred to the new facility in Suwannee County. None of the individuals claimed as new employees will be transferred from the existing Matco Industries, Inc. transloading terminal facility and stone center in Pompano Beach, Florida. All of the employment positions at the Suwannee County, Matco Industries, Inc. transloading terminal facility claimed as new employees in this CDBG application will be filled with employees new to the company.

Matco Industries, Inc. currently owns the two parcels of property referenced above from which the Matco Industries, Inc. transloading terminal facility will carry out its operations. The Matco Industries property is located in unincorporated Suwannee County, Florida within the Suwannee County Industrial Park Catalyst Site.

Matco Industries, Inc. anticipates spending approximately four hundred thousand dollars (\$400,000.00) relocating the existing facility, constructing the new railroad spur and equipping the transloading terminal facility in Suwannee County. Matco Industries, Inc already owns the parcels of property the transloading terminal facility will be constructed on. None of the four hundred thousand dollar (\$400,000.00) cost to relocate the existing facility and construct the new transloading terminal facility is being claimed for points in this application.

Matco Industries, Inc. is estimating the construction of the transloading terminal facility in the Suwannee County Industrial Park Catalyst Site will result in the creation of, a minimum of nine (9) 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 five (5) of the nine (9) individuals employed as a result of the

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

construction of the Matco Industries, Inc. transloading terminal facility will be members of low and moderate income households prior to being employed at the Matco Industries transloading terminal facility. At least three (3) of the five (5) full time equivalent low and moderate income positions claimed for points in this application will be full time positions. If the Matco Industries transloading terminal facility employs more than nine (9) additional individuals, at least fifty-one percent (51%) of the individuals employed will be members of low and moderate income households prior to their employment at the Matco Industries transloading terminal facility. Thus the national objective "Benefit to Low and Moderate Income Persons" will be realized by this portion of the project.

Matco Industries, Inc., anticipates commencing construction on the transloading terminal facility in the fall of 2016 and having the facility fully operational by the fall of 2017.

The funds being claimed for points in this application by Matco Industries, Inc. for the construction of the transloading terminal facility will be expended after the date of the DEO site visit and before the project's administrative closeout.

In order to facilitate the expansion of the Klausner Lumber One, LLC sawmill facility and the development of the Matco Industries, Inc. transloading terminal facility in the Suwannee County Economic Development Catalyst Site a railroad spur will need to be constructed that will serve both businesses utilizing the CDBG funding requested herein.

Suwannee County has contracted with Arcadis Engineering to design the rail spur and carry out inspection services during construction. Arcadis Engineering is finalizing the design of the rail spur. Twenty-three thousand three hundred nine dollars and three cents (\$23,309.03) remain in Arcadis Engineering's contract, these funds will pay for bidding and construction observation services.

CDBG Funded Activities:

| # | Activity | Explanation | Cost |
|-----|----------------------------|--|-----------------------|
| 17D | ED Other – Railroad Spur – | The installation of seven thousand five hundred twenty-five linear feet (7,525') of railroad spur. | \$1,699,948.00 |
| 21A | Administration | | <u>\$ 120,000.00</u> |
| | Total | | \$1,819,948.00 |

The CDBG funded improvements detailed herein are the minimum necessary to allow for the expansion of the Klausner Lumber One, LLC sawmill facility and the development of the Matco Industries, Inc transloading terminal facility.

No spin off jobs are anticipated from the expansion of the Klausner Lumber One, LLC sawmill facility and the development of the Matco Industries, Inc. transloading terminal facility.

Suwannee County anticipates the expansion of the Klausner Lumber One, LLC sawmill facility will generate an increase in property tax revenues of approximately one hundred eight thousand dollars (\$108,000.00) per year and the development of the Matco Industries, Inc transloading terminal facility will generate an increase in property tax revenues of approximately three thousand six hundred dollars (\$ 3,600.00) per year.

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

If the cost of designing, permitting, inspecting and constructing the proposed improvements exceeds the \$1,819,948.00 in CDBG funding that is being requested herein and the \$1,392,725.00 in Economic Development Transportation Fund funding the County has received from the Florida Department of Transportation, Suwannee County agrees to assume the additional cost of the railroad spur extension requested in this CDBG application.

Klausner Lumber One, LLC anticipates the expansion of the Klausner sawmill facility will result in the creation of the following new jobs:

| Position Title | Number of FTE jobs | Estimated Annual Salary/ Position |
|--------------------------------|--------------------|-----------------------------------|
| Log Yard Worker | 12 | \$35,000.00/yr. |
| Volvo Operators | 8 | \$40,000.00/yr. |
| Stacker | 8 | \$32,500.00/yr. |
| Maintenance Worker | 5 | \$35,000.00/yr. |
| Maintenance Helper | 4 | \$25,000.00/yr. |
| Lumber Yard Equipment Operator | 6 | \$40,000.00/yr. |
| Total | 43 | |

The majority of the forty-three (43) new jobs created by the expansion of the Klausner Lumber One, LLC sawmill 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 Klausner Lumber One, LLC or their designated training entity.

Matco Industries, Inc. anticipates the construction and operation of the proposed transloading terminal facility will create the following new jobs:

| Position Title | Number of FTE jobs | Estimated Annual Salary/ Position |
|------------------|--------------------|-----------------------------------|
| Mechanic | 1 | \$35,000.00/yr. |
| Truck Driver | 6 | \$40,000.00/yr. |
| General Laborers | 2 | \$22,000.00/yr. |
| Total | 9 | |

The majority of the nine (9) new jobs created by the Matco Industries, Inc. transloading terminal 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 the Matco Industries, Inc. transloading terminal facility 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 | PARTICIPATING PARTIES INVESTMENT CLAIMED FOR MATCH | PARTICIPATING PARTIES INVESTMENT NOT CLAIMED FOR MATCH | DOT ROAD FUND | SUWANNEE COUNTY | TOTAL |
|--------|---|------------------------|--|--|------------------------|------------------------|-------------------------|
| 001 | Expansion of the Klausner Sawmill | 0.00 | 0.00 | \$ 15,471,074.00 | 0.00 | 0.00 | \$ 15,471,074.00 |
| 001 | Construction of the Matco Industries, Inc. transloading terminal facility | 0.00 | 0.00 | \$ 400,000.00 | 0.00 | 0.00 | \$ 400,000.00 |
| 17D | Railroad Spur Construction | \$1,699,948.00 | 0.00 | 0.00 | \$ 1,369,415.97 | \$ 1,363,039.03 | \$ 4,432,403.00 |
| 016 | Engineering | 0.00 | 0.00 | 0.00 | \$ 23,309.03 | 0.00 | \$ 23,309.03 |
| 013 | Administration | \$ 120,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | \$ 120,000.00 |
| | | | | | | | |
| | TOTAL | \$ 1,819,948.00 | 0.00 | \$ 15,871,074.00 | \$ 1,392,725.00 | \$ 1,363,039.03 | \$ 20,446,786.03 |

No matching funds are being claimed for points in this application

Whereas, fifty-two (52) new full time equivalent (FTE) jobs which are being claimed for points will be created by the two companies, the average cost per job for CDBG funds expended will be \$34,999.00, which is less than the \$35,000 per job threshold set by HUD.

The entire project will take place within unincorporated Suwannee County, Florida.



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**REGIONAL CLEARINGHOUSE
 INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 5-13-16

PROJECT DESCRIPTION

#85 - Dixie County - USDA Rural Development - Community Facility Grant Application -
 Dixie County Jail Roof Replacement Pre-application - Dixie County, Florida

TO: Lauren Milligan, Florida State Clearinghouse

XC: Rebecca C. Hodges, Area Director
 USDA-Rural Development
 2441 NE 3rd Street, Suite 204-1
 Ocala, FL 344704

 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

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 promoting economic development and providing technical services to local governments.



March 31, 2016

Mr. John Locklear
Locklear & Associates, Inc.
4140 NW 37th Place, Suite A
Gainesville, FL 32606

Re: Dixie County Jail Roof Replacement – Pre-application

Dear Mr. Locklear:

It was a pleasure speaking with you today concerning the Community Facility Grant Program. The following documentation will be needed in order to process your request for grant funds.

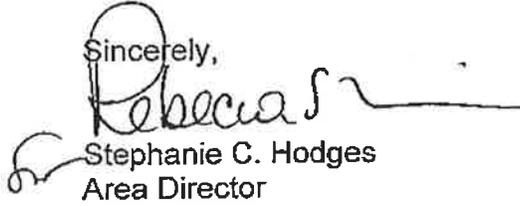
- Form SF 424, Application for Federal Assistance. Please make sure the authorized person for the County signs both the front and last page of this form. If the authorized person is not the Chairperson then we will need a Resolution indicating who can sign.
- Comments from the following so that I can complete the EA. Even though this is roof replacement, we will still be required to receive the following documentation.
 - State Clearinghouse
 - Regional Planning Council
 - US Fish and Wildlife
 - State Historical Preservation (SHPO)
 - Natural Resource Conservation (NRCS)
- Certified letter from the County's attorney indicating that they are legally organized and able to conduct business in the State of Florida.
- Form RD 442-3, Balance Sheet. We will need the Balance Sheet for both the Jail and the County's General Fund. If there are any funds remaining after expenses are paid, please explain why these funds cannot be used for the project. I will be glad to discuss with you further once you start the process. The current year funds cannot be over 90 days old. Prior year can be for the last audit.
- FL Instruction 1942-A, Guide 8, Applicant Certification of Prior Indebtedness, please attached any notes, bond, etc. to this form for the jail only.
- Copies of past three years audits
- FL Instruction 1942-A, Guide 20, Preliminary Environmental Information
- Current budget for the Jail

Rural Development • Ocala Area Office
2441 NE 3rd Street, Suite 204-1, Ocala, FL 34470
Voice (352)732-9796 • Fax 855-474-6990

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If you should have any questions in this matter, please contact Rebecca Manning of this office at 352-732-9796 extension 123 or by email at rebecca.manning@fl.usda.gov.

Sincerely,



Stephanie C. Hodges
Area Director

Enclosures -- emailed 3/31/2016

PRELIMINARY ENVIRONMENTAL INFORMATION

Will the proposed project affect the important land resources?

If Yes, please indicate which lands will be affected.

FLOODPLAIN

WETLANDS

IMPORTANT FARMLANDS

PRIME FOREST LANDS

PRIME RANGELANDS

CITY OFFICIAL OR CHAIRMAN

DATE

PURPOSE: This guide will provide Rural Development with a general knowledge of what important land resources, if any, will be affected by the proposed project

APPLICANT CERTIFICATION OF PRIOR INDEBTEDNESS

Date

Area Director
USDA/Rural Development

Dear Sir/Madame:

This is to certify that the following constitute all of the outstanding obligations (bonded) indebtedness or otherwise, exclusive of operative expense which are liens upon the revenue of the _____ which (city) (town) of _____.

(insert none, if there are no RD funded outstanding obligations)

| <u>Date of Issue</u> | <u>Total Amt of Issue</u> | <u>Int. Rate</u> | <u>Amount Outstanding Principle as of</u> | <u>Name of Bond Holder</u> | <u>Status of Lien 1st. 2nd, etc.</u> |
|----------------------|---------------------------|------------------|---|----------------------------|--|
| _____ | \$ _____ | _____ | \$ _____ | _____ | _____ |
| _____ | \$ _____ | _____ | \$ _____ | _____ | _____ |
| _____ | \$ _____ | _____ | \$ _____ | _____ | _____ |
| _____ | \$ _____ | _____ | \$ _____ | _____ | _____ |
| _____ | \$ _____ | _____ | \$ _____ | _____ | _____ |
| _____ | \$ _____ | _____ | \$ _____ | _____ | _____ |
| _____ | \$ _____ | _____ | \$ _____ | _____ | _____ |

(Mayor or Chairman)

(Clerk)

(Attorney)

(Revised 03/07)



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**REGIONAL CLEARINGHOUSE
 INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 5-13-16

PROJECT DESCRIPTION

#86 - Suwannee County - Community Development Block Grant - Economic Development - Environmental Assessment - Suwannee County - #16DB-OH-03-E06

TO: Lauren Milligan, Florida State Clearinghouse

XC: Fred D. Fox, Consultant
 Fred Fox Enterprises, Inc.
 P.O. Box 840338
 St. Augustine, FL 32080-0335

 COMMENTS ATTACHED

 X **NO COMMENTS REGARDING THIS PROJECT**

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

Project Narrative — G-2

Suwannee County Economic Development Catalyst Site Rail Road Spur Construction Project

Suwannee County is working with two separate businesses which have purchased property within the Suwannee County Industrial Park Catalyst Site. One of the businesses, Klausner Lumber Number One, LLC currently operates a sawmill on their property and the other business, Matco Industries, Inc. currently owns undeveloped property within the Industrial Park Catalyst Site. The project involves constructing a railroad spur that would serve both businesses.

The Suwannee County Industrial Park Catalyst Site currently does not contain any rail capabilities. The CDBG funding being requested in this application will be used to construct a railroad spur which will serve the Klausner sawmill and Matco Industries, Inc. transloading terminal facility. The new rail spur will tie into the existing CSX railroad line running along the north side of US Highway 90 northwest of I-10 and continue northward along the right of way owned by Suwannee County running between the Klausner Sawmill Property and the Matco Industries transloading terminal facility property. The railroad spur will run within the following parcels of property owned by Suwannee County:

- Parcel 34-01S-12E-09801001000, a 86.4 acre parcel;
- Parcel 34-01S-12E-09801002000, a 6.11 acre parcel; and
- Parcel 27-01S-12E-09705000000, a 24.15 acre parcel

Both facilities will be served by the central potable water system located within the Suwannee County Industrial Park Catalyst Site owned and operated by Suwannee County. The Suwannee County central water plant serving the Suwannee County Industrial Park Catalyst Site has adequate capacity to serve the Klausner sawmill and Matco Industries, Inc. transloading terminal facility sites included in this application. Both businesses included in this application will be served by individual septic tanks. At the completion of the project all of the new rail spur improvements constructed with the CDBG funding requested herein will be owned by Suwannee County.

Klausner Lumber Number One, LLC

Klausner Lumber One, LLC is the legal owner of the Klausner sawmill facility. The Klausner sawmill facility is located on six contiguous parcels of property within unincorporated Suwannee County, Florida. The Parcel numbers and size of each of the six parcels of property are as follows:

- Parcel # 27-01S-12E-0970501.0140, a 10.03 acre parcel of property;
- Parcel # 27-01S-12E-0970501.0150, a 10.03 acre parcel of property;
- Parcel # 27-01S-12E-0970501.0160, a 10.03 acre parcel of property;
- Parcel # 27-01S-12E-0970501.0170, a 10.03 acre parcel of property;
- Parcel # 27-01S-12E-0970500.1000, a 36.14 acre parcel of property; and
- Parcel # 34-01S-12E-0980200.0000, a 83.86 acre parcel of property

The property, which has a street address of 17152 46th Terrace, Live Oak, Florida, is located on the west side of 169th Road, northwest of the intersection of U. S. Highway 90 and Interstate 10. The Suwannee County Industrial Park Catalyst Site is located northwest of the City of Live Oak in unincorporated, Suwannee County, Florida. The Klausner Sawmill in Suwannee County started production in March 2015. Currently, Klausner Lumber One, LLC owns and operates the sawmill in Suwannee County, in the United States, and one sawmill in Germany. Klausner Lumber One, LLC is currently building a second sawmill in the United States in Enfield, North Carolina. The Klausner sawmill in Suwannee County is currently the only Klausner's sawmill operating in the United States of America. Klausner Lumber One, LLC currently operates sawmills in the following countries:

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

- Germany;
- United States (Florida) operating; and
- United States (North Carolina) under construction;

The Klausner sawmill facility in Suwannee County, Florida is located on approximately 160 acres of property. The main building is a three (3) story building containing approximately sixty thousand (60,000) square feet of space. Currently the Klausner sawmill in Suwannee County, Florida employees two hundred eighty (280) people. When the railroad spur is fully operational, the Klausner Sawmill facility will employ an additional forty-three (43) people bringing the total number of employees working at the Suwannee County Klausner Lumber Company facility to three hundred twenty-three (323) people. None of the individuals claimed as new employees will be transferred from the existing Klausner Lumber One, LLC sawmill facility. All of the employment positions at the Suwannee County Klausner Lumber One, LLC Company sawmill facility in Suwannee County claimed as new employees in this CDBG application will be filled with employees new to the company.

Klausner Lumber One, LLC currently owns six parcels of property referenced above from which the Klausner sawmill carries out its operations. All of the property is located in unincorporated Suwannee County, Florida within the Suwannee County Industrial Park Catalyst Site.

Klausner Lumber One, LLC anticipates spending approximately fifteen million four hundred seventy-one thousand seventy-four dollars (\$15,471,074.00) expanding and equipping the second phase of the Klausner sawmill facility. The second phase of the Klausner sawmill expansion will consist of developing a second log yard and constructing the railroad loading area. Currently the sawmill is operating under capacity due to the size of the existing log yard and the lack of a rail spur to ship the finished product. The development of a second log yard and the availability of railroad delivery will allow the sawmill to operate at full capacity. To provide railroad accessibility, the second phase of the Klausner sawmill project includes extending the rail spur within the Klausner sawmill property and constructing a loading facility as part of the rail spur development. Klausner Lumber One, LLC already owns all of the property needed for the sawmill expansion project. None of the fifteen million four hundred seventy-one thousand seventy-four dollars (\$15,471,074.00) in plant expansion cost is being claimed for points in this application.

Klausner Lumber One, LLC. is estimating the expansion of the Klausner sawmill facility in the Suwannee County Industrial Park Catalyst Site will result in the creation of, a minimum of forty-three (43) 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-two (22) of the forty-three (43) individuals employed as a result of the expansion of the Klausner sawmill facility will be members of low and moderate income households prior to being employed at the Klausner sawmill facility. Fifteen (15) of the twenty-two (22) full time equivalent low and moderate income positions claimed for points in this application will be full time positions. If the Klausner sawmill facility employs more than forty-three (43) additional individuals, at least fifty-one percent (51%) of the additional individuals employed by Klausner Lumber One, LLC at the Suwannee County sawmill facility will be members of low and moderate income households prior to their employment at the Suwannee County Klausner Lumber One, LLC sawmill facility. Thus the national objective "Benefit to Low and Moderate Income Persons" will be realized by this portion of the project.

Klausner Lumber One, LLC anticipates commencing construction on the expansion of the sawmill facility in the fall of 2016 and having the expanded facility fully operational by the fall of 2017.

Any funds being claimed for points in this application by Klausner Lumber One, LLC for the expansion of the Klausner sawmill facility will be expended after the date of the DEO site visit and before the project's administrative closeout.

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

Matco Industries, Inc.

Matco Industries, Inc. is the legal owner of the proposed Matco Industries transloading terminal facility. The Matco Industries transloading terminal facility will be located on parcel numbers 34-01S-12E-09801000000 a 54.79 acre parcel of property and 33-01S-12E-0977100.1000, a 38.83 acre parcel of property. Both parcels of property are located within the Suwannee County Industrial Park Catalyst Site.

The contiguous parcels of property have a street address of 17501 50th Street, Live Oak, Florida, both are located on the west side of 169th Road, northwest of the Intersection of U. S. Highway 90 and Interstate 10 northwest of the City of Live Oak in unincorporated, Suwannee County, Florida. The property is located just west of the Klausner Lumber One, LLC sawmill property parcel number 34-01S-12E-09802000000. The Matco Industries transloading terminal facility site and the Klausner Lumber One, LLC sawmill site are separated by the Suwannee County right of way, on which the railroad spur will be constructed. The Suwannee County right-of way runs between the two properties. The Matco Industries transloading terminal facility in Suwannee County is scheduled to open in June 2017. Currently Matco Industries, Inc. operates a transloading terminal facility in Columbia County on a leased parcel of property with railroad access. The owners of the property in Columbia County have notified Matco Industries, Inc. the lease on the property in Columbia County will not be renewed and the Matco Industries transloading terminal facility will need to vacate the property in Columbia County at the end of the 2017 calendar year. In addition to the transloading terminal facility in Columbia County, Matco Industries also operates a transloading terminal facility and stone center in Pompano Beach, Florida. The stone center in Pompano Beach, Florida sells bulk and palletized stone to landscape professionals and property owners in the area.

The Matco Industries transloading terminal facility site contains approximately 93 acres of property. The development of the transloading terminal facility will include extending the railroad spur two thousand four hundred feet (2,400') onto the property. The existing transloading facility and mobile office will be relocated from the existing Columbia County transloading facility site. Currently, Matco Industries' existing transloading terminal facility in Columbia County employees three (3) people. When the transloading terminal facility in Suwannee County is fully operational, the Matco Industries transloading terminal facility will employ nine (9) additional people bringing the total number of employees working at the Matco Industries transloading terminal facility in Suwannee County to twelve (12) people. All three (3) of the individuals currently working at the transloading terminal facility in Columbia County will be transferred to the new facility in Suwannee County. None of the individuals claimed as new employees will be transferred from the existing Matco Industries, Inc. transloading terminal facility and stone center in Pompano Beach, Florida. All of the employment positions at the Suwannee County, Matco Industries, Inc. transloading terminal facility claimed as new employees in this CDBG application will be filled with employees new to the company.

Matco Industries, Inc. currently owns the two parcels of property referenced above from which the Matco Industries, Inc. transloading terminal facility will carry out its operations. The Matco Industries property is located in unincorporated Suwannee County, Florida within the Suwannee County Industrial Park Catalyst Site.

Matco Industries, Inc. anticipates spending approximately four hundred thousand dollars (\$400,000.00) relocating the existing facility, constructing the new railroad spur and equipping the transloading terminal facility in Suwannee County. Matco Industries, Inc already owns the parcels of property the transloading terminal facility will be constructed on. None of the four hundred thousand dollar (\$400,000.00) cost to relocate the existing facility and construct the new transloading terminal facility is being claimed for points in this application.

Matco Industries, Inc. is estimating the construction of the transloading terminal facility in the Suwannee County Industrial Park Catalyst Site will result in the creation of, a minimum of nine (9) 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 five (5) of the nine (9) individuals employed as a result of the

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

construction of the Matco Industries, Inc. transloading terminal facility will be members of low and moderate income households prior to being employed at the Matco Industries transloading terminal facility. At least three (3) of the five (5) full time equivalent low and moderate income positions claimed for points in this application will be full time positions. If the Matco Industries transloading terminal facility employs more than nine (9) additional individuals, at least fifty-one percent (51%) of the individuals employed will be members of low and moderate income households prior to their employment at the Matco Industries transloading terminal facility. Thus the national objective "Benefit to Low and Moderate Income Persons" will be realized by this portion of the project.

Matco Industries, Inc., anticipates commencing construction on the transloading terminal facility in the fall of 2016 and having the facility fully operational by the fall of 2017.

The funds being claimed for points in this application by Matco Industries, Inc. for the construction of the transloading terminal facility will be expended after the date of the DEO site visit and before the project's administrative closeout.

In order to facilitate the expansion of the Klausner Lumber One, LLC sawmill facility and the development of the Matco Industries, Inc. transloading terminal facility in the Suwannee County Economic Development Catalyst Site a railroad spur will need to be constructed that will serve both businesses utilizing the CDBG funding requested herein.

Suwannee County has contracted with Arcadis Engineering to design the rail spur and carry out inspection services during construction. Arcadis Engineering is finalizing the design of the rail spur. Twenty-three thousand three hundred nine dollars and three cents (\$23,309.03) remain in Arcadis Engineering's contract, these funds will pay for bidding and construction observation services.

CDBG Funded Activities:

| # | Activity | Explanation | Cost |
|-----|----------------------------|--|-----------------------|
| 17D | ED Other – Railroad Spur – | The installation of seven thousand five hundred twenty-five linear feet (7,525') of railroad spur. | \$1,699,948.00 |
| 21A | Administration | | <u>\$ 120,000.00</u> |
| | Total | | \$1,819,948.00 |

The CDBG funded improvements detailed herein are the minimum necessary to allow for the expansion of the Klausner Lumber One, LLC sawmill facility and the development of the Matco Industries, Inc transloading terminal facility.

No spin off jobs are anticipated from the expansion of the Klausner Lumber One, LLC sawmill facility and the development of the Matco Industries, Inc. transloading terminal facility.

Suwannee County anticipates the expansion of the Klausner Lumber One, LLC sawmill facility will generate an increase in property tax revenues of approximately one hundred eight thousand dollars (\$108,000.00) per year and the development of the Matco Industries, Inc transloading terminal facility will generate an increase in property tax revenues of approximately three thousand six hundred dollars (\$ 3,600.00) per year.

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

If the cost of designing, permitting, inspecting and constructing the proposed improvements exceeds the \$1,819,948.00 in CDBG funding that is being requested herein and the \$1,392,725.00 in Economic Development Transportation Fund funding the County has received from the Florida Department of Transportation, Suwannee County agrees to assume the additional cost of the railroad spur extension requested in this CDBG application.

Klausner Lumber One, LLC anticipates the expansion of the Klausner sawmill facility will result in the creation of the following new jobs:

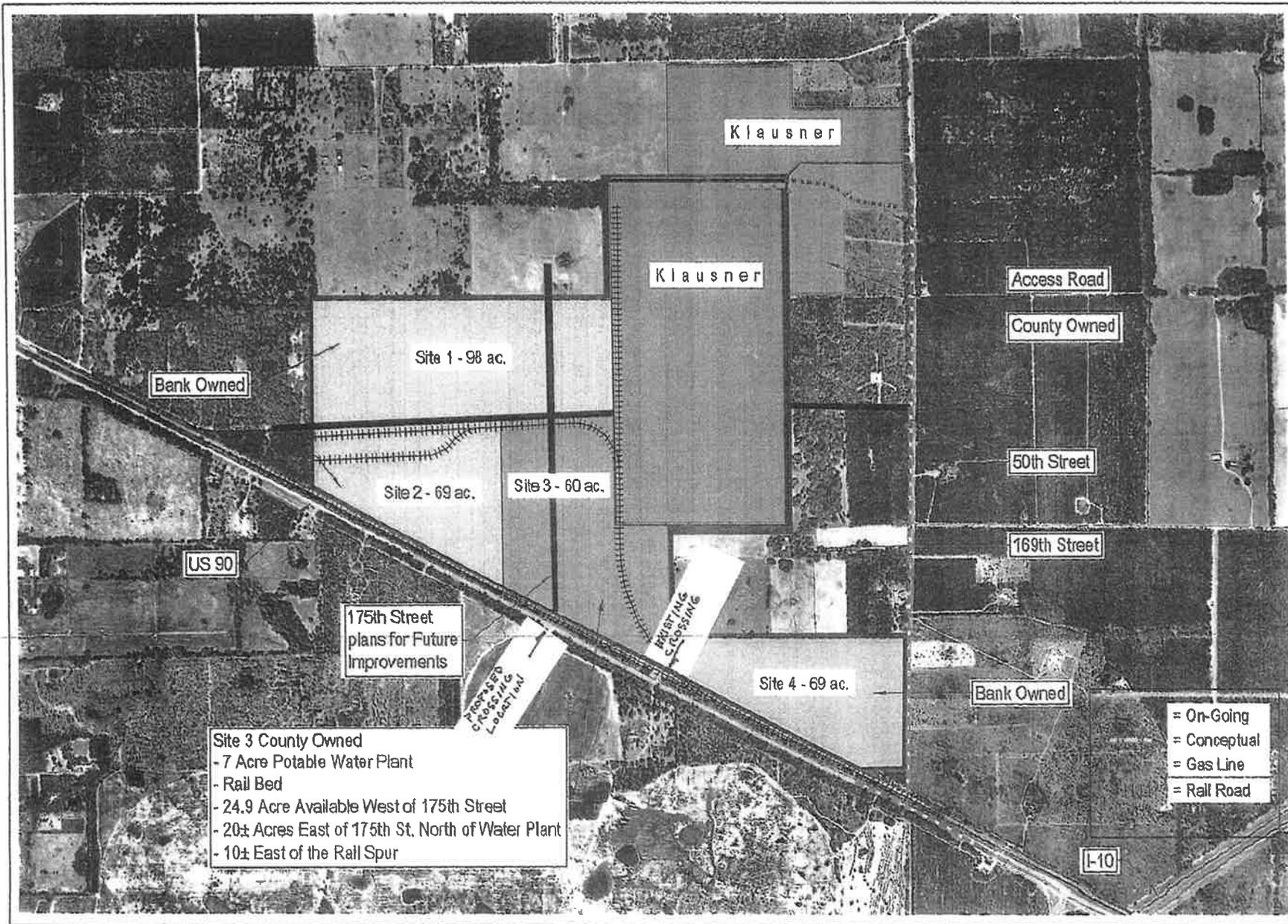
| Position Title | Number of FTE jobs | Estimated Annual Salary/ Position |
|--------------------------------|--------------------|-----------------------------------|
| Log Yard Worker | 12 | \$35,000.00/yr. |
| Volvo Operators | 8 | \$40,000.00/yr. |
| Stacker | 8 | \$32,500.00/yr. |
| Maintenance Worker | 5 | \$35,000.00/yr. |
| Maintenance Helper | 4 | \$25,000.00/yr. |
| Lumber Yard Equipment Operator | 6 | \$40,000.00/yr. |
| Total | 43 | |

The majority of the forty-three (43) new jobs created by the expansion of the Klausner Lumber One, LLC sawmill 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 Klausner Lumber One, LLC or their designated training entity.

Matco Industries, Inc. anticipates the construction and operation of the proposed transloading terminal facility will create the following new jobs:

| Position Title | Number of FTE jobs | Estimated Annual Salary/ Position |
|------------------|--------------------|-----------------------------------|
| Mechanic | 1 | \$35,000.00/yr. |
| Truck Driver | 6 | \$40,000.00/yr. |
| General Laborers | 2 | \$22,000.00/yr |
| Total | 9 | |

The majority of the nine (9) new jobs created by the Matco Industries, Inc. transloading terminal 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 the Matco Industries, Inc. transloading terminal facility or their designated training entity.



Site 3 County Owned
 - 7 Acre Potable Water Plant
 - Rail Bed
 - 24.9 Acre Available West of 175th Street
 - 20± Acres East of 175th St. North of Water Plant
 - 10± East of the Rail Spur

- ▬ On-Going
- ▬ Conceptual
- ▬ Gas Line
- ▬ Rail Road

| | |
|---|----------------|
|  NORTH | |
| DATE | REVISION NOTES |
| | |
| | |
| SUWANNEE COUNTY BOARD OF COUNTY COMMISSIONERS SUWANNEE COUNTY CATALYST SITE SUWANNEE COUNTY, FLORIDA | |
|  PREBLE-RISH, INC. CONSULTING ENGINEERS AND SURVEYORS CIVIL • SURVEYING • SITE PLANNING 175 NW LAKE JEFFERY ROAD LAKE CITY, FLORIDA 32055 | |
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**REGIONAL CLEARINGHOUSE
 INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 5-13-16

PROJECT DESCRIPTION

#87 Town of Cross City - Community Development Block Grant Application - Neighborhood Revitalization

TO: Lauren Milligan, Florida State Clearinghouse

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

 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 – Table G-1 (Continued)

Funding for Planning and Design: You must check the Planning and Design Funding – Neighborhood Revitalization box if you want to be considered for funding. (The maximum funding for Planning and Design is \$70,000. In addition to the total funding needed for planning and design, the dollar amounts needed for basic engineering, additional engineering and administration must be shown below.)

Planning and Design Funding – Neighborhood Revitalization

If you will accept funding for Planning and Design, indicate the total amount being requested: \$

| | | |
|----------------------|---------------------------|-------------------|
| Basic Engineering \$ | Additional Engineering \$ | Administration \$ |
|----------------------|---------------------------|-------------------|

Citizen Participation – Public Hearings
Documentation of the citizen participation activities must be included in Appendix D of Part 9.

| | |
|---|--|
| List the date that the public notice for the first public hearing was published: 2/25/16 | List the date when the first public hearing was held: 3/14/16 |
| List the date that the public notice for the second public hearing was published: 3/31/16 | List the date when the second public hearing was held: 4/11/16 |

Subgrant Funding Request:
The maximum funding request for Neighborhood Revitalization, Commercial Revitalization and Housing Rehabilitation subgrants is based on the jurisdiction’s LMI population as determined by HUD. Please see the table below. The maximum subgrant funding request for Economic Development subgrants is \$1,500,000, and the cost per job created must be less than \$35,000. At the bottom of the left column, enter the actual LMI population. (Data available on CDBG website.) At the bottom of the right column, enter the actual subgrant amount being requested.

| LMI Population | Maximum Subgrant Request |
|--|--|
| 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: 785 | Subgrant Funds Being Requested: \$ 650,000 |

**Project Narrative
Form G-2**

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

The Town of Cross City is in need of wastewater system improvements, as follows: (1) Various improvements at the wastewater treatment plant; (2) Upgrading the Town's five (5) wastewater duplex pump stations; and (3) Upgrading the pump station at the effluent sprayfield. In order to meet community-wide benefits to the residents with sewer service, the Town proposes to obtain a \$650,000 Neighborhood Revitalization grant to construct the necessary improvements, identified below.

Addressed Needs

Wastewater Treatment Plant

The Town of Cross City currently operates one 0.4 mgd wastewater treatment plant, located at 66 SE 253rd Street. The existing Town collection system serves approximately 5 square miles and includes the incorporated limits of the Town of Cross City and the Cross City Correctional Institute (CCCI) and is considered a community-wide benefit.

Although the wastewater treatment plant received significant upgrades a few years ago, some additional needs could not be addressed due to funding limitations. A recent engineering evaluation revealed several remaining deficiencies at the plant, as follows:

- The RAS splitter box for Plant #2 no longer has operable gates to allow for flow equalization/isolation.
- Plant #2 has cracks that will need to be repaired in order to eliminate leaks.
- An opening in the wall between the equalization basin and aeration bay #1 in Plant #2 needs to be closed to prevent short-circuiting in the treatment process.
- Severely corroded influent and effluent fittings from the circular clarifier to Plant #2 need to be replaced.
- Plug valves on the sludge drying beds need to be replaced to ensure proper flow distribution between the drying beds.
- Inoperable check valves on the two reuse pumps need to be replaced to protect the pumps and motors.

Estimated cost for WWTP Improvements:

\$83,300.00

Wastewater Pump Stations

The Town owns and operates five (5) pump stations at various locations in the service area, varying in size from 3 hp to 15 hp. A recent engineering evaluation of the pump stations revealed the following deficiencies:

- Inoperable controls requiring manual operation of some pumps.
- Outdated control panels for three of the five pump stations.
- Submersible pumps at, or nearing the end of their service life, at all five pump stations.
- Shut off and check valves no longer work at two of the stations.
- Missing backflow preventers on the water supply lines.
- Fencing that needs replacement to properly secure the station, as per FDEP requirements.

- Inoperable portable generators requiring replacement for emergency operation of the pumps stations, which range from 3 to 15 hp. FDEP requires that the Town maintain portable generators in the event of power failure. The proposed improvements include purchasing two portable generators (30 kW and 65 kW) that are trailer mounted, enclosed, and equipped with diesel fuel storage for power outages or emergency situations.

Estimated cost for Pump Station Improvements:

\$319,400.00

Effluent Sprayfield Pump Station

The Town currently operates a 77-acre sprayfield for effluent disposal, located at 341 SE 309th Street.

The distribution pumps at the effluent sprayfield pump station have been manually operated for several years. The control panel needs to be upgraded to allow for automated operation, especially considering the remoteness of the pump station. Proposed pump station upgrades include:

- Upgrade control panel
- Conductivity Meter Sample Piping
- Replace pump motors with 50 hp motors

Estimated cost for Sprayfield Pump Station Improvements:

\$55,800.00

In anticipation of the need for necessary wastewater system improvements, the Town contracted with its engineer to complete the necessary construction plans and bid documents. Florida DEP has advised that no permit is required as long as the improvements/modifications do not alter the capacity or treatment process at the wastewater treatment plant and pump stations. The “readiness to proceed” documentation is included with this application (See Appendix G – Readiness to Proceed).

The table below summarizes the proposed improvement and their estimated costs.

| Proposed Item | Estimated Cost |
|---|------------------|
| 1. Contractor mobilization, general conditions, bonding and testing. | \$135,500 |
| 2. Upgrade five (5) pump stations, to include control panels, submersible pumps, floats, valves, and portable generators. | \$319,400 |
| 3. Replace RAS splitter box gates, influent/effluent connections to circular clarifier, and plug valves on sludge drying beds, seal cracks on Plant #2, install steel plate on hole in Plant #2, and replace check valves on the reuse pumps. | \$83,300 |
| 4. Upgrade effluent sprayfield pump station. | \$55,800 |
| Summary of Wastewater System Improvements | \$594,000 |

Addressed Needs Summary

The Town has looked into other potential funding sources. However, because the deficiencies do not result in a current public health or sanitation problem, the Town is not eligible for meaningful grant funds from either FDEP or USDA. Due to the Town's very limited finances, it cannot afford to incur significant debt. The only financially feasible funding source at this time is the Florida Small Cities Community Block Grant Program.

Total estimated cost of the proposed wastewater system improvements is **\$594,000**. The proposed project will meet the national objective in the service area (community-wide) through the upgrade of the five (5) wastewater pump stations, various improvements at the WWTP, and pump station improvements at the wastewater effluent sprayfield. The service area is over 51 percent low-to-moderate income, as required to meet a national objective. Total beneficiaries are 749 (603 LMI, including 317 VLI). All residential sewer service is provided within the Town corporate limits.

The sprayfield site is located outside the Town of Cross City corporate limits (See Appendix C – Interlocal Agreement).

All improvements will take place at the existing five (5) pump stations, the WWTP, which is located within the Town corporate limits, and the current effluent sprayfield pump station site, which is located within the unincorporated area of Dixie County. There will be no impact of the project by either FDOT or Dixie County road construction activities. No portion of the project activities is located in a flood-prone area.

The project is "bid ready" and the proposed start date of the wastewater construction activities, assuming available funds, is approximately 120 days after execution of a grant contract with DEO. Anticipated construction completion date is one year after the start date. All construction activities and administrative closeout submittal will take place within the two-year DEO contract period.

Estimated engineering construction costs are \$29,000. Estimated project administration costs are \$52,000.

Leverage

The Town intends to use \$25,000 from the Water and Sewer Fund as leverage to assist with the proposed non-maintenance wastewater system improvements and possible project related engineering fees (See Appendix E – Leverage Documentation).

Unaddressed Needs

Should funds be available, the following wastewater system unaddressed needs are proposed:

Wastewater Treatment Plant

1. The existing circular clarifier control panel has significant corrosion on the cabinet, which has affected the internal components and wiring. In order to ensure continued operation of the circular clarifier, as required by FDEP reliability requirements, the panel and its components should be replaced.

Estimated cost for Control Panel Replacement:

\$6500.00

2. The access bridge that spans the diameter of the circular clarifier is corroded, as evidenced by metal delamination and rust. The bridge provides access to the center gear drive and to the outer perimeters of the structure. The bridge needs to be replaced.

Estimated cost for Clarifier Bridge Replacement: *\$15,000.00*

3. The coatings at the plant have surpassed their service life and all exposed equipment, pipes, and structures are showing signs of weather and corrosion. In order to maintain the operational status of the equipment at the plant, the facility needs to be painted. This task includes proper surface preparation and the application of industrial coatings suitable for wastewater environment.

Estimated cost for Coatings Application: *\$85,000.00*

Unaddressed Needs Summary

The total estimated cost for the unaddressed needs is **\$106,500**. All proposed unaddressed needs improvements will take place at the Town wastewater treatment plant site. There will be no impact on the proposed project by either FDOT or Dixie County road construction activities. No portion of the project is area is located in the flood-prone area. The proposed project will meet the national objective in the service area (community-wide) through improvements to the wastewater treatment plant that will provide continued level of service operations and compliance with state regulations. The service area is over 51 percent low-to-moderate income, as required to meet a national objective. Total beneficiaries are 749 (603 LMI, including 317 VLI). All residential sewer service is provided within the Town corporate limits.

The proposed date of the construction activities, assuming available funds, is approximately 90 days after approval of a grant modification by DEO. Anticipated construction completion date is one year after the start date. All unaddressed needs can be completed prior to the expiration of the two-year DEO contract period.

The Town of Cross City participates in the National Flood Insurance Program.



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**REGIONAL CLEARINGHOUSE
 INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 5-13-16

PROJECT DESCRIPTION

#88 City of Lake City - Community Development Block Grant Application - Commercial Revitalization

TO: Lauren Milligan, Florida State Clearinghouse

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

 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 – Table G-1 (Continued)

| | | |
|---|----------------------------------|--------------------------|
| <p>Funding for Planning and Design: You must check the Planning and Design Funding – Neighborhood Revitalization box if you want to be considered for funding. (The maximum funding for Planning and Design is \$70,000. In addition to the total funding needed for planning and design, the dollar amounts needed for basic engineering, additional engineering and administration must be shown below.)</p> | | |
| <p><input type="checkbox"/> Planning and Design Funding – Neighborhood Revitalization</p> | | |
| <p>If you will accept funding for Planning and Design, indicate the total amount being requested: \$</p> | | |
| <p>Basic Engineering \$</p> | <p>Additional Engineering \$</p> | <p>Administration \$</p> |

| | |
|---|--|
| <p>Citizen Participation – Public Hearings Documentation of the citizen participation activities must be included in Appendix D of Part 9.</p> | |
| <p>List the date that the public notice for the first public hearing was published: 03/11/2016</p> | <p>List the date when the first public hearing was held: 03/21/2016</p> |
| <p>List the date that the public notice for the second public hearing was published: 04/10/2016</p> | <p>List the date when the second public hearing was held: 04/18/2016</p> |

| | |
|--|---|
| <p>Subgrant Funding Request: The maximum funding request for Neighborhood Revitalization, Commercial Revitalization and Housing Rehabilitation subgrants is based on the jurisdiction's LMI population as determined by HUD. Please see the table below. The maximum subgrant funding request for Economic Development subgrants is \$1,500,000, and the cost per job created must be less than \$35,000. At the bottom of the left column, enter the actual LMI population. (Data available on CDBG website.) At the bottom of the right column, enter the actual subgrant amount being requested.</p> | |
| LMI Population | Maximum Subgrant Request |
| 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: 5,225 | Subgrant Funds Being Requested: \$ 750,000.00 |

Project Narrative — G-2

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

Service Area #1 City of Lake City, City Wide Service Area:

The Service Area for this project is the corporate limits of the City of Lake City. The lives of all of the citizens of Lake City are enhanced with the existence of a vibrant downtown. A vibrant downtown provides additional shopping, restaurant, tourist and job opportunities for the people living within the community.

In the last few years, the revitalization of the City of Lake City's downtown commercial district has attracted a number of new businesses into the downtown area. A significant number of new restaurants, shops and offices have opened in the City of Lake City's downtown area. The resurgence of viable businesses in the downtown has left the downtown commercial district with a critical shortage of public parking spaces. With the construction of the additional public parking and the renovation of the existing public parking area on the adjacent parcel of property, both of which are proposed in this application, the need for additional public parking will be significantly reduced.

Project Area #1: City of Lake City Downtown Commercial Revitalization Project Area:

Project Area #1 for this CDBG Small Cities application in the Commercial Revitalization category is bound on the north by the southern edge of the right-of-way of NE Hillsboro Street, on the south by the northern edge of the right-of-way for U. S. Highway 90, on the east by the western edge of the right-of-way of NE Hernando Avenue, and on the west by the eastern edge of the right of way of US Highway 41.

The activities included in Project Area #1 are as follows:

01 Acquisition – In this activity, the City is proposing to acquire the building located at 154 NW Veterans Street, demolish the existing building and construct a public parking lot on the property.

| Activity | Description | CDBG Cost | Local Match Funds Counted as Match | Local Match Funds Not Counted as Match |
|------------------|----------------------|---------------|---------------------------------------|---|
| 01 – Acquisition | Property Acquisition | \$ 150,000.00 | \$ 0.00 | \$ 0.00 |

03G Parking Facilities – This activity includes the demolition of the building located on the parcel being acquired, the expansion of the existing public parking lot located on an adjacent parcel of property just west of the property being acquired and the renovation of the adjacent parking lot. The existing parking lot to the west and the parcel of property being acquired are contiguous and will encompass the northern half of the block along Veterans Street when complete.

| Activity | Description | CDBG Cost | Local Match Funds Counted as Match | Local Match Funds Not Counted as Match |
|--------------------------|--|---------------|---------------------------------------|---|
| 03G – Parking Facilities | Building Demolition and Parking lot expansion | \$ 540,000.00 | \$ 15,000.00 | \$ 0.00 |

Project Narrative (continued) — G-2

The beneficiaries for the activities proposed in this service area are those people living within the City of Lake City’s City Wide Service Area who are the primary users of the City of Lake City’s downtown. The City of Lake City conducted a city-wide survey, using HUD methodology in order to establish the low-to-moderate-income percentage for the City. The results of the survey were 56.87% (51.87% after the confidence level was subtracted) low- to moderate-income households; therefore, the national objective “Benefit to Low and Moderate Income Persons” is realized. Thus, National Objective #1, Benefit to Low Moderate Income Persons is realized by the two activities being carried out in this service area.

The City of Lake City has committed a total of fifty thousand dollars (\$50,000.00) from the Community Redevelopment Agency as local matching funds for the project. Fifteen thousand dollars (\$15,000.00) of this amount will be used to develop the parking lot and thirty-five thousand dollars (\$35,000.00) of this amount will be used to pay the project engineer for the bidding and construction observation services. These amounts are reflected in this application.

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

None of the proposed CDBG funded activities are located in a flood zone.

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

| ACTIVITY | CDBG | CITY MATCH CLAIMED FOR POINTS | ADDITIONAL CITY MATCH NOT CLAIMED FOR POINTS | TOTAL |
|---------------------------|---------------------|--------------------------------------|---|----------------------|
| Project Area #1 | | | | |
| 01 – Property Acquisition | \$ 150,000.00 | 0.00 | 0.00 | \$ 150,000.00 |
| 03G – Parking Facilities | \$ 540,000.00 | \$ 15,000.00 | 0.00 | \$ 155,000.00 |
| 016 – Engineering | 0.00 | \$ 35,000.00 | 0.00 | \$ 35,000.00 |
| 013 – Administration | \$ 60,000.00 | 0.00 | 0.00 | \$ 60,000.00 |
| Total | \$750,000.00 | \$50,000.00 | 0.00 | \$ 800,000.00 |

The entire project will be carried out within the City of Lake City. The proposed project will not impact any Florida Department of Transportation or Columbia County roadways.

Project Narrative (continued) — G-2

Unmet Need

Service Area #1 City of Lake City, City Wide Service Area:

All of the unmet need take place within Service Area #1, the City of Lake City, City Wide Service Area.

Project Area #1: City of Lake City Downtown Commercial Revitalization Project Area:

Project Area #1 for this CDBG Small Cities application in the Commercial Revitalization category is bound on the north by the southern edge of the right-of-way of NE Hillsboro Street, on the south by the northern edge of the right-of-way for U. S. Highway 90, on the east by the western edge of the right-of-way of NE Hernando Avenue, and on the west by the eastern edge of the right of way of US Highway 41.

All of the Unmet Need will take place within Project Area #1, the Downtown Commercial Revitalization Project Area.

The Unmet Need Activities to be carried out in Project Area #1, if sufficient funds are available, are as follows:

Unmet Need #1:

Unmet Need #1. The NE Veterans Street Pedestrian Mall

NE Veterans Street between North Marion Avenue on the east and NW Columbia Avenue on the west is currently a one-way street with western bound traffic. If funds are available, the one-way street will be closed to vehicular traffic and converted into a pedestrian mall. The pedestrian mall will provide safe access between the public parking lot, the primary activity included in this application, and North Marion Street, the primary commercial corridor in the City of Lake City's downtown. Development of the Veterans Street Pedestrian Mall will include landscaped, adequate seating, and decorative lighting. The proposed design will include amenities that are consistent with the existing amenities in the City of Lake City's downtown area. The City of Lake City anticipates the Veterans Street Pedestrian Mall will also serve as a mini park within the downtown community. The length of the pedestrian mall will be 250'.

The development of the NE Veterans Street Pedestrian Mall includes the demolish the existing street including the base and paving, curb and gutter, brick pavers and associated sidewalks, etc. The relocation of the overhead utilities overhead utilities, the installation of decorative brick pavers and sidewalks, new planters and landscaping. The streetscape will be designed to provide shaded seating and walking areas for the patrons. A new storm drainage system will be installed and tied to the City's existing storm system. Measures to control erosion and sedimentation will be taken throughout the construction process.

Project Narrative (continued) — G-2

Unmet Need (continued)

Service Area #1 City of Lake City, City Wide Service Area:

Project Area #1: City of Lake City Downtown Commercial Revitalization Project Area:

Unmet Need #1. The NE Veterans Street Pedestrian Mall (continued):

| Activity | Description | CDBG Cost |
|--------------------------------------|---|------------------|
| 03L – Sidewalks and Pedestrian Malls | The Development of the NE Veterans Street Pedestrian Mall | \$ 216,211.00 |

Unmet Need #2

Unmet Need #2 – Undergrounding of Utilities Along NW Veterans Street

If Funds are available, the existing overhead utilities along NW Veterans Street between NW Columbia Avenue on the east and NW Alachua Avenue on the west will be converted to underground. The location of this proposed activity is immediately north of the public parking lot proposed as the primary activity in this application. The undergrounding of these utilities will enhance the development of the public parking lot proposed as the primary activity in this application. Approximately two hundred fifty feet (250') of overhead utilities would be converted to underground in this activity.

| Activity | Description | CDBG Cost |
|--|---|------------------|
| 17D – Relocation of Utilities to Underground | The Undergrounding of Utilities along NE Veterans Street Between NW Columbia Avenue and NW Alachua Avenue | \$ 80,000.00 |

Unmet Need #3

Unmet Need #3 – Undergrounding of Utilities Along NW Alachua Avenue

If Funds are available, the existing overhead utilities along NW Alachua Avenue between NW Veterans Street on the north and NW Madison Street on the south will be converted to underground. The location of this proposed activity is immediately west of the public parking lot proposed as the primary activity in this application. The undergrounding of these utilities will enhance the development of the public parking lot proposed as the primary activity in this application. Approximately two hundred fifty feet (250') of overhead utilities would be converted to underground in this activity.

Project Narrative (continued) — G-2

Unmet Need #3 – Undergrounding of Utilities Along NW Alachua Avenue (continued)

| Activity | Description | CDBG Cost |
|--|--|---------------|
| 17D – Relocation of Utilities to Underground | The Undergrounding of Utilities along NW Alachua Avenue Between NW Veterans Street and NW Madison Street | \$ 215,000.00 |

Unmet Need #4

Unmet Need #4 – Undergrounding of Utilities Along NW Columbia Avenue

If Funds are available, the existing overhead utilities along NW Columbia Avenue between NW Veterans Street on the north and NW Madison Street on the south will be converted to underground. The location of this proposed activity is immediately east of the public parking lot proposed as the primary activity in this application. The undergrounding of these utilities will enhance the development of the public parking lot proposed as the primary activity in this application. Approximately two hundred fifty feet (250') of overhead utilities would be converted to underground in this activity.

| Activity | Description | CDBG Cost |
|--|---|---------------|
| 17D – Relocation of Utilities to Underground | The Undergrounding of Utilities along NW Columbia Avenue Between NW Veterans Street and NW Madison Street | \$ 215,000.00 |



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**REGIONAL CLEARINGHOUSE
 INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 5-13-16

PROJECT DESCRIPTION

#89 City of Live Oak - Community Development Block Grant Application - Neighborhood Revitalization

TO: Lauren Milligan, Florida State Clearinghouse

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

 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 – Table G-1 (Continued)

Funding for Planning and Design: You must check the Planning and Design Funding – Neighborhood Revitalization box if you want to be considered for funding. (The maximum funding for Planning and Design is \$70,000. In addition to the total funding needed for planning and design, the dollar amounts needed for basic engineering, additional engineering and administration must be shown below.)

Planning and Design Funding – Neighborhood Revitalization

If you will accept funding for Planning and Design, indicate the total amount being requested: \$

Basic Engineering \$

Additional Engineering \$

Administration \$

Citizen Participation – Public Hearings

Documentation of the citizen participation activities must be included in Appendix D of Part 9.

List the date that the public notice for the first public hearing was published: 3/16/2016

List the date when the first public hearing was held: 3/24/2016

List the date that the public notice for the second public hearing was published: 4/1/2016

List the date when the second public hearing was held: 4/12/2016

Subgrant Funding Request:

The maximum funding request for Neighborhood Revitalization, Commercial Revitalization and Housing Rehabilitation subgrants is based on the jurisdiction's LMI population as determined by HUD. Please see the table below. The maximum subgrant funding request for Economic Development subgrants is \$1,500,000, and the cost per job created must be less than \$35,000. At the bottom of the left column, enter the actual LMI population. (Data available on CDBG website.) At the bottom of the right column, enter the actual subgrant amount being requested.

| LMI Population | Maximum Subgrant Request |
|--|---|
| 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: 3,900 | Subgrant Funds Being Requested: \$ 700,000.00 |

Project Narrative — G-2

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

Service Area #1: Northwest Live Oak Street Resurfacing Service Area:

The activity included in this service area is the resurfacing of the existing asphalt streets within the service area. The roads in the service area are currently in poor condition with potholes and stress cracks. The street resurfacing activity in this service area will include removing the existing asphalt and the base beneath and replacing it with eight inches (8") of lime rock base and one and one-half inch (1 1/2") of asphalt.

The scope of work to be carried out in Service Area #1 is as follows:

03K Street Improvements – Repaving – This activity includes removing the existing asphalt and the base below and replacing it with eight inches (8") of lime rock base and one and one-half inches (1 1/2") of new asphalt surface along the streets in the Northwest Live Oak Street Resurfacing Service Area. Approximately two thousand fifty linear feet (2,050') of streets will be removed and reconstructed. The following Streets within Service Area #1 will be addressed through this activity

- The replacement of approximately one thousand two hundred fifty linear feet (1,250') of twenty foot (20') wide roadway along 5th Street. The new roadway is being reconstructed along 5th Street between Taylor Avenue, on the east and western edge of the intersection of 5th Street and Richardson Avenue SW on the west;
- The replacement of approximately four hundred linear feet (400') of twenty foot (20') wide roadway along Taylor Avenue. The new roadway is being reconstructed along Taylor Avenue between 5th Street on the north and 6th Street on the south;
- The replacement of approximately four hundred linear feet (400') of twenty foot (20') wide roadway along Horne Avenue. The new roadway is being reconstructed along Horne Avenue between 5th Street on the north and 6th Street on the south;

| Activity | CDBG Cost | Local Match |
|------------------------------------|---------------|--------------|
| 03K Street Improvements - Repaving | \$ 227,840.00 | \$ 15,000.00 |

The boundaries of Service Area #1 are as follows:

Service Area # 1 is bound on the north by the rear property line of the properties located on the north side of 5th Street and by the cul-de-sac at the north end of Richardson Avenue SW, on the south by the rear property lines of the properties on the south side of 5th Street and the intersection of Taylor Avenue and 6th Street as well as the intersection of Horne Avenue and 6th Street, on the east the service area is bound by the rear property lines of the properties located on the east side of Taylor Avenue between 5th Street and 6th Street as well as the rear property line of the properties locate on the east side of Richardson Avenue SW, on the west the service area is bound by the rear property line of the properties located on the west side of Horne Avenue and the rear property line of the properties located on the west side of Richardson Avenue SW.

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

Service Area #1: The Northwest Live Oak Street Resurfacing Service Area (continued):

The beneficiaries for the activity proposed in Service Area #1 are those people living within the Northwest Live Oak Street Resurfacing Service Area. Currently 32 occupied households are located within Service Area #1. The individuals residing in the dwelling units in Service Area #1 will see the streets in the service area replaced once the planned activity in Service Area #1 is completed. The 32 residential housing units in Service Area #1 contain 92 people, 49 of these people or 53.26% are VLI, 78 of the people living in the service area or 84.79% are LMI and 14 of the people living in the service area or 15.21% have household incomes above the LMI income limits.

Service Area #2: Southeast Live Oak Street Paving Resurfacing Service Area:

The activities included in this service area are the resurfacing of Bryson Street and the paving of Anna Avenue and Eva Avenue. All of the roads in the service area are currently in poor condition. The paving on Bryson Avenue is in poor condition. Anna Avenue and Eva Avenue are currently clay streets in need of paving. The street resurfacing activity in this service area will include removing the existing asphalt and the base beneath and replacing it with eight inches (8") of lime rock base and one and one-half inch (1 1/2") of asphalt. Anna Avenue and Eva Avenue will receive one and one-half inches (1-1/2') of asphalt over the existing base material

The scope of work to be carried out in Service Area #2 is as follows:

03K Street Improvements – Repaving – This activity includes removing the existing asphalt and the base below and replacing it with eight inches (8") of lime rock base and one and one-half inches (1 1/2") of new asphalt surface along Bryson Street in the Southeast Live Oak Street Paving and Resurfacing Service Area. Approximately two thousand sixty linear feet (2,060') of Bryson Street between Eva Avenue on the east and Georgia Avenue on the west will be removed and reconstructed.

| Activity | CDBG Cost | Local Match |
|------------------------------------|------------------|--------------------|
| 03K Street Improvements - Repaving | \$ 318,300.00 | \$ 0.00 |

03K Street Improvements – New Paving – This activity includes paving the existing clay streets in the service area with one and one-half inches (1 1/2") of new asphalt surface along Anna Avenue & Eva Avenue, both of which are located in the Southeast Live Oak Street Paving and Resurfacing Service Area. Approximately seven hundred fifty linear feet (750') of Anna Avenue between Bryson Street on the south and McGee Street on the north and six hundred fifty feet linear (650') of Eva Avenue between Bryson Street on the south and McGee Street on the north will be paved. Thus one thousand four hundred linear feet (1,400') of new asphalt paving will be installed in this activity

| Activity | CDBG Cost | Local Match |
|--------------------------------------|------------------|--------------------|
| 03K Street Improvements - New Paving | \$ 60,220.00 | \$ 0.00 |

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

Service Area #2: Southeast Live Oak Street Paving Resurfacing Service Area (continue):

The boundaries of Service Area #2 are as follows:

Service Area # 2 is bound on the north by the rear property line of the properties located on the north side of Bryson Street between Georgia Avenue on the west and Anna Avenue on the east and the center of the right-of-way of McGee Street between Anna Avenue on the west and Eva Avenue on the east, on the south by the rear property lines of the properties locate on the south side of Bryan Street between Georgia Avenue on the west and Eva Avenue on the east, on the east by the eastern edge of the Eva Avenue right-of-way, and on the west by the intersection of Bryon Street and Georgia Avenue and the rear property lines of the properties located on the east side of Anna Avenue between Bryson Street and McGee Street.

The beneficiaries for the activity proposed in Service Area #2 are those people living within the Southeast Live Oak Street Paving and Resurfacing Service Area. Currently 57 occupied households are located within Service Area #2. The individuals residing in the dwelling units in Service Area #2 will see the streets in the service area replaced once the planned activity in Service Area #2 are completed. The 57 residential housing units in Service Area #2 contain 139 people, 59 of these people or 42.45% are VLI, 132 of the people living in the service area or 94.97% are LMI and 7 of the people living in the service area or 5.03% have household incomes above the LMI income limits.

Service Area #3: The Southeast Live Oak Storm Water Retention Service Area:

During significant rain events, the west side of Anna Avenue between Bryson Street on the South and the rear property lines of the properties located on the west side of McGee Street experience significant flooding. The activity proposed in this service area is to acquire a parcel of property and construct a storm water retention pond on the property. The property is located on the southeast corner of Anna Avenue and McGee Street. The City already owns the corner parcel of property and has an option contract to purchase the adjacent parcel which wraps around it. The retention pond will encompass both parcels of property.

Service Area #3 is bound on the north by the rear property lines of the properties located on the north side of McGee Street between Anna Avenue on the east and Mussey Avenue NE on the west, on the east by the eastern edge of the Anna Avenue right of way and the eastern edge of the retention pond property, on the south by the rear property line of the properties located on the north side of Bryson street between Anna Avenue on the east and Mussey Avenue on the west, and on the west by the eastern edge of the Mussey Avenue right-of-way.

| Activity | CDBG Cost | Local Match |
|---|------------------|--------------------|
| 01 – Acquisition in support of Flood and Drainage | \$ 5,000.00 | \$ 0.00 |

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

Service Area #3: The Southeast Live Oak Storm Water Retention Service Area:

| Activity | CDBG Cost | Local Match |
|---------------------------------------|--------------|-------------|
| 03I - Flood and Drainage Improvements | \$ 32,640.00 | \$ 0.00 |

The beneficiaries for the activities proposed in Service Area #3 are those people living within the Southwest Live Oak Storm Water Retention Service Area. Currently 11 occupied households are located within Service Area #3. The individuals residing in the dwelling units in Service Area #3 will see improvements to the storm water flooding in the service area once the acquisition of the property and the storm water retention pond is completed. The 11 households in the service area contain 28 people, 24 of these people or 85.72% are VLI, 26 of the people living in the service area or 92.86% are LMI and 2 of the people living in the service area or 7.14% have household incomes above the LMI income limits.

The City’s Engineer has completed plans and specifications for the project and applied for all required permits. The City is claiming “Readiness to Proceed” points in this application.

The City is including fifty thousand dollars (\$50,000.00) in leverage funding in this application. *The proposed CDBG Project is located within a Flood Plain.*

The City anticipates it will take approximately twenty-four (24) months for the street paving, street repaving and storm drainage upgrades to be complete including the environmental review, property acquisition, bidding, construction and grant closeout.

Without the assistance of CDBG funding requested in this application, the City of Live Oak would not be able complete the work on the street paving, street resurfacing and storm water retention pond construction projects proposed in this application.

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

The source and use of funds for the project is as follows:

| Activity | CDBG | Match | Total |
|---|-------------------|------------------|-------------------|
| Primary Project | | | |
| 03K – Street Improvements - Repaving | 546,140.00 | 15,000.00 | 561,140.00 |
| 03K – Street Improvements – New Paving | 60,220.00 | 0.00 | 60,220.00 |
| 01 – Acquisition in Support of Flood & Drainage | 5,000.00 | 0.00 | 5,000.00 |
| 03I Flood and Drainage | 32,640.00 | 0.00 | 32,640.00 |
| Construction Sub-Total | 644,000.00 | 15,000.00 | 659,000.00 |
| Engineering Bidding & Inspection Services | 0.00 | 35,000.00 | 35,000.00 |
| Administration | 56,000.00 | 0.00 | 56,000.00 |
| Total | 700,000.00 | 50,000.00 | 750,000.00 |

Unmet Need:

Service Area #4: Woods Avenue Street Resurfacing Service Area:

The activity included in this service area is the resurfacing of the existing asphalt street within the service area. The road in the service area is currently in poor condition with potholes and stress cracks. The street resurfacing activity in this service area will include removing the existing asphalt and the base beneath and replacing it with eight inches (8") of lime rock base and one and one-half inch (1 1/2") of asphalt.

The scope of work to be carried out in Service Area #4 is as follows:

03K Street Improvements – Repaving – This activity includes removing the existing asphalt and the base below and replacing it with eight inches (8") of lime rock base and one and one-half inches (1 1/2") of new asphalt surface along the street in the Northwest Live Oak Street Resurfacing Service Area. Approximately four hundred thirty linear feet (430') of street will be removed and reconstructed. Woods Avenue between 5th Street on the north and 6th Street on the south will be addressed through this activity in Service Area #4.

| Activity | CDBG Cost | Local Match |
|------------------------------------|--------------|-------------|
| 03K Street Improvements - Repaving | \$ 56,200.00 | \$ 0.00 |

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

Service Area #4: Woods Avenue Street Resurfacing Service Area:

The boundaries of Service Area #4 are as follows:

Service Area # 1 is bound on the north by 5th Street, on the south by 6th Street, on the east by the rear property lines of the properties located on the east side of Woods Avenue, and on the west by the rear property lines of the properties located on the west side of Woods Avenue.

The beneficiaries for the activity proposed in Service Area #4 are those people living within the Woods Avenue Street Resurfacing Service Area. Currently 3 occupied households are located within Service Area #4. The individuals residing in the dwelling units in Service Area #4 will see the streets in the service area replaced once the planned activity in Service Area #4 is completed. The 3 residential housing units in Service Area #4 contain 4 people, 3 of these people or 75.00% are VLI, 4 of the people living in the service area or 100.00% are LMI and 0 of the people living in the service area or 0.00% have household incomes above the LMI income limits.



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**REGIONAL CLEARINGHOUSE
 INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 5-13-16

PROJECT DESCRIPTION

#91 Town of Otter Creek - Community Development Block Grant Application - Neighborhood Revitalization

TO: Lauren Milligan, Florida State Clearinghouse

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

 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 – Table G-1 (Continued)

| | | |
|---|---------------------------|-------------------|
| <p>Funding for Planning and Design: You must check the Planning and Design Funding – Neighborhood Revitalization box if you want to be considered for funding. (The maximum funding for Planning and Design is \$70,000. In addition to the total funding needed for planning and design, the dollar amounts needed for basic engineering, additional engineering and administration must be shown below.)</p> | | |
| <input type="checkbox"/> Planning and Design Funding – Neighborhood Revitalization | | |
| If you will accept funding for Planning and Design, indicate the total amount being requested: \$ | | |
| Basic Engineering \$ | Additional Engineering \$ | Administration \$ |

| | |
|---|---|
| <p>Citizen Participation – Public Hearings Documentation of the citizen participation activities must be included in Appendix D of Part 9.</p> | |
| List the date that the public notice for the first public hearing was published: 03/10/2016 | List the date when the first public hearing was held: 03/21/2016 |
| List the date that the public notice for the second public hearing was published: 04/07/2016 | List the date when the second public hearing was held: 04/18/2016 |

| | |
|--|---|
| <p>Subgrant Funding Request: The maximum funding request for Neighborhood Revitalization, Commercial Revitalization and Housing Rehabilitation subgrants is based on the jurisdiction's LMI population as determined by HUD. Please see the table below. The maximum subgrant funding request for Economic Development subgrants is \$1,500,000, and the cost per job created must be less than \$35,000. At the bottom of the left column, enter the actual LMI population. (Data available on CDBG website.) At the bottom of the right column, enter the actual subgrant amount being requested.</p> | |
| LMI Population | Maximum Subgrant Request |
| 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: 170 | Subgrant Funds Being Requested: \$ 600,000.00 |

Project Narrative — G-2

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

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

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

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

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

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

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

The beneficiaries for the activity proposed in this service area are all of the people living in the residential housing units currently being served by the town's potable water system. Currently 73 occupied households are connected to the town's potable water system. These 73 households contain 156.86 people. 28.36 of the people living in the households in the service area, or 18.08% are VLI, 150.32 of the people living in the households in the service area or 95.83% are LMI and 6.54 of the people living in the households in the service area or 4.17% have household incomes which are above the LMI income limits.

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

| Activity # | Activity | Description | CDBG Amount | Local Match |
|------------|--|-------------|---------------|--------------|
| 03J | Water Tank/Well Treatment Plant – Installation of a second water storage tank and water plant upgrades | | \$ 452,500.00 | \$ 25,000.00 |

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

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

Proposed project is located in a flood zone.

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

Project Narrative — G-2 (continue)

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

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

Unmet Need

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

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

03J Water Tank/Well/Treatment Plant Improvements

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

The beneficiaries for the activity proposed in this service area are all of the people living in the residential housing units currently being served by the town's potable water system. These 73 households contain 156.86 people. 28.36 of the people living in the households in the service area, or 18.08% are VLI, 150.32 of the people living in the households in the service area or 95.83% are LMI and 6.54 of the people living in the households in the service area or 4.17% have household incomes which are above the LMI income limits.

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

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

Project Narrative — G-2 (continue)

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

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

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

The beneficiaries for the activity proposed in this service area are all of the people living in the residential housing units currently being served by the town’s potable water system. These 73 households contain 156.86 people. 28.36 of the people living in the households in the service area, or 18.08% are VLI, 150.32 of the people living in the households in the service area or 95.83% are LMI and 6.54 of the people living in the households in the service area or 4.17% have household incomes which are above the LMI income limits.

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

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

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

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

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

The beneficiaries for the activity proposed in this service area are all of the people living in the residential housing units currently being served by the town’s potable water system. These 73 households contain 156.86 people. 28.36 of the people living in the households in the service area, or 18.08% are VLI, 150.32 of the people living in the households in the service area or 95.83% are LMI and 6.54 of the people living in the households in the service area or 4.17% have household incomes which are above the LMI income limits.

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

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



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**REGIONAL CLEARINGHOUSE
 INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 5-13-16

PROJECT DESCRIPTION

#93 Town of Jennings - Community Development Block Grant Application - Neighborhood Revitalization

TO: Lauren Milligan, Florida State Clearinghouse

XCS: The Honorable John Prine, Mayor
 Town of Jennings
 P.O. Box 209
 Jennings, FL 32053

Spencer Nabors
 In Touch Consulting Group, Inc.
 P.O. Box 406
 Jasper, FL 32052

 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

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Application Profile – Table G-1 (Continued)

| | | |
|---|---------------------------|-------------------------|
| <p>Funding for Planning and Design: You must check the Planning and Design Funding – Neighborhood Revitalization box if you want to be considered for funding. (The maximum funding for Planning and Design is \$70,000. In addition to the total funding needed for planning and design, the dollar amounts needed for basic engineering, additional engineering and administration must be shown below.)</p> | | |
| <input type="checkbox"/> Planning and Design Funding – Neighborhood Revitalization | | |
| If you will accept funding for Planning and Design, indicate the total amount being requested: \$ | | |
| Basic Engineering \$40,000 | Additional Engineering \$ | Administration \$48,000 |

| | |
|---|--|
| <p>Citizen Participation – Public Hearings Documentation of the citizen participation activities must be included in Appendix D of Part 9.</p> | |
| List the date that the public notice for the first public hearing was published: 3/31/16 | List the date when the first public hearing was held: 4/5/16 |
| List the date that the public notice for the second public hearing was published: 4/14/16 | List the date when the second public hearing was held: 4/19/16 |

| | |
|--|--|
| <p>Subgrant Funding Request: The maximum funding request for Neighborhood Revitalization, Commercial Revitalization and Housing Rehabilitation subgrants is based on the jurisdiction's LMI population as determined by HUD. Please see the table below. The maximum subgrant funding request for Economic Development subgrants is \$1,500,000, and the cost per job created must be less than \$35,000. At the bottom of the left column, enter the actual LMI population. (Data available on CDBG website.) At the bottom of the right column, enter the actual subgrant amount being requested.</p> | |
| LMI Population | Maximum Subgrant Request |
| 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: 540 | Subgrant Funds Being Requested: \$ 600,000 |

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 Town of Jennings is applying to the Florida Department of Economic Opportunity (DEO) for a grant under the Neighborhood Revitalization category in the amount of \$600,000 under the Small Cities Community Development Block Grant (CDBG) Program. The Town's application will involve CDBG Neighborhood Revitalization assistance to Low-to-Moderate Income (LMI) residents, without this assistance, the Town could not provide adequate services to its residence.

Service Area Town Wide:

The activities are of Town wide benefit and are as follows: The Town proposes activities at the Water Plant (1144 Florida Street) and the Sewer Plant (1045 Berry Street Extension) to include: Water Plant: Removing/Replacing the existing 25,000 gallon aeration tank, Installation of a 1,000 gallon per minute water pump and electrical upgrades to the facility (The current aeration tank is substandard and requires replacing along with code related issues with the wiring of the structure). Sewer Plant: Install fencing around spray field and facility, install generator for emergency power back up, remove/replace manual spray field valves with automatic valves with control box. (The facility is not fenced off, animals and unauthorized personal can access the facility. The Town does not currently have a back-up generator for their sewer plant, if power goes down, so does the ability to move waste. The majority of the existing manual spray field valves are inoperable, the spray field does not properly distribute waste as it should, the automatic spray field valves would proficiently distribute the waste across the field as intended, the current system is out of date and at best operates at 60% capacity, the upgrade to the automated valves is a must) Beneficiary Data: Total: 809 Total LMI: 713 88% Total VLI: 599 74% Total Non-LMI 96 11%

The estimated CDBG cost of construction is budgeted at \$524,212, \$212,212 to be utilized at the Sewer Plant and \$312,000 to be utilized at the Water Plant. Additionally, \$48,000 has been budgeted for administration and \$27,788 has been budgeted for engineering. The total estimated cost of the project is budgeted at \$600,000.

The Town anticipates proposed construction start and completion dates within twenty-four (24) months of the award date. All activities will be conducted within the Town limits.

The Town does not anticipate any activity located in a flood-prone area; however, the Town does participate in the National Flood Insurance Program.

Since this is a town wide project and the Town of Jennings population exceeds 51% LMI, the national objective to benefit low-to-moderate income persons will be met.



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**REGIONAL CLEARINGHOUSE
 INTERGOVERNMENTAL COORDINATION AND RESPONSE**

Date: 5-13-16

PROJECT DESCRIPTION

#94 City of Lake City - Community Development Block Grant Application - Neighborhood Revitalization

TO: Lauren Milligan, Florida State Clearinghouse

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

 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 – Table G-1 (Continued)

| | | |
|---|----------------------------|-------------------------|
| <p>Funding for Planning and Design: You must check the Planning and Design Funding – Neighborhood Revitalization box if you want to be considered for funding. (The maximum funding for Planning and Design is \$70,000. In addition to the total funding needed for planning and design, the dollar amounts needed for basic engineering, additional engineering and administration must be shown below.)</p> | | |
| <p><input checked="" type="checkbox"/> Planning and Design Funding – Neighborhood Revitalization</p> | | |
| <p>If you will accept funding for Planning and Design, indicate the total amount being requested: \$0</p> | | |
| Basic Engineering \$0 | Additional Engineering \$0 | Administration \$60,000 |

| | |
|---|--|
| <p>Citizen Participation – Public Hearings Documentation of the citizen participation activities must be included in Appendix D of Part 9.</p> | |
| List the date that the public notice for the first public hearing was published: 3/30/16 | List the date when the first public hearing was held: 4/7/16 |
| List the date that the public notice for the second public hearing was published: 4/15/16 | List the date when the second public hearing was held: 4/21/16 |

| | |
|--|--|
| <p>Subgrant Funding Request: The maximum funding request for Neighborhood Revitalization, Commercial Revitalization and Housing Rehabilitation subgrants is based on the jurisdiction's LMI population as determined by HUD. Please see the table below. The maximum subgrant funding request for Economic Development subgrants is \$1,500,000, and the cost per job created must be less than \$35,000. At the bottom of the left column, enter the actual LMI population. (Data available on CDBG website.) At the bottom of the right column, enter the actual subgrant amount being requested.</p> | |
| LMI Population | Maximum Subgrant Request |
| 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: 17,510 | Subgrant Funds Being Requested: \$ 750,000 |

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.

Columbia County seeks Community Development Block Grant funding for the Community Revitalization of a single neighborhood/target area located in the south central portion of the County. The neighborhood, called Plantation Park or Kimdale Loop, is approximately 30 years old (built in the late 1980's) and has a small water system built by the developer. The subdivision consists primarily of mobile homes with low and very low income families. The roads, Kimdale Loop and Stratford Glen are unpaved, dirt roads. This project meets the National Objective to benefit low and moderate income persons

In 2014, the developer abandoned the water system, relinquishing its operation to Columbia County. The water system services only the target area; is not regulated by the Florida Department of Environmental Protection (FDEP); and provides only untreated water to the residents. Because it is untreated water, at times the Board of Health will require the County to dump chlorine into the wells as a disinfectant. Residents complain about the excessive chlorine. This project can not be undertaken without CDBG funding. However, because it is an unregulated water system and can legally continue to supply untreated water, it does not meet the criteria for a Health and Safety score.

Columbia County proposes to use \$325,000 of the CDBG grant to connect the water system to the City of Lake City municipal water service by installing a new 7,100 linear foot, 12 inch water main from Bishop Road to the Target Area. An additional \$90,000 of CDBG funds would upgrade 2,200 linear feet of water lines within the target area to at least an 8 inch main. Currently, the target area has no fire hydrants. An 8 inch main would allow for the installation of hydrants and provide fire protection to the residents.

Once the water system is complete, the County proposed to use \$275,000 of CDBG funds to pave the dirt roads in the Target Area, Kimdale Loop and Straitford Glen. The construction of a 20 foot wide roadway would extend over the 2,200 linear feet where the water lines would be upgraded.

Construction would begin around 3/01/2017 and be completed within 12 months, or 2/28/2017. The project will serve the 19 existing households in the subdivision and connected to the water system. Columbia County would add \$30,000 in leverage funds to oversee the construction and meet any additional engineering needs that arise. An additional \$20,000 in General Revenue leverage funds from the County would be used for construction related activities, such as clearing, trenching, etc. that would be needed by the project.

Columbia County participates in the National Flood Insurance program. Five of the occupied lots fall within the flood zone identified on the FIRM.