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MEETING NOTICE

CLEARINGHOUSE COMMITTEE

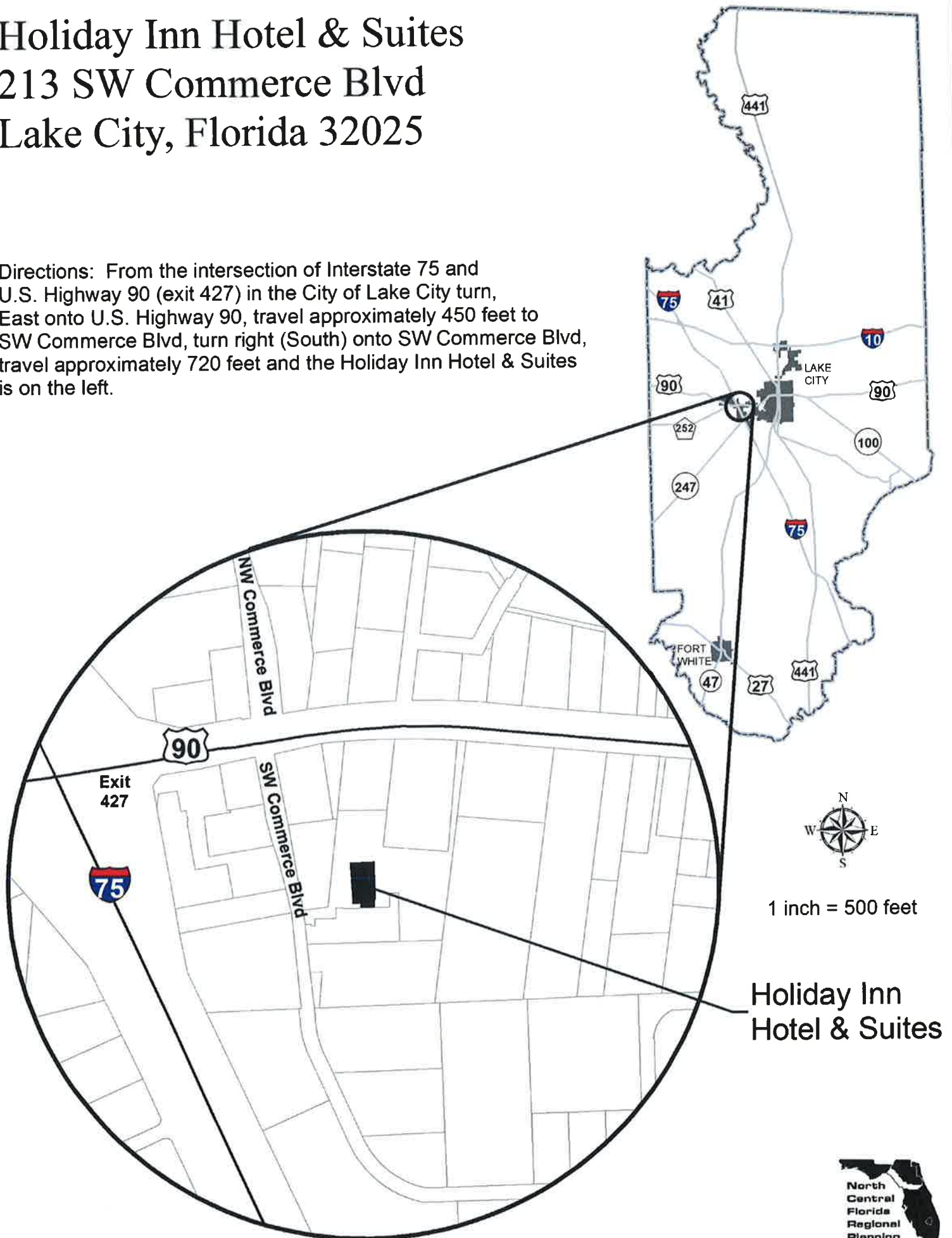
There will be a meeting of the Clearinghouse Committee of the North Central Florida Regional Planning Council on **September 22, 2016**. The meeting will be held at the **Holiday Inn Hotel & Suites, 213 SW Commerce Boulevard, Lake City**, beginning at **6:00 p.m.**

(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.



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Hotel & Suites





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AGENDA

CLEARINGHOUSE COMMITTEE

Holiday Inn Hotel & Suites
Lake City, Florida

September 22, 2016
6:00 p.m.

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I. APPROVAL OF THE AUGUST 25, 2016 MEETING MINUTES	5
II. COMMITTEE-LEVEL REVIEW ITEMS	
<u>Comprehensive Plan Amendments</u>	
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#124 - City of Madison Comprehensive Plan Adopted Amendment (DEO No. 16-1ESR)	15
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NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL
CLEARINGHOUSE COMMITTEE
MINUTES

Holiday Inn Hotel and Suites
Lake City, Florida

August 25, 2016
6:00 p.m.

MEMBERS PRESENT

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

MEMBERS ABSENT

Jim Catron
Mike Williams
Stephen Witt

STAFF PRESENT

Steven Dopp

Noting the presence of a quorum, the meeting was called to order by Chair Montgomery at 6:05 p.m.

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

- #116 - Alachua County Comprehensive Plan Adopted Amendments (DEO No. 16-4ESR)
- #117 - Town of Lee Comprehensive Plan Adopted Amendment (DEO No. 16-1ESR)
- #118 - City of Hampton Comprehensive Plan Adopted Amendment (DEO No. 16-1ER)
- #119 - Marion County Comprehensive Plan Adopted Amendment (DEO No. 16-5ESR)

The Committee agreed by consensus to add the items to the agenda.

I. APPROVAL OF THE JULY 28, 2016 MEETING MINUTES

ACTION: It was moved by Commissioner Sessions and seconded by Commissioner Patterson to approve the July 28, 2016 meeting minutes as circulated. The motion carried unanimously.

II. COMMITTEE-LEVEL REVIEW ITEMS

- #114 - Marion County Comprehensive Plan Adopted Amendments
(DEO No. 16-2ESR, 16-3ESR, 16-4ESR)
- #115 - Hamilton County Comprehensive Plan Draft Amendment (DEO No. 16-1ER)
- #116 - Alachua County Comprehensive Plan Adopted Amendments (DEO No. 16-4ESR)
- #117 - Town of Lee Comprehensive Plan Adopted Amendment (DEO No. 16-1ESR)
- #118 - City of Hampton 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.

ACTION: It was moved by Commissioner Burnam and seconded by Commissioner Sessions to approve the staff reports as circulated. The motion carried unanimously.

#119 - Marion County Comprehensive Plan Draft Amendment (DEO No. 16-5ESR)

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 or adjoining local government. Mr. Dopp further noted that the staff report finds the amendment may result in significant adverse impacts to U.S. Highway 441, which is a Regional Transportation Facility as identified and mapped in the Withlacoochee Strategic Regional Policy Plan.

ACTION: It was moved by Mr. Hunter and seconded by Commissioner Patterson to approve the staff report as circulated. The motion carried unanimously.

The meeting adjourned at 6:39 p.m.

James Montgomery, Chair

9/22/16

COMMITTEE-LEVEL ITEMS

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

Regional Planning Council: North Central Fl
Review Date: 9/22/16
Amendment Type: Draft Amendment

Regional Planning Council Item No.: 122
Local Government: Columbia County
Local Government Item Nos.: CPA 16-02
State Land Planning Agency Item No.: 16-1ESR

Date Mailed to Local Government and State Land Planning Agency (estimated): 9/23/16

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 modifies the text of Future Land Use Element Policy I.3.3.3, which applies to both Urban Development Areas and Rural Areas, to increase the maximum allowable floor area for individual outlets and establishments which are Neighborhood Commercial uses from 5,000 square feet to 10,000 square feet (see attached).

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

Since the amendment applies to all Neighborhood Commercial uses located within the County and multiple Natural Resource of Regional Significance, as identified and mapped in the North Central Florida Strategic Regional Policy Plan, are located within the County. Nevertheless, significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance as a result of the amendment as it does not result in an increase in allowable uses or intensities of use. The 0.25 floor area ratio which applies to Neighborhood Commercial uses remains in effect.

Several Regional Road Network as identified in the North Central Florida Strategic Regional Policy Plan, are located within the County. Significant adverse impacts are not anticipated to occur to the Regional Road Network as a result of the amendment as the amendment does not result in an increase in allowable uses or intensities of use.

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

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

Yes X No

Request a copy of the adopted version of the amendment?

Yes	<u> X </u>	No	<u> </u>
Not Applicable	<u> </u>		

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

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

MEMORANDUM

To: Brandon Stubbs, County Planner
From: Craig Brashier, AICP, Planning Manager
Date: June 15, 2016
RE: Future Land Use Element Text Amendment

16-0166

The proposed text amendment is provided below in ~~strikethrough~~ / underline formatting. The ~~strikethrough~~ text is to be removed and the underline text is to be added. The only proposed change is in Policy I.3.3. to increase the neighborhood commercial maximum square footage from 5,000 square feet to 10,000 square feet.

Future Land Use Element

OBJECTIVES AND POLICIES

FOR BOTH URBAN DEVELOPMENT AREAS AND RURAL AREAS

OBJECTIVE I.3 The county shall include within the site plan review process to be adopted as part of the land development regulations, that adjacent land uses shall not be adversely impacted by any change in land use.

- Policy I.3.1 The county shall continue to regulate the location of public facilities so as to discourage the proliferation of urban sprawl. However, nothing in this provision shall limit the improvement of any public road in an area of the county.
- Policy I.3.2 The county shall continue to have mechanisms which protect public lands from the adverse impact of adjacent incompatible land uses, which include but are not limited to high density residential land use, commercial and industrial land use and mining activity.
- Policy I.3.3 The county shall continue to have a neighborhood commercial district to provide small scale retail service establishments which will serve the convenience needs of adjacent areas within the designated urban development areas and the rural areas of the county. Neighborhood commercial activities are not shown on the future land use plan map; rather these commercial activities should be accommodated throughout the county as market forces determine the need, according to the following criteria.
1. Neighborhood commercial uses are intended to be oriented to and compatible with the area to be served. Such uses shall include retail commercial outlets for the sale of food, hardware or drugs, and service establishments such as barber or beauty shops, shoe repair shops, and self-service laundries or dry cleaners. In addition, automotive service stations, child care centers, financial institutions and similar uses compatible with neighborhood commercial uses may be allowed as special exceptions and be subject to an intensity of .25 floor area ratio;

2. Neighborhood commercial uses shall be located at the intersection of an arterial or collector road with any other road;
3. Floor area for each individual outlet or establishment shall not exceed ~~5,000~~ 10,000 square feet;
4. Sale, display, preparation and storage shall be conducted completely within an enclosed building and no more than 20 percent of the floor area shall to be devoted to storage;
5. Neighborhood commercial uses shall be limited to an intensity of .25 floor area ratio; and
6. Neighborhood commercial uses shall be required to provide a landscaped buffer of not less than 20 feet in width, where such uses abut residential or agricultural land use classifications.

L:\2016\16-0166\Planning\Application\MEMO_160615_FLUE Text Amendment.docx

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

Regional Planning Council: North Central FL
Review Date: 9/22/16
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 124
Local Government: City of Madison
Local Government Item No.: CPA 16-01
State Land Planning Agency Item No.: 16-1ESR

Date Mailed to Local Government and State Land Planning Agency: 9/23/16 (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 Future Land Use Element Policy I.1.2 to remove a limitation on the placement of professional and business activities within the lands classified as Residential on the Future Land Use Map. Currently, such uses are limited to arterial and collector streets in transitioning areas buffering residential areas from intensive non-residential areas. The text amendment deletes this provision (see attached).

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

The City is bisected by the following roads which are identified and mapped in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network: U.S. Highway 90; State Road 53 and State Road 145. Nevertheless, significant adverse impacts are not anticipated to occur to the regional road network as a result of the City Comprehensive Plan contains Minimum Level of Service Standards for these regional facilities. Additionally, the Transportation Element contains policies which implement Transportation Planning Best Practices contained in the regional plan (see attached).

Significant adverse impacts are not anticipated to occur to Natural Resources of Regional Significance as identified and mapped in the regional plan as the City Comprehensive Plan contains policy language to mitigate impacts to Natural Resources of Regional Significance contained in the regional plan (see attached).

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

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

Request a copy of the adopted version of the amendment?

Yes X

No

Not Applicable

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**

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FUTURE LAND USE ELEMENT

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. The purpose of this Future Land Use Element is to provide for the appropriate distribution of population densities and building and structural densities and intensities. The data collected for this plan element and analysis of this data, contained in the City's Data and Analysis document, are not part of this plan element, but serve to provide a foundation and basis for the formulation of this portion of the Comprehensive Plan.

The following goal, objectives and policies provide for distribution of future land use, as well as, guidance for such future land use. The focal point around within 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. As the unincorporated areas of the County are primarily rural in character and use, there is an opportunity to provide appropriate direction for the future location and concentration of urban uses within the City.

FUTURE LAND USE GOAL, OBJECTIVES AND POLICIES

GOAL I - 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 I.1** The City shall continue to 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 I.1.1** The location of higher density residential, high intensity commercial and heavy industrial uses shall be directed to areas adjacent to arterial or collector roads identified on the Future Transportation Map where public facilities are available to support such higher density or intensity.
- Policy I.1.2** The City's land development regulations shall continue to be based on and be consistent with the following land use classifications and corresponding standards for densities and intensities:

AGRICULTURAL LAND USE

Agriculturally classified lands are lands which are predominately used for crop cultivation, livestock, specialty farms, silviculture and dwelling units. In addition, the processing, storage and sale of agricultural products and commodities which are not raised on the premises, riding or boarding stables, commercial kennels, veterinary clinics and animal shelters, group homes, child care centers, home occupations, private clubs and lodges, off-site signs, cemeteries and crematories, and other similar uses compatible with agricultural uses may be approved as special exceptions and be subject to an intensity of less than or equal to .25 floor area ratio.

Agricultural density shall be limited to less than or equal to one unit per acre.

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CONSERVATION LAND USE

Lands classified as conservation use are lands devoted to the conservation of the unique natural functions within these lands.

Conservation uses shall be limited to public access, native vegetative community restoration, and residential and non-residential uses necessary to manage such conservation lands (i.e., ranger stations, research stations and park amenities).

PUBLIC LAND USE

Lands classified as public consist of public buildings and grounds, other public facilities (including sewer facilities, solid waste facilities, drainage facilities and potable water facilities), public health facilities, and educational uses.

Public uses shall be limited to an intensity of less than or equal to .25 floor area ratio.

RECREATION LAND USE

Lands classified as recreation use consist of areas used for user based and resource based recreation uses.

Recreation uses shall be limited to an intensity of less than or equal to .25 floor area ratio.

RESIDENTIAL LAND USE

Residential use classifications provide locations for dwelling units at low, moderate, medium, and high density within the City as defined within this Comprehensive Plan. 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 clubs and lodges, home occupations, 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 .25 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.
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Residential moderate density	shall be limited to a density of less than or equal to 4.0 dwelling units per acre.
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Residential medium density	shall be limited to a density of less than or equal to 8.0 dwelling units per acre.
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The medium density residential use classification can also provide location for professional and business activities **along arterial and collector streets in transitional areas buffering residential neighborhoods from intensive non-residential areas.**

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

COMMERCIAL LAND USE

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 other houses of worship, private clubs and lodges, residential dwelling units, which existed within this category on the date of adoption of this Comprehensive Plan, and other similar uses compatible with commercial uses may be approved as special exceptions and be subject to an intensity of less than or equal to 1.0 floor area ratio.

Commercial uses located outside the Central Business District shall be limited to an intensity of less than or equal to .25 floor area ratio.

Commercial uses in the Central Business district (described as follows: Commence at the Southeast corner of the intersection of Marion Street and Meeting Street; thence East approximately 1,450 feet to the West right-of-way line of Hancock Street; thence South approximately 100 feet; thence East approximately 200 feet; thence South approximately 200 feet to the South right-of-way line of Base Street; thence East approximately 100 feet to the West right-of-way line of Duval Street; thence South approximately 200 feet to the North right-of-way line of Pinckney Street; thence West approximately 200 feet to the East right-of-way line of Hancock Street; thence South approximately 600 feet to the North right-of-way line of Dade Street; thence West approximately 350 feet to the East right-of-way line of Shelby Street; thence South approximately 550 feet to the North right-of-way line of Bunker Street; thence West approximately 600 feet to the East right-of-way line of Horry Street; thence North approximately 550 feet to the North right-of-way line of Dade Street; thence West approximately 300 feet to the East right-of-way line of Washington Street; thence North approximately 700 feet; thence West approximately 300 feet to the East right-of-way line of Meeting Street; thence North approximately 400 feet to the Southeast corner of the intersection of Marion Street and Meeting Street being the Point of Beginning) shall be limited to an intensity of less than or equal to 2.0 floor area ratio and a height limitation of two stories.

INDUSTRIAL LAND USE

Lands classified as industrial consist of areas used for the manufacturing, assembly, processing, or storage of products, as well as, public, charter and private schools teaching industrial arts curriculum. In addition, off-site signs, truck stops and automobile service stations, and other similar uses compatible with industrial uses may be approved as special exceptions and be subject to an intensity of less than or equal to .25 floor area ratio.

Policy I.1.3

The City's future land use map shall continue to allocate amounts and types of land uses for residential, commercial, industrial, public, and recreation to meet the needs of the existing and projected future populations and to locate urban land uses in a manner where public facilities may be provided to serve such urban land uses. (Urban land uses shall be herein defined as residential, commercial and industrial land use categories).

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Policy I.1.4 The City shall continue to base the designation of residential, commercial and industrial lands depicted on the Future Land Use Plan map upon acreage which can be reasonably expected to develop by the year 2025.

Policy I.1.5 The City shall continue to include a neighborhood commercial district to provide small scale retail and service establishments which will serve the convenience needs of adjacent areas. Neighborhood commercial activities are not shown on the Future Land Use Plan Map; rather, these commercial activities should be accommodated throughout the City as market forces determine the need according to the following criteria:

1. Neighborhood commercial activities are intended to be oriented to and compatible with the area to be served. Such activities shall include retail commercial outlets for the sale of food, hardware or drugs, and service establishments such as barber or beauty shops, shoe repair shops, and self-service laundries or dry cleaners. In addition, automotive service stations, child care centers and financial institutions and similar uses compatible neighborhood commercial uses may be allowed as special exceptions and be subject to an intensity of less than or equal to .25 floor area ratio;
2. Neighborhood commercial activities shall be located on an arterial or collector road;
3. Floor area for each individual outlet or establishment shall not exceed 5,000 square feet;
4. 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; and
5. Neighborhood commercial uses shall be limited to an intensity of less than or equal to .25 floor area ratio.

Policy I.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;
4. There will be no adverse impacts on archaeological or historic sites or structures listed on the State of Florida Historic Master Site File, which are located on the site;
5. The proposed location is well drained and soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements;
6. The proposed site can accommodate the required parking and circulation of vehicles on the site; and

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7. Where feasible, the proposed site is so located to allow for co-location with parks, libraries and community centers.
- Policy I.1.7 The City shall require the development of public, private and charter school sites to be consistent with the following standards:
1. Middle and high schools shall be located on collector or arterial roadways, as functionally classified within the Comprehensive Plan, which have sufficient capacity to carry traffic to be generated by the school and are suitable for high volume traffic during evening and special events as determined by generally acceptable traffic engineering standards;
 2. The location, arrangement and lighting of play fields and playgrounds shall be located and buffered as may be necessary to minimize impacts to adjacent residential property; and
 3. All structural setbacks, building heights, and access requirements shall be governed by the City's land development regulations.
- OBJECTIVE I.2 The City shall use performance standards to regulate the location of land development consistent with topography and soil conditions and the availability of facilities and services.
- Policy I.2.1 The City shall continue to restrict development within unsuitable areas due to flooding, improper drainage, steep slopes, rock formations and adverse earth formations by the following design standards for arrangement of development:
1. Streets shall be related appropriately to the topography. All streets shall be arranged so as to obtain as many as possible building sites at or above the grades of the streets. Grades of streets shall conform as closely as possible to the original topography. A combination of steep grades and curves shall be avoided.
 2. Local streets shall be laid out to discourage use by through traffic, to permit efficient drainage and utility systems and to require the minimum number of streets necessary to provide convenient and safe access to property.
 3. The rigid rectangular gridiron street pattern need not necessarily be adhered to, and the use of curvilinear streets, cul-de-sacs, or U-shaped streets shall be encouraged where such use will result in a more desirable layout.
 4. Proposed streets shall be extended to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions, or unless, in the opinion of the City Commission, such extension is not necessary or desirable for the coordination of the layout or the most advantageous future development of adjacent tracts.
- OBJECTIVE I.3 The City shall continue to require that proposed development be approved only where the public facilities meet or exceed the adopted level of service standard.
- Policy I.3.1 The City shall maintain procedures for the review of proposed development to determine its impact on level of service standards for public facilities. Building permits shall be issued only when the necessary facilities and services are in place in accordance with the Concurrency Management System found within this Comprehensive Plan.

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- OBJECTIVE I.4 The City shall maintain innovative Land Development Regulations which shall include provisions for Planned Residential Development regulations. A Planned Residential Development (PRD) is:
1. A concept which requires land to be under unified control, planned and developed as a whole in a single development or in an approved, programmed series of developments for dwelling units and related uses and facilities;
 2. A plan which, when adopted, becomes the land development regulations for the land to which it is applied;
 3. Inclusive of principal and accessory structures substantially related to the character of the development itself and the surrounding area of which it is a part; and
 4. A concept which, when implemented, allows for development according to comprehensive and detailed plans that include streets, utilities, building sites and the like and site plans and elevations for all buildings as intended to be located, constructed, used, and related to each other. It also includes detailed plans for other uses and the improvements on the land as related to the buildings.
- Policy I.4.1 The City's land development regulations shall continue to contain specific and detailed provisions to manage future growth and development to implement the Comprehensive Plan which shall contain at a minimum the following provisions to:
1. Regulate the subdivision of land;
 2. Regulate the use of land and water consistent with this Element to maintain the compatibility of adjacent land uses and provide for open space;
 3. Protect environmentally sensitive lands identified within the Conservation Element;
 4. Regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management;
 5. Protect potable water wellfields and aquifer recharge areas;
 6. Regulate signage;
 7. Provide safe and convenient on-site traffic flow and vehicle parking needs; and
 8. Provide that development orders and permits shall not be issued which result in a reduction of the level of service standards adopted in this Comprehensive Plan.
- OBJECTIVE I.5 The City shall continue to limit the extension of public facility geographic service areas to the adjacent urban development area identified within the Future Land Use Plan Map Series of this Comprehensive Plan, except that water line extensions may be made beyond such boundary to address public health and safety concerns associated with groundwater contamination.
- Policy I.5.1 The City shall continue to limit any extension of public facility geographic service areas to the adjacent designated urban development areas as identified within the Future Land Use Plan Map Series of this Comprehensive Plan except that water line extensions may be made outside such boundary to address public health and safety concerns associated with groundwater contamination and water and sewer line

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extensions may be made to public land uses located outside of such designated urban development area. The City shall condition the extension of public facilities for residential uses to the adjacent unincorporated urban area on first providing these facilities and services for the majority of the residents within the City which are to currently being served.

- OBJECTIVE I.6 The City shall continue to include within the portion regarding the report and recommendation of the Planning and Zoning Board on amendments to the land development regulations, that such report shall address whether the proposed amendment will be a deterrent to the improvement or development of adjacent land uses and it shall be concluded by the local governing body, based upon such report and prior to approval of the amendment, that the granting of the amendment will not adversely impact adjacent land uses.
- Policy I.6.1 The City shall continue to require a special permit for dredging, filling, excavation and mining (this permit shall be in addition to any federal, state or regional agency required permit).
- Policy I.6.2 The City shall continue to include provisions for drainage, stormwater management, open space, and safe and convenient on-site traffic flow, including the provision of needed vehicle parking, for all development.
- Policy I.6.3 The City shall continue to limit the intensity of development by requiring that the length of lots does not exceed three times the width of lots for the location of dwelling units.
- Policy I.6.4 The City shall participate in the National Flood Insurance Program and regulate development and the installation of utilities in flood hazard areas in conformance with program requirements. Further, the City shall require all structures to be clustered on the non-floodprone portion of a site or where the entire site is in a floodprone area, structures shall be elevated at least two (2) feet above the highest adjacent grade.
- Policy I.6.5 The City shall continue to require a landscaped buffer where a commercial or industrial structure is erected or expanded on land abutting a residential district. A masonry or wood opaque structure may be substituted for the planted buffer.
- OBJECTIVE I.7 The City shall identify and designate blighted areas which are feasible for redevelopment or renewal, through the updating of the housing condition survey based upon information as available from the University of Florida Shimberg Center for Affordable Housing.
- Policy I.7.1 The City shall request federal and state funds to redevelop and renew any identified blighted areas, where the City finds there is a competitive feasibility to receive such funding.
- OBJECTIVE I.8 The City shall continue to reduce inconsistencies in land uses with the provisions of this Comprehensive Plan through the establishment of such inconsistencies as non-conforming land uses.
- Policy I.8.1 The City hereby establishes the following provisions for non-conforming structures and uses of land or structures:

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Nonconforming uses of land or structures may be continued where the lawful use of land existed prior to the adoption of this Comprehensive Plan where such use is not permitted by this Comprehensive Plan. Such use may be continued, so long as it remains otherwise lawful, subject to its discontinuance after it ceases to exist for a period of more than 6 months.

Nonconforming structures may be continued where a structure lawfully existed prior to the adoption of this Comprehensive Plan where such use would not be permitted to be built under this Comprehensive Plan by reason of restrictions on requirements other than use concerning the structure. Such structure may be continued so long as it remains otherwise lawful, subject to a 50 percent enlargement or alteration limitation.

Policy 1.8.2

The City hereby establishes the following administrative procedure and standards by which a property owner may demonstrate that private property rights have vested against the provisions of this Comprehensive Plan. These administrative procedures shall provide determination for the consistency of development with the densities and intensities set forth in this Comprehensive Plan.

Applications for vesting determinations shall be evaluated pursuant to the following criteria:

1. Common law vesting - a right to develop or to continue the development of property notwithstanding this Comprehensive Plan may be found to exist whenever the applicant proves by a preponderance of evidence that the owner or developer, acting in good faith and reasonable reliance upon some act or omission of the City, has made such a substantial change in position or has incurred such extensive obligations and expenses that it would be highly inequitable and unjust to destroy the right to develop or to continue the development of the property.
2. Statutory vesting - the right to develop or to continue the development of property shall be found to exist if a valid and unexpired final development order was issued by the City prior to adoption of this Comprehensive Plan, substantial development has occurred on a significant portion of the development authorized in the final development order and is completed or development is continuing in good faith as of the adoption of this Comprehensive Plan. A "final development order" shall be any development order which approved the development of land for a particular use of uses at a specified density of use and which allowed development activity to commence on the land for which the development order was issued. "Substantial development" shall mean that all required permits necessary to commence and continue the development have been obtained; permitted clearing and grading has commenced on a significant portion of the development; and the actual construction of roads and the stormwater management system, on that portion of the development is complete or is progressing in a manner that significantly moves the entire development toward completion.

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3. Presumptive vesting for consistency and concurrency - any structure on which construction has been completed pursuant to a valid building permit shall be presumptively vested for the purposes of consistency and concurrency and shall not be required to file an application to preserve their vested rights status.
4. Presumptive vesting for density only - the following categories shall be presumptively vested for the purpose of density and shall not be required to file an application to preserve their vested rights in this regard:
 - a. All lots of record as of the adoption of this Comprehensive Plan, whether located within a subdivision or without, but only to the extent of one single family residence per lot; however, such lots shall not be contiguous as of the adoption of this comprehensive Plan to any other lot(s) owned by or under contract for deed to the person(s) applying for the single family residence building permit; and
 - b. All contiguous lots of record as of the adoption of this Comprehensive Plan, whether located within a subdivision or without, where such lots are treated as one lot for one single family residence.

OBJECTIVE I.9 The City shall continue to use a Historic Preservation Agency appointed by the City Commission to assist the City Commission with the designation of historic landmarks and landmark sites or historic districts within the City based upon criteria utilized for the National Register of Historic Places and the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. The Historic Preservation Agency shall review applications for historic designation and after conducting a duly noticed public hearing shall make a recommendation to the City Commission based upon the criteria stated in the maintenance and reuses of historical structures policy contained within the Future Land Use Element of the Comprehensive Plan.

Policy I.9.1 The City shall continue to use the following standards for the maintenance and adaptive reuse of historic structure and sites:

1. The effect of the proposed work on the landmark or the property upon which such work is to be done;
2. The relationship between such work and other structures on the historic housing site;
3. The extent to which the historic architectural significance, architectural style, design, arrangement, texture, materials, and color of the historic housing will be affected; and
4. Whether the denial of a certificate would deprive the property owner of reasonable beneficial use of his or her property.

Policy I.9.2 The City shall maintain a listing of all known prehistoric and historic sites within the City. This list shall be updated annually by the City Historic Preservation Agency.

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OBJECTIVE I.10 The City shall continue to protect natural resources and environmentally sensitive lands (including but not limited to wetlands and floodprone areas). For the purposes of this Comprehensive Plan "wetlands" means those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto.

Policy I.10.1 The City shall continue to protect public potable water supply wells by prohibiting:

1. Land uses which require or involve storage, use of manufacture of regulated materials as defined by Chapter 38F-41, Florida Administrative Code, in effect upon adoption of this Comprehensive Plan; Code of Federal Regulations, Title 40, Part 302 and 355 and Title 49, Part 172, in effect upon adoption of this Comprehensive Plan;
2. Landfills;
3. Facilities of bulk storage, agricultural chemicals;
4. Petroleum products;
5. Hazardous toxic and medical waste;
6. Feedlots or other animal facilities;
7. Wastewater treatment plants and percolation ponds; and
8. Mines, and excavation of waterways or drainage facilities which intersect the water table, within a 300-foot radius around the water well designated by this Comprehensive Plan as a wellfield protection area.

In addition, no transportation of such regulated materials shall be allowed in the wellfield protection area, except local traffic serving facilities within the well field protection area.

Policy I.10.2 The City shall prohibit the location of any structure, other than permitted docks, piers, or walkways within an unmitigated wetland. Such permitted docks, piers or walkways shall be elevated on pilings. In addition, the clearing of natural vegetation shall be prohibited, except for a minimum amount associated with the installation of the permitted docks, piers or walkways.

OBJECTIVE I.11 The City shall continue to coordinate with agencies responsible for the implementation of any regional resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, as amended.

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- Policy I.11.1 The City shall continue to require that all proposed development which is subject to the provisions of any regional resource planning and management plan shall be consistent with such plan and that proposed development be reviewed for such consistency during the development review process.
- OBJECTIVE I.12 The City shall coordinate review of all proposed subdivision plats with the Water Management District for subdivisions proposed within the drainage basin of any designated priority water body to provide the Water Management District an opportunity to review such subdivision to determine if the plat is consistent with any approved management plans within that basin.
- Policy I.12.1 The City shall continue to require the developer to submit development plans for all proposed subdivision plats within the drainage basin of any designated priority water body to the Water Management District for review and comment as to the consistency of the proposed development with any approved management plans within such basin prior to development review by the City.
- OBJECTIVE I.13 The City shall continue to require the location of the following essential services, radio, telecommunication and television antennas and towers, owned or operated by publicly regulated entities, to be approved by the City Commission. In addition, the location of electrical transmission lines and natural gas transmission lines, shall be approved pursuant to Chapter 403.502 and 403.9402 of the Florida Statutes, as amended. All other essential services, which are hereby defined to include and be limited to electrical distribution lines, water distribution lines and mains, telephone lines, and cable television lines shall be exempt from any City approval and shall be permitted in any land use category. All public buildings and grounds, and public facilities not defined as an essential service herein and to be located outside of a public right-of-way or easement shall require an amendment to the Future Land Use Plan Map for designation as a public use.
- Policy I.13.1 The City Commission shall use the following criteria in considering for approval the following essential services; electrical transmission lines, natural gas transmission lines, and radio, telecommunications and television antennas and towers, owned or operated by publicly regulated entities:
1. No such essential service shall be sited within 500 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.
- Policy I.13.2 The City shall allow electrical substations as a permitted use by right within all land use classifications, except Conservation future land use category and any Historic Preservation Overlay district as depicted on the Future Land Use Plan Map. New distribution electric substations should be constructed to the maximum extent practicable, to achieve compatibility with adjacent and surrounding land uses. The following standards intended to balance the need for electricity with land use compatibility shall apply to new distribution electric substations.

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1. In nonresidential areas, the distribution electric substation shall comply with the setback and landscaped buffer area criteria applicable to other similar uses in that district.
2. In residential areas, a setback of up to 100 feet between the distribution electric substation property boundary and permanent equipment structures shall be maintained, as follows:
 - a. For setbacks between 100 feet and 50 feet, an open green space shall be formed by installing native landscaping, including trees and shrub material. Substation equipment shall be protected by a security fence.
 - b. For setback of less than 50 feet, a buffer wall 8 feet high or a fence 8 feet high with native landscaping shall be installed around the substation.

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN**

II TRANSPORTATION ELEMENT

INTRODUCTION

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

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

In addition to the Future Land Use Element, the Transportation Element is coordinated and consistent with the remaining plan elements as required by the Community Planning Act. Further, the City's traffic circulation system does not stop at political boundaries. Therefore, coordination between other local governments is a necessary prerequisite to a functional traffic circulation system. The goals, objectives and policies of the Intergovernmental Coordination Element establish guidelines to be followed which provide for coordination between various governmental entities.

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

TRANSPORTATION GOAL, OBJECTIVES AND POLICIES

GOAL II - PROVIDE FOR A TRANSPORTATION SYSTEM WHICH SERVES EXISTING AND FUTURE LAND USES.

OBJECTIVE II.1 The City shall maintain a safe, convenient and efficient Level of Service Standard which shall be maintained for all motorized and non-motorized transportation systems.

Policy II.1.1 Establish level of service standard at peak hour as defined within the most recent version of the Florida Department of Transportation Quality/ Level of Service Handbook for the following roadway segments within the City:

ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT DESCRIPTION	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
1	U.S. 90/S.R. 10 (from west city limits to S.R. 53)	4 U	Principal Arterial	Rural	D
2	U.S. 90/S.R. 10 (from S.R. 53 W to S.R. 53 E/S.R. 145)	4 U	Principal Arterial	Rural	D
3	U.S. 90/S.R. 10 (from S.R. 53/S.R. 145 to east city limits)	4 D	Principal Arterial	Rural	D
4	S.R. 53 (from U.S. 90 to north city limits)	2 U	Minor Arterial	Rural	D
5	S.R. 145 (from U.S. 90 to northeast city limits)	2 U	Minor Arterial	Rural	D
6	S.R. 53 (from south city limits to U.S. 90\ S.R. 10)	2 U	Minor Arterial	Rural	D
7	S.R. 14 (from south city limits to S.R. 53)	2 U	Minor Arterial	Rural	D
8	C.R. 591 (from north city limits to S.R. 145)	2 U	Minor Collector	Rural	D
9	C.R. 360A (from south city limits to U.S. 90\ S.R. 10)	2 U	Minor Collector	Rural	D

D - Divided Roadway

U - Undivided Roadway

- Policy II.1.2 The City shall continue to 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 Chapter 14-96 and 14-97, Florida Administrative Code and the following requirements for City roads:
1. Permitting one access point for ingress and egress purposes to a single property or development;
 2. Permitting two access points if the minimum distance between the two access points exceeds 20 feet;
 3. Permitting three access points if the minimum distance between each access point is at least 100 feet; or

4. Permitting more than three access points where a minimum distance of 1,000 feet is maintained between each access point.
- Policy II.1.3 The City shall continue to require the provision of safe and convenient off-street parking and loading standards, which includes the provision for non-motorized vehicle parking, which shall be located on the same lot or parcel of land the parking is intended to serve. Each off-street parking space, with the exception of handicapped parking spaces, shall be a minimum of 10 feet by 20 feet in size. Each handicapped parking space shall be a minimum of 12 feet by 20 feet in size. The City may allow the establishment of such off-street parking facilities within 300 feet of the premises they are intended to service when the practical difficulties prevent the placing of the facilities on the same lot as the premises they are designed to serve.
- Policy II.1.4 The City shall continue to require any development which is required to provide a site plan or any development requiring platting, include requirements for an additional 10-foot right-of-way width for bicycle and pedestrian ways to be provided for all proposed collector and arterial roadways, as integrated or parallel transportation facilities.
- Policy II.1.5 In accordance with Section 163.3180(5)(h)1.c and 163.3180(5)(h)2 Florida Statutes, as amended, the City shall provide a means by which the landowner will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. However, the landowner shall not be held responsible for contributing to deficient transportation facilities.
- OBJECTIVE II.2 The City shall continue to require that all traffic circulation improvements be consistent with and complement the future land uses on the Future Land Use Plan Map of the Comprehensive Plan.
- Policy II.2.1 The City shall, as part of the capital improvement scheduling of roadway improvements, review all proposed roadway improvements to determine if such improvement will further the direction of the Future Land Use Plan Element.
- OBJECTIVE II.3 The City shall continue to coordinate its traffic circulation planning efforts with the Florida Department of Transportation for consistency with the Department's Five-Year Transportation Plan.
- Policy II.3.1 The City shall review all comprehensive plans and land development activity for consistency with the Florida Department of Transportation's Five-Year Transportation Plan.
- OBJECTIVE II.4 The City shall continue to provide for the protection of future right-of-ways from building encroachment by establishing right-of-way setback requirements, as provided in the rights-of-way policy of this element, for all structures along new or realigned collector and arterial roadways to be provided by either the developer or purchased as additional right-of-way.
- Policy II.4.1 The City shall maintain provisions which require all structures to provide additional setbacks for the future need of additional right-of-way. Such additional right-of-way shall be provided by the developer of the land as part of the development review process or shall be purchased by the agency improving the road.

- Policy II.4.2 Properties under the same ownership or those consolidated for development shall be treated as one property for the purposes of access management and shall not receive the maximum potential number of access points for that frontage indicated under minimum access spacing standards.
- Policy II.4.3 Large commercial developments shall be required to provide and/or extend nearby local and collector streets and provide street connections with surrounding residential areas so residents may access the development without traveling on arterial streets.
- Policy II.4.4 Shopping centers shall be required to provide a unified access and circulation plan and require any out parcels to obtain access from the unified access and circulation system.
- Policy II.4.5 Existing lots unable to meet the access spacing standards for arterials shall obtain access from platted side streets, parallel streets, service roads, joint and cross-access or the provision of easements;
- Policy II.4.6 Adequate corner clearance shall be maintained at crossroad intersections with arterials.
- Policy II.4.7 The City shall encourage cross-access connections easements and joint driveways, where available and economically feasible.

DRAINAGE FACILITY SUBELEMENT

GOAL IV-4 - ENSURE THE PROVISION OF PUBLIC DRAINAGE FACILITIES IN A TIMELY, ORDERLY EFFICIENT AND ENVIRONMENTALLY SOUND MANNER AT AN ACCEPTABLE LEVEL OF SERVICE FOR THE CITY'S POPULATION.

OBJECTIVE IV.4 The City shall continue to coordinate the extension of, or increase in the capacity of drainage facilities by scheduling the completion of public facility improvements and requiring that they are concurrent with projected demand.

Policy IV.4.1 The City hereby establishes the following level of service standards for drainage facilities:

LEVEL OF SERVICE STANDARD

For all projects which fall totally within a stream or open lake watershed, detention systems must be installed such that the peak rate of post-development run-off will not exceed the peak rate of pre-development run-off for storm events up through and including either:

1. A design storm with a 10-year, 24-hour rainfall depth with Soil Conservation Service Type II distribution falling on average antecedent moisture conditions for projects serving exclusively agricultural, forest, conservation or recreational uses; or
2. A design storm with 100-year critical duration rainfall depth for projects serving any land use other than agricultural, silvicultural, conservation or recreational uses.

All other stormwater management projects shall adhere to the standards as specified in Chapter 62-330(4)(b)2, Florida Administrative Code (Rules of the Florida Department of Environmental Protection) and Chapter 40B-4, Florida Administrative Code (Rules of the Suwannee River Water Management District), as effective on the date of adoption of this Comprehensive Plan.

Any development exempt from Chapter 62-330(4)(b)2 or 40B-4, Florida Administrative Code, as cited above, and which is adjacent to or drains into a surface water, canal or stream or which enters a ditch which empties into a sinkhole, shall first allow the run-off to enter a grassed swale designed to percolate 80 percent of the run-off from a three-year, one-hour design storm within 72 hours after a storm event.

Policy IV.4.2 The City shall continue to prohibit the construction of structures or landscape alterations which would interrupt natural drainage flows, including sheet flow and flow to isolated wetland systems.

Policy IV.4.3 The City shall prepare a stormwater master plan to determine the design, capacities and hydraulic demands on the City's stormwater management facilities; assess the performance of existing facilities with regard to flood control, water quality treatment and impact on the area's surface and ground water; and to identify opportunities as well as funding options to correct existing quality and quantity problems. Upon completion of the Master Plan, the City shall amend this Comprehensive Plan to include the findings and recommendations (including projects in the Five-year Schedule of Capital Improvements) of the Master Plan.

V

CONSERVATION ELEMENT

INTRODUCTION

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

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

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

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

OBJECTIVE V.1 The City shall continue to enforce provisions within the site plan review process to protect air quality through the appropriate siting of development and associated public facilities.

Policy V.1.1 The City shall continue to require that all appropriate air quality permits are obtained prior to the issuance of development orders, so that minimum air quality levels established by the Florida Department of Environmental Protection are maintained in the City.

OBJECTIVE V.2 The City, in order to protect the quality and quantity of current and projected water sources, hereby establishes a 500-foot wellfield protection area around community water system wells. In addition, the City, in order to protect high groundwater aquifer recharge areas, shall limit development in these areas as specified in the high groundwater aquifer recharge protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan.

Policy V.2.1 The City shall, as part of the development review process, require the coordination of development plans with the Florida Department of Environmental Protection and the Water Management District to assist in monitoring uses which may impact the City's current and projected water sources.

- Policy V.2.9 The City shall support the Water Management District in their conducting of water conservation programs by assisting with public information programs for water use restrictions in the case of a water shortage.
- Policy V.2.10 The City shall comply with the plans of the Water Management District for the emergency conservation of water sources through assisting the Water Management District with public information programs for any water use restrictions in the case of water shortage.
- Policy V.2.11 The City shall, as part of the development review process, prohibit the use of drainage wells and sinkholes for storm water disposal in high groundwater aquifer recharge areas, designated by the Water Management District, in order to maintain the natural features of these areas.
1. Stormwater management practices shall not include drainage wells and sinkholes for stormwater disposal. New development, redevelopment and when expansion occurs, existing development shall be prohibited from discharging stormwater into an active sinkhole. Where development is proposed in areas with existing drainage wells, these wells shall be abandoned, including adequate sealing and plugging according to Chapter 62-528, Florida Administrative Code;
 2. Well construction, modification or closure shall be regulated in accordance with the criteria established by the Water Management District and the Florida Department of Health;
 3. Abandoned wells shall be closed in accordance with the criteria established in Chapter 62-528, Florida Administrative Code;
 4. No person shall discharge or cause to or permit the discharge of a regulated material as listed in Title 42, Chapter 116, United States Code to the soils, groundwater, or surfacewater;
 5. No person shall tamper or bypass or cause or permit tampering with or bypassing of the containment of a regulated material storage system, except as necessary for maintenance or testing of those components;
 6. The City shall require that the following impervious surface coverages (including buildings and paved areas such as driveways) be maintained within high groundwater aquifer recharge areas, as follows:
 - a. For parcels equal to or greater than 1 acre - impervious surface shall not exceed 20 percent; and
 - b. For parcels less than 1 acre - impervious surface shall not exceed 40 percent;
 7. The following uses shall be prohibited in high groundwater aquifer recharge areas, unless it can be demonstrated that the material in the quantity and/or solution stored or the conditions under which it is to be stored does not pose a hazard to human health and environment:
 - a. Wholesale bulk fuel storage;
 - b. Chemical manufacturing;
 - c. Pesticide manufacturing;
 - d. Battery reclamation or manufacturing;
 - e. Electronics manufacturing using halogenated solvents;

Resources map series to identify habitats which potentially contain endangered, threatened or species of special concern, and rare or unique vegetative communities prior to granting development approval. Both the survey and the management plan shall be done in consultation with the Florida Fish and Wildlife Conservation Commission, but the final approval of the management plan shall be by the City.

OBJECTIVE V.5 The City, in order to protect significant natural resources in a manner which is in conformance with and furthers the North Central Florida Strategic Regional Policy Plan, as amended October 27, 2011, hereby adopts the following maps as they apply to the City as part of the Future Land Use Map Series of this Comprehensive Plan;

1. Regionally Significant Natural Resources - Ground Water Resources, dated October 27, 2011;
2. Regionally Significant Natural Resources - Natural Systems, dated October 27, 2011;
3. Regionally Significant Natural Resources - Planning and Resource Management Areas, dated October 27, 2011;
4. Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated October 27, 2011; and
5. Regionally Significant Natural Areas - Surface Water Resources, dated October 27, 2011.

The following policies provide direction for the use of these maps in applying the referenced policies of this Comprehensive Plan.

Policy V.5.1 The map entitled Regionally Significant Natural Resources - Ground Water Resources, dated October 27, 2011, included within the Future Land Use Map Series, identifies groundwater resources for the application of the provisions of the high groundwater aquifer protection policy of the Sanitary Sewer, Solid Waste, Drainage, Potable Water and Natural Groundwater Aquifer Recharge Element of this Comprehensive Plan.

Policy V.5.2 The map entitled Regionally Significant Natural Resources - Natural Systems, dated October 27, 2011, included within the Future Land Use Map Series, identifies listed species for the application of the provisions the critical wildlife habitat policy of this element.

Policy V.5.3 The maps entitled Regionally Significant Natural Resources - Planning and Resource Management Areas, dated October 27, 2011, included within the Future Land Use Map Series, identifies publicly owned regionally significant lands for application of the provisions of the conservation land use policy of the Future Land Use Element of this Comprehensive Plan.

Policy V.5.4 The maps entitled Regionally Significant Natural Resources - Planning and Resource Management Areas (Surface Water Improvement Management Water Bodies), dated October 27, 2011, included within the Future Land Use Map Series, identifies surface water management improvement water bodies for the application of the provisions of the surface water runoff policy of this element.

Policy V.5.5 The map entitled Regionally Significant Natural Areas - Surface Water Resources, dated October 27, 2011, included within the Future Land Use Map Series, identifies surface water resources for the application of the provisions of the surface water protection policy of this element.

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

Regional Planning Council: North Central FL
Review Date: 9/22/16
Amendment Type: Adopted Amendment

Regional Planning Council Item No.: 125
Local Government: City of Gainesville
Local Government Item No.: PB-16-45 LUC
State Land Planning Agency Item No.: 16-2ESR

Date Mailed to Local Government and State Land Planning Agency: 9/23/16 (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 approximately 13.3 acres of recently-annexed land from County Institutional and Office/Residential to City Residential Medium Density (up to 30 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 Interstate Highway 75 as well as State Roads 121 and 331, which are identified in the North Central Florida Strategic Regional Policy Plan as part of the Regional Road Network. The subject property is also located within City Transportation Mobility Program Area C and is subject to the requirements of City Transportation Mobility Element Objective 10.1 and associated policies (see attached). The City Transportation Element objective requires the implementation of one or more practices consistent with Transportation Planning Best Practices contained in the North Central Florida Strategic Regional Policy Plan. Regional Plan Transportation Element Policy 5.1.1 states that within municipalities where local government comprehensive plans contain goals and policies which implement Transportation Planning Best Practices, adverse impacts to the Regional Road Network are adequately mitigated and local government plans and plan amendments are not subject to a Regional Planning Council determination impacts to the Regional Road Network. Therefore, significant adverse transportation impacts to the Regional Road Network are adequately mitigated.

The subject property of the amendment is located within a Stream-to-Sink Watershed which is identified and mapped in the regional plan as a Natural Resource of Regional Significance. Nevertheless, significant adverse impacts are not anticipated to occur to the natural resources as, the City Comprehensive Plan contains adequate policy direction consistent with the regional plan to mitigate adverse impacts to the natural resources (see attached).

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

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

Request a copy of the adopted version of the amendments?

Yes _____	No _____
Not Applicable	<u> X </u>

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

City of Gainesville Land Use Categories

RM	Residential Medium-Density (8-30 units per acre)
MUL	Mixed-Use Low Intensity (8-30 units per acre)
MUM	Mixed-Use Medium Intensity (12-30 units per acre)
O	Office
C	Commercial
IND	Industrial
PF	Public and Institutional Facilities

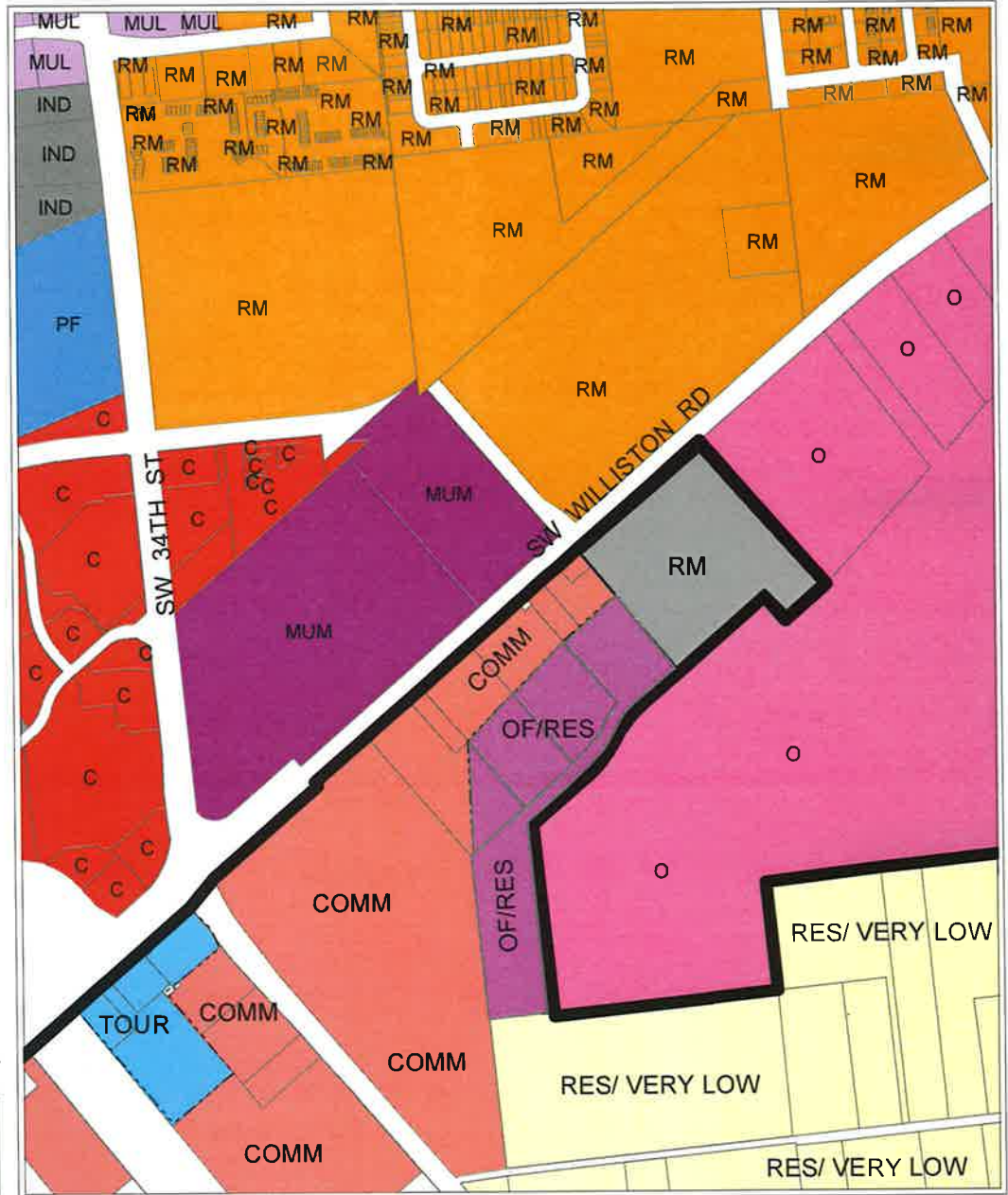
Alachua County Land Use Categories

COMM	Commercial
TOUR	Tourist/Entertainment
OF/RES	Office/Residential (4-8 du/acre)
RES/VERY LOW	Residential Very Low Density (0-2 du/acre)


City of Gainesville—DEO No. 16-2ESR
Petition No. PB-16-45 LUC
Legislative Matter No. 150943
Adopted: 9/1/16

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

Area
under petition
consideration



ADOPTED LAND USE

 No Scale	Name	Petition Request	Petition Number
	City of Gainesville, applicant	Amend the Future Land Use Map for property designated Alachua County Institutional and Office/Residential to City of Gainesville Residential-Medium density (8-30 units/acre)	PB-16-45 LUC-43-

**EXCERPTS FROM THE
CITY COMPREHENSIVE PLAN**

Goals, Objectives & Policies



Transportation Mobility Element

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

GOAL 1

ADOPT TRANSPORTATION MOBILITY LEVELS OF SERVICE.

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

Policy 1.1.1 Roadway LOS:

Revised 08/12/02, Ord. 000515
Revised 04/26/04, Ord. 030466
Revised 12/17/09, Ord. 090184
Revised 08/15/13, Ord. 120370

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- a. The LOS for all roadways in city limits shall be LOS E, except for I-75 and roadways operating as backlogged or constrained.
- b. The LOS for I-75 segments that fall within city limits shall be maintained at LOS D to the extent feasible, recognizing that I-75 serves land areas and traffic outside city limits.
- c. The City shall attempt to maintain the 2012 operating LOS on all backlogged and constrained roadways in city limits.

Policy 1.1.2 Transit LOS:

- a. The City shall strive to provide fixed-route transit service within $\frac{1}{4}$ mile of 80% of all medium and high density residential areas identified on the Future Land Use Map, and within the RTS service area.
- b. The City shall strive to provide peak hour frequencies of 20 minutes or less within $\frac{1}{4}$ mile of all high density residential and UMU-1 and UMU-2 land use areas in city limits.
- c. The City shall strive to provide and maintain fixed-route transit service to all Existing Transit Hubs & Transit-Supportive Areas (as mapped in the Transportation Mobility Map Series) with peak hour frequencies of 30 minutes or less.
- d. The City shall strive to operate 80% of fixed-route transit routes for at least 14 hours per day.

Policy 1.1.3 Pedestrian LOS:

- a. The City shall install at least one linear mile of sidewalk annually to retrofit existing areas without sidewalks.
- b. The City's Land Development Code shall require sidewalk construction for all new development, except in areas designated with the Industrial land use category.
- c. New streets shall be designed and constructed to include sidewalks.

Policy 1.1.4 Bicycle and Trail LOS:

- a. The City shall add an average of at least one mile of bicycle facilities annually, including multi-modal trails.
- b. New streets shall be designed and constructed to include bicycle facilities.

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Florida Department of Transportation and the Metropolitan Transportation Planning Organization.

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

GOAL 10

IMPLEMENT A TRANSPORTATION MOBILITY PROGRAM THAT PROMOTES AND ENHANCES:

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

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Revised 04/26/04, Ord. 030466
Revised 12/17/09, Ord. 090184
Revised 08/15/13, Ord. 120370

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



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

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

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

Policy 10.1.6 For any development or redevelopment within Zone B, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

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



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Greater than 5,000	<p>At least 12 and meet either a. or b.:</p> <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.
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Zone B Criteria

- a. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, transit signal prioritization, and/or implementation of the Gainesville Traffic Signalization Master Plan. The Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- b. Addition of lanes on existing road facilities (including, but not limited to, the 4-lane expansion of SR 121 north of US 441 to CR 231), where acceptable to the City and/or MTPO, as relevant.
- c. Construction of new road facilities that provide alternate routes, reduce congestion, and create a better gridded network.
- d. Use of joint driveways or cross-access to reduce curb cuts.
- e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- f. Provision of ride sharing or van pooling programs.
- g. Provision of Park and Ride facilities, built to RTS needs and specifications.
- h. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.

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 Revised 12/17/09, Ord. 090184
 Revised 08/15/13, Ord. 120370

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- i. Deeding of land for the addition and construction of bicycle lanes that meet City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- j. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.
- k. Enhancements to the City's off-street paved trail network (as shown in the Transportation Mobility Map Series) that increase its utility as a multi-modal transportation route. Such enhancements may include, but shall not be limited to: 1) trail amenities such as benches, directional signage, or safety systems; 2) bicycle parking at entry points or connections with transit lines; 3) land acquisition for expansion or better connectivity; 4) additional entry points to the off-street paved trail network; 5) bridges spanning creeks or wetland areas; and 6) appropriate off-street trail surfacing.
- l. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- m. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways to promote a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage, or removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.
- n. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- o. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- p. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- q. Funding for the construction of new or expanded transit facilities.
- r. Construction of bus shelters built to City specifications.
- s. Bus shelter lighting using solar technology designed and constructed to City specifications.
- t. Construction of bus turn-out facilities to City specifications.



- u. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- v. Business operations shown to have limited or no peak-hour roadway impact.
- w. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.7 For any development or redevelopment within Zone C, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1
51 to 100	At least 3
101 to 400	At least 4.5
401 to 1,000	At least 7.5
1,001 to 5,000	At least 12
Greater than 5,000	At least 18 and meet either a. or b.: <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.



Zone C Criteria

- a. Roadway projects that will provide a more interconnected transportation network in the area and/or provide alternate routes to reduce congestion and pressure on arterials. All roadway projects shall include bicycle and pedestrian facilities. Projects may be located outside of Zone C if demonstrated to be a direct benefit to the transportation system in Zone C. Projects may include, but shall not be limited to, the following:
 1. extension of SW 40th Boulevard to connect from its terminus south of Archer Road to SW 47th Avenue;
 2. extension of SW 47th Avenue to connect from its terminus east and south to Williston Road;
 3. extension of streets, deeding of land, and/or easements to create a more gridded network and provide connectivity in redevelopment areas; and
 4. extension of SW 40th Place from SW 27th Street to SW 47th Avenue.
- b. Deeding of land for right-of-way and/or construction of roadway extensions to City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- c. Use of joint driveways or cross-access connections to reduce curb cuts.
- d. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic inter-connection for traffic signals, roundabouts, OPTICOM signal preemption, and/or implementation of elements of the Gainesville Traffic Signalization Master Plan. Implementation of the Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, transit signal prioritization, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- f. Design and/or construction studies/plans for projects such as planned roundabouts, road connections, sidewalk systems, and/or bike trails.
- g. Provision of matching funds for transit or other transportation mobility-related grants.
- h. Construction of bicycle and/or pedestrian facilities/trails to City specifications. This may include provision of bicycle parking at bus shelters or Transit Hubs (as shown on the Existing Transit Hubs & Transit Supportive Areas Map) or deeding of land for the



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addition and construction of bicycle lanes or trails. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

- i. Funding of streetscaping/landscaping on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- j. Pedestrian-scale lighting in priority areas, including:
 - 1. SW 35th Place;
 - 2. SW 37th/39th Blvd.;
 - 3. SW 23rd Terrace; and
 - 4. Williston Road.
- k. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- l. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- m. Funding for the construction of new or expanded transit facilities.
- n. Construction of bus shelters built to City specifications.
- o. Bus shelter lighting using solar technology designed and constructed to City specifications.
- p. Construction of bus turn-out facilities to City specifications.
- q. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- r. Business operations shown to have limited or no peak-hour roadway impact.
- s. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Policy 10.1.8 The City establishes the following priority for transportation mobility projects within Zone C and shall collaborate with the Metropolitan Transportation Planning Organization (MTPO) to add these items to the MTPO list of priorities. The City shall also pursue matching grants and other funding sources to complete these projects.



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

Policy 10.1.9

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

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

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Stormwater Management Element

DESIGN, CONSTRUCT AND MAINTAIN A STORMWATER MANAGEMENT SYSTEM THAT REDUCES THE INCIDENCE OF FLOODING, AND PROTECTS, PRESERVES AND ENHANCES DESIRABLE WATER QUALITY CONDITIONS, AND TO THE MAXIMUM EXTENT FEASIBLE, PRESERVES AND UTILIZES THE EXISTING NATURAL SYSTEMS.

GOAL 1

The City shall implement Level of Service (LOS) standards to diminish the occurrence of new flooding and to protect or improve water quality. The LOS standards for Stormwater Management are in the Concurrency Management Element.

Objective 1.1

1.1.1 The LOS standards for all stormwater management facilities shall be the 100-year critical duration storm. The LOS standard for water quality treatment shall be treatment of "first one (1) inch" of runoff and compliance with the stormwater management facility design and performance standards established by the applicable water management district to ensure that the receiving water quality standards of Chapter 62-302 F.A.C. are met and to ensure that receiving surface waters maintain their classifications as established in Chapter 62-302 F.A.C. These standards shall apply to all new development and redevelopment. Any exemptions, exceptions, or thresholds in the Florida Administrative Code (F.A.C.) citations are not applicable.

Policies

1.1.2 The City shall continue to comply with the adopted Land Development Regulations that establish and apply uniform design standards and procedures to the development of water quantity and quality control facilities.

1.1.3 The City shall continue to comply with the adopted Land Development Regulations that provide standards for the design of facilities in volume sensitive drainage basins.

*Revised 5/24/99, Ord. 980583
Revised 7/24/00, Ord. 990217
Revised 3/4/02, Ord. 000904
Revised 1/19/12, Ord. 110172
Revised 2/21/13, Ord. 120209*

Stormwater Management K-1



Objective 1.2

Policies

The City shall continue to comply with its stormwater management plan that addresses existing deficiencies and identified needs.

1.2.1 Master storm water basin plans shall be prepared and finalized for each creek watershed. Such plans shall address:

- a. The potential for infill development within each basin;
- b. The encroachment of existing developed areas in the 100-year floodplain;
- c. The efficacy of regional stormwater basins and potential locations;
- d. An assessment of stormwater management facilities with regard to excess and deficiencies in stormwater storage and rate capacity;
- e. An assessment of stormwater treatment facilities;
- f. Removal of invasive vegetation from city-owned facilities; and
- g. Recreating/restoring the natural drainage patterns of watercourses and wetland areas.

1.2.2 The Level 1 capital improvements for 2010 through 2020 shall be as follows:

1. Depot Stormwater Basin as shown in the 5-Year Schedule of Capital Improvements. Located south of S.E. Depot Avenue.
2. Sweetwater Branch Restoration/Paynes Prairie Sheetflow Restoration (General Government portion) as shown in the 5-Year Schedule of Capital Improvements. Located on Sweetwater Branch at Paynes Prairie.
3. Little Hatchet Creek and Lake Forest Creek Basin Management Plan as shown in the 5-Year Schedule of Capital Improvements.
4. N.W. 22nd Street Drainage (West Brook) as shown in the 5-Year Schedule of Capital Improvements.
5. S.W. 35th Terrace Flood Mitigation as shown in the 5-Year Schedule of Capital Improvements.

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Revised 7/24/00, Ord. 990217
Revised 3/4/02, Ord. 000904
Revised 1/19/12, Ord. 110172*

The City shall ensure that proper and adequate stormwater management facilities are provided to meet future needs.

Objective 1.3

Policies

- 1.3.1 The City shall continue to conduct assessments on an as needed basis, to determine the performance of design standards and stormwater management projects with regard to maintaining and/or reducing the elevation of the 10-year flood channel and 100-year floodplain, especially where such elevations would indicate inundation of existing developed areas. If the assessment indicates that the flood potential has increased, new development shall be restricted until such time as additional standards are implemented and/or stormwater management improvements are provided to meet the impact of such development.
- 1.3.2 The City shall continue to inventory all city-maintained stormwater management facilities, conveyance systems and structures.
- 1.3.3 Stormwater projects identified in the Stormwater Element shall be included in the Capital Improvements Element of this plan.
- 1.3.4 The City shall continue to study existing deficiencies identified in the needs assessment and proposed capital improvements shall be prioritized.
- 1.3.5 The City shall continue to coordinate with Alachua County and other governmental entities to maintain the existing capacity and function of shared watersheds and to design floodplain elevation standards at or below the 10-year flood channel and 100-year floodplain as established by the most recent Flood Insurance Rate Map (FIRM) of the Federal Emergency Management Agency (FEMA) or a localized study that uses FEMA-approved analyses and that is reviewed and approved by the City of Gainesville Public Works Department.
- 1.3.6 The City shall continue to comply with adopted stormwater quantity and quality design standards for the redevelopment of existing sites that have substandard or no on-site stormwater management facilities.
- 1.3.7 The City shall continue to review information required for site plan submittal for completeness and revise these requirements to reflect current engineering practice.
- 1.3.8 The City shall continue to comply with the procedure for amending the 10-year flood-channel and 100-year floodplain elevations as may be determined by a site-specific engineering study that uses FEMA-approved analyses and that is reviewed and approved by the City of Gainesville Public Works Department.

Revised 5/24/99, Ord. 980583
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 Revised 3/4/02, Ord. 000904
 Revised 1/19/12, Ord. 110172
 Revised 2/21/13, Ord. 120209

	1.3.9	The rate of stormwater runoff from any development shall be limited to the pre-development (conditions existing at the point of adoption of this Plan) rate for a site, and shall not degrade the capacity of existing stormwater facilities.
	1.3.10	In conjunction with the Record of Decision as finalized by the Environmental Protection Agency (EPA) and the National Pollutant Discharge Elimination System (NPDES) Stormwater Discharge Permit issued by the Florida Department of Environmental Protection, stormwater runoff from the Cabot-Koppers Superfund site shall be treated on-site so that it does not pose a danger to the community.
Objective 1.4		The City shall continue the implementation of a maintenance program for all surface drainage systems, that are the responsibility of the City, for the continued effective operation of the stormwater management system.
Policies	1.4.1	The City shall continue to have a regular inspection program for all surface drainage systems that are the responsibility of the City.
	1.4.2	The Stormwater Management Utility Program shall include a maintenance schedule for the regular repair and/or replacement of stormwater facilities for which the City has responsibility.
	1.4.3	Projects to correct existing deficiencies shall be reviewed in accordance with the following priorities in the development of the Stormwater Management Utility Capital Improvement Program: <ul style="list-style-type: none"> a. Projects designed to reduce or eliminate structure flooding in known problem areas; b. Projects designed to improve the quality of water flowing into receiving creeks, lakes and sinkholes; c. Projects designed to reduce street flooding during storm events ranging up to the 25-year storm; d. Projects designed to reduce or eliminate flooding potential of structures in the 100-year floodplain; e. Projects designed to reduce the channelization of creeks, and to restore habitat and wetlands; f. Projects designed to reduce maintenance costs.

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Revised 7/24/00, Ord. 990217
Revised 3/4/02, Ord. 000904
Revised 1/19/12, Ord. 110172
Revised 2/21/13, Ord. 120209

The City shall continue to implement an integrated stormwater management program for redevelopment.

Objective 1.5

- 1.5.1 The City shall implement Land Development Regulations that allow shared or joint-use stormwater facilities, including public or private master stormwater basins.
- 1.5.2 The City may allow the use of off-site stormwater management facilities to meet the applicable stormwater quality and/or quantity standards required by the Public Works Design Manual.

Policies

The City shall continue to comply with adopted Land Development Regulations that improve inspection procedures and improve coordination with other agencies to protect, and preserve or improve the quality of discharges from stormwater management facilities to natural surface waters and aquifers. Additionally, all new stormwater management facilities shall meet the applicable Water Management District's regulations.

Objective 1.6

- 1.6.1 Except as otherwise stipulated in the Stormwater Management Element, water quality LOS standards in all basins shall be consistent with the standards of the applicable Water Management District or shall receive treatment of the first "one inch" of runoff, whichever results in greater water quality improvement.
- 1.6.2 The City shall continue to comply with adopted Land Development Regulations that restrict activities known to adversely affect water quality within the Murphree Wellfield Protection Zones.
- 1.6.3 The City shall continue to comply with adopted Land Development Regulations that regulate erosion and sedimentation both during and after construction.
- 1.6.4 The City shall continue to comply with code enforcement procedures and penalties that help obtain compliance with the approved facility design and function.
- 1.6.5 Stormwater management facilities shall be inspected during construction and periodically after construction to determine that proper construction, operation and maintenance are ongoing.
- 1.6.6 The City shall incorporate Low Impact Development (LID) guidelines consistent with those by the state Water Management Districts or the Florida Department of Environmental Protection.

Policies

Revised 5/24/99, Ord. 980583
 Revised 7/24/00, Ord. 990217
 Revised 3/4/02, Ord. 000904
 Revised 1/19/12, Ord. 110172
 Revised 2/21/13, Ord. 120209



Objective 1.7

The City shall continue to encourage the preservation and protection of existing drainage features.

Policies

- 1.7.1 The City shall continue to comply with adopted Land Development Regulations that protect the intrinsic functions of wetlands and accommodate a variety of wetland conditions, such as size of wetland areas, maintenance or restoration of natural hydroperiods, and diversity of vegetation.
- 1.7.2 The City shall acquire rights to wetlands and other environmentally sensitive areas in order to further the open space objectives of the Conservation, Open Space and Groundwater Recharge Element of this Plan, and to retain the intrinsic stormwater management functions of these areas. The hydrological and ecological functions of related wetland areas should be preserved, restored, or enhanced as appropriate to the extent feasible.
- 1.7.3 The City shall regulate developments containing wetlands consistent with the Conservation, Open Space and Groundwater Recharge Element policies.
- 1.7.4 There shall not be any decrease in the capacity of floodplains nor any destruction of creeks regulated by the "Regulation of Development Near Creeks" ordinance.
- 1.7.5 The City shall develop guidelines in the Land Development Regulations and the Public Works Engineering Design Manual that encourage or require Low Impact Development (LID) concepts and other environmentally sensitive design guidelines for stormwater management facilities.

Objective 1.8

Effective groundwater recharge shall continue to be required where soil conditions permit.

- 1.8.1 The City shall continue to comply with adopted Land Development Regulations that promote increased volumes of groundwater recharge, for all new development, where soil conditions permit.

Objective 1.9

The City shall continue to implement stormwater management facility design guidelines that promote dual use and aesthetically pleasing facilities.

Policies

- 1.9.1 The City shall have guidelines that promote the following:

*Revised 5/24/99, Ord. 980583
Revised 7/24/00, Ord. 990217
Revised 3/4/02, Ord. 000904
Revised 1/19/12, Ord. 110172*



- a. Joint use of retention and detention basins for habitat, open space, and passive recreation, including the establishment and use of trails;
- b. Use of native and non-invasive vegetation, in retention and detention basins to enhance stormwater management objectives;
- c. Integration of on-site retention and detention facilities with other elements of a development through aesthetically sensitive design and appropriate landscaping;
- d. Maintenance and, where possible, enhancement of the existing hydrological and ecological function of stream or drainage corridors, and of wetland areas which serve storm water facilities; and
- e. Removal of invasive vegetation.

1.9.2 Stormwater management facilities shall be designed to minimize the need for maintenance.

The City shall have funds available to pay for the Stormwater Projects listed in the 5-year Schedule of Capital Improvements identified in the Stormwater Management Element.

Objective 1.10

1.10.1 The City shall provide at least \$200,000 annually for Stormwater Projects.

Policy

*Revised 5/24/99, Ord. 980583
Revised 7/24/00, Ord. 990217
Revised 3/4/02, Ord. 000904
Revised 1/19/12, Ord. 110172
Revised 2/21/13, Ord. 120209*

Stormwater Management K-7

STAFF-LEVEL ITEMS



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REGIONAL CLEARINGHOUSE INTERGOVERNMENTAL COORDINATION AND RESPONSE

Date: 9-13-16

PROJECT DESCRIPTION

#123 - City of Newberry - 2015 Community Development Block Grant Application - Housing Rehabilitation, Newberry, Alachua County, Florida

TO: Lauren Milligan, Florida State Clearinghouse

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

J. Scott Modesitt, AICP, Project Development Director
 Summit Professional Services, Inc.
 P.O. Box 7300
 Brandon, FL 33508-6012

 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

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

Part 2 – Application Profile and General Scoring Criteria

Application Profile

Table G-1

Local Government Contact Information:

Local Government Name: City of Newberry		
Street Address: 25440 West Newberry Road		
Mailing Address (if different): PO Box 369		
City: Newberry	Zip Code: 32669	County: Alachua
Main Telephone: (352) 472-2161	Main Facsimile: (352) 472-7026	Federal ID Number: 59-6000150
DUNS Number: 024393944	Local Government's Name in DUNS: City of Newberry	

Chief Elected Official: William H. Conrad	Title: Mayor
Telephone: (352) 472-2161	Facsimile: (352) 472-7026
E-mail Address: Bill.Conrad@ci.newberry.fl.us	

Local Government Financial Officer: Judy Rice	Title: City Clerk
Telephone: (352) 472-2161	Facsimile: (352) 472-7026
E-mail Address: Judy.Rice@ci.newberry.fl.us	

Local Government Project Contact: Wendy V. Kinser, AICP	Title: Principal Planner / City Grants Manager
Street Address: 25815 SW 2nd Avenue (PO Box 369)	
City: Newberry	Zip Code: 32669
Direct Telephone: (352) 472-0119	Facsimile: (352) 472-7026
E-mail Address: Wendy.Kinser@ci.newberry.fl.us	

Application Profile – Table G-1 (Continued)

Application Preparer Information		
Preparer's Name: J. Scott Modesitt, AICP	Organization Preparing Application: <input type="checkbox"/> Local Government <input checked="" type="checkbox"/> Private Company <input type="checkbox"/> RPC	
Street Address: 3658 Erindale Drive		
City: Valrico	State: FL	Zip Code: 33596
Telephone: (813) 685-4585	Facsimile: (877) 309-1951	
E-mail Address: scottm@summitpros.com		

Consultant Information		
Consultant's Name: Summit Professional Services, Inc.	<input checked="" type="checkbox"/> Private Company <input type="checkbox"/> RPC	
Street Address: 3658 Erindale Drive		
City: Valrico	State: FL	Zip Code: 33596
Telephone: (813) 685-4585	E-mail Address: scottm@summitpros.com	

Demographics		
U.S. Congressional District Number: 3	Florida Senate District Number: 7	Florida House District Number: 21
Service Area Census Tract(s) and Block Group(s): Census Tracts (BG): 18.06 (BG 2), 22.01 (BG 1, 2), 22.02 (BG 2), 22.10 (BG 1, 2, 3)		

Application Type: Indicate the application category. A completed application must include the appropriate section as listed below.	
<input type="checkbox"/> Commercial Revitalization (Part 4)	<input type="checkbox"/> Economic Development (Part 5)
<input checked="" type="checkbox"/> Housing Rehabilitation (Part 6)	<input type="checkbox"/> Neighborhood Revitalization (Part 7)

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.)		
<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 \$

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: 7/28/2016	List the date when the first public hearing was held: 8/8/2016
List the date that the public notice for the second public hearing was published: 8/11/2016	List the date when the second public hearing was held: 8/22/2016

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: 1,650	Subgrant Funds Being Requested: \$700,000

Project Narrative — G-2

According to the Florida Housing Data Clearinghouse, in 2014, 21.5% of the households in Newberry are headed by a person age 65 or older, compared to only 29.4% statewide. Among this elderly Newberry population, 26% already spend more than 30% of their income on housing. This leaves this group of people with few resources available to them to use for home repairs, when needed.

"Cost-burdened" households pay more than 30% of income for rent or mortgage costs. In 2014, 739 Newberry households (36%) pay more than 30% of income for housing. 405 households in Newberry (20%) pay more than 50% of income for housing.

The City of Newberry is requesting \$700,000 in CDBG Housing Rehabilitation grant funding to assist residents throughout the City's jurisdiction with necessary housing repairs. Necessary repairs may be provided in the form of renovation of existing housing units or construction of a portion of or the entire housing unit. At a minimum, 10 LMI housing units will be rehabilitated and brought into compliance with the adopted housing code. Of these 10 LMI housing units, 5 homes will be addressed whose occupants qualify as "low income" (household income does not exceed 50% of median for Alachua County); and of these 5, 2 homes will be addressed whose occupants qualify as "very low income" (household income does not exceed 30% of median for Alachua County).

In addition to assistance with housing repairs, temporary relocation assistance will be provided to residents who will be unable to remain in the home during construction, as needed. Currently the grant application is budgeting \$582,000 for housing rehabilitation/replacement, \$13,000 for temporary relocation, and \$105,000 for administration costs. Only households that are low to moderate income are eligible to participate in the project; this ensures that the project meets a national objective. No other funds have been committed as leverage.

The City participates in the National Flood Insurance Program and contractors will be required to ensure that appropriate elevations are attained on any homes rehabilitated with CDBG funds.