

Florida Department of Transportation
Project Development and Environment (PD&E) Study

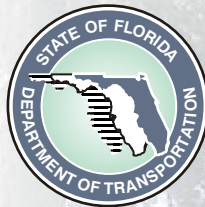
FINAL
Comments &
Coordination Report

U.S. 98 DADE CITY BYPASS

From U.S. 301 South to U.S. 301 North
Dade City, Pasco County

W.P.I. Segment No. 256423 1
Federal-Aid Project No. 3112-017P

**Florida Department
of Transportation**
District Seven
Tampa, Florida



Welcome to Dade City
Proud Heritage • Promising Future

April 18, 2002

COMMENTS AND COORDINATION REPORT

US 98 Dade City Bypass (State Road 533)

From the Vicinity of the US 301 South Intersection
to the Vicinity of the US 301 North Intersection
in
Pasco County, Florida

WPI Segment Number: 256423 1
Federal-Aid Project Number: 3112-017P

The proposed action consists of upgrading US 98 from a two-lane to a four-lane divided highway for approximately 1.6 miles.

Florida Department of Transportation
District Seven
Tampa, Florida

Prepared by:
Parsons Brinckerhoff Quade & Douglas, Inc.
Tampa, Florida

April 18, 2002

TABLE OF CONTENTS

1.0	INTRODUCTION-----	1
2.0	ADVANCE NOTIFICATION-----	3
3.0	ELECTED OFFICIAL/AGENCY KICK-OFF MEETING-----	5
4.0	SMALL GROUP MEETINGS-----	6
5.0	ALTERNATIVES PUBLIC WORKSHOP-----	7
6.0	PUBLIC INFORMATIONAL MEETING-----	9
7.0	PUBLIC HEARING-----	10

LIST OF FIGURES

Figure 1	Project Location Map-----	2
----------	---------------------------	---

LIST OF APPENDICES

Appendix A	Advance Notification Package and Responses
Appendix B	Elected Official/Agency Kick-off Meeting Materials
Appendix C	Public Alternatives Workshop Materials
Appendix D	Public Informational Meeting Materials
Appendix E	Public Hearing Materials
Appendix F	Public Hearing Transcript

1.0 INTRODUCTION

In compliance with State and federal rules, regulations and policies, a Public Involvement Program was developed and carried out as an integral part of the US 98 Dade City Bypass Project Development & Environment (PD&E) Study.

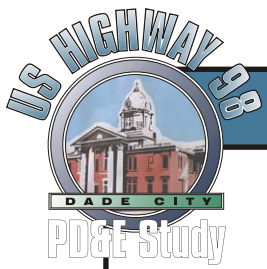
The FDOT is proposing improvements to the US 98 Dade City Bypass from the vicinity of the US 301 South intersection to the vicinity of the US 301 North intersection, in Dade City, Pasco County, a distance of about 1.6 miles. The proposed improvements consist of widening the existing two-lane rural roadway to an urban four-lane divided highway. The project location is shown in Figure 1.

To assist in the alternatives analysis, the US 98 Dade City Bypass corridor was divided into project segments as follows:

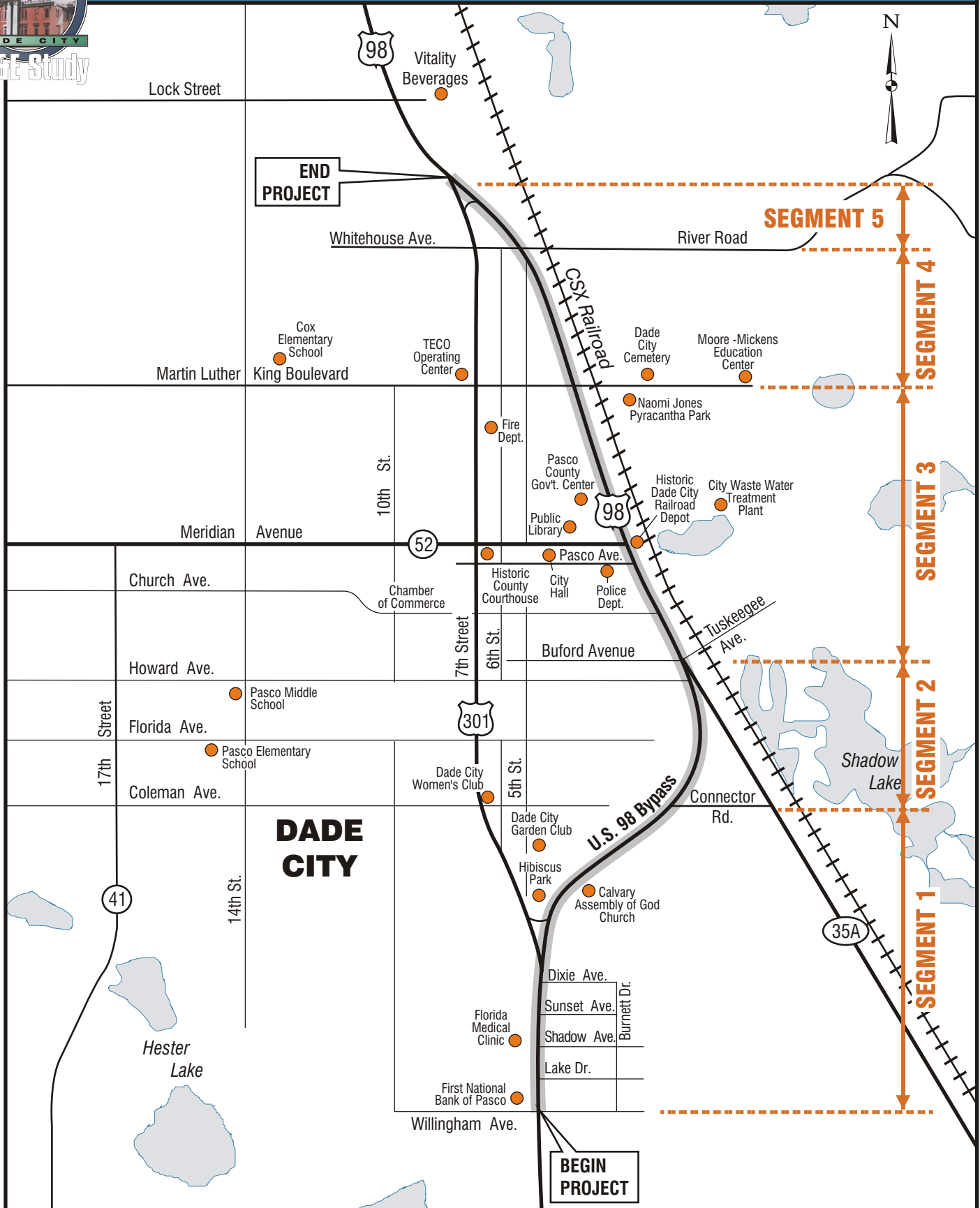
- Segment 1 – The vicinity of the US 301 South Intersection to Connector Road
- Segment 2 - Connector Road to Tuskegee/Buford Avenues
- Segment 3 - Tuskegee/Buford Avenues to Martin Luther King Boulevard
- Segment 4 - Martin Luther King Boulevard to River Road
- Segment 5 - River Road to the vicinity of the US 301 North Intersection

The improvement proposed for the US 98 Dade City Bypass is a four-lane divided urban typical section. This typical section would contain a 22-foot wide raised median, four 12-foot lanes (two in each direction), 4-foot bike lanes in each direction, and 12-foot borders (containing a 2-foot curb and gutter, a 3-foot utility strip, a 5-foot sidewalk, and a 2-foot back-of-sidewalk buffer) in both directions. This would require a minimum typical section width of 102 feet. Left turn lanes would be accommodated within the median. Where exclusive right turn lanes are necessary, an additional 12 feet would be required for a minimum of 114 feet of right-of-way.

The FDOT recognizes that the success of any transportation improvement is dependent on a comprehensive public outreach effort. A Public Involvement Program was developed for the US 98 Dade City Bypass PD&E Study in July 1999. Public involvement was accomplished during the PD&E Study in accordance with the Public Involvement Program to keep appropriate agencies and interested citizens informed and to ensure project compliance with local and regional transportation plans. The FDOT has conducted an extensive interagency coordination and consultation effort, and public participation process in accordance with the PIP. This document describes the following components of the PIP: Advance Notification, Elected Official/Agency Kick-off Meeting, Small Group Meetings, Alternatives Public Workshop, Public Informational Meeting, and the Public Hearing.



U.S. 98 DADE CITY BYPASS PD&E STUDY



Dade City, Pasco County
WPI Segment No. 256423 1
Federal Aid Project Number 3112-017P



PROJECT LOCATION MAP

Figure
1

2.0 ADVANCE NOTIFICATION

The FDOT initiated early project coordination on July 23, 1999, by distribution of the Advance Notification Package (AN) to the Florida State Clearinghouse, Office of the Governor, Tallahassee, Florida. The FDOT received notification that the Clearinghouse received the AN on August 5, 1999 and forwarded the package to the appropriate agencies. The Clearinghouse noted that agency comments would be forwarded to the FDOT no later than September 20, 1999. In a letter dated September 17, 1999 the Clearinghouse requested an additional 15 days for review agencies to complete the State's consistency review.

As part of the AN process, letters of invitation to offer comments and to participate in this Study were sent to various Indian tribes. The Indian tribes included the Poarch Band of Creek Indians of Alabama, Muskogee (Creek) Nation of Oklahoma, Seminole Tribe of Florida, Miccosukee Tribe of Indians of Florida, and the Seminole Nation of Oklahoma. In a letter dated February 3, 2000, the Seminole Nation of Oklahoma Historic Preservation Office responded that they are not aware of any Seminole affiliated burial, historic sites or traditional cultural properties within the project area.

A copy of the AN and comments are included in Appendix A.

The following agencies or government entities received an AN package. An (*) indicates those agencies that responded to the package.

Federal

Federal Highway Administration (FHWA), Division Administrator

Federal Emergency Management Agency (FEMA) - Natural Hazards Branch

Federal Railroad Administration, Director - Office of Economic Analysis, Director

US Department of the Interior, Bureau of Land Management, Eastern States Office

US Department of Housing and Urban Development, Regional Environmental Officer

US Department of the Interior - US Geological Survey Chief

US Environmental Protection Agency - Region IV, Regional Administrator

US Department of the Interior, Fish and Wildlife Service, Field Supervisor

US Army Corps of Engineers, Regulatory Branch, District Engineer

US Department of Agriculture - Southern Region, Regional Forester

US Department of the Interior - National Park Service, Southeast Regional Office

US Department of Health and Human Services - Center for Environmental Health and Injury Control

US Department of the Interior - Bureau of Indian Affairs - Office of Trust Responsibilities

State

*State of Florida Department of Community Affairs

Florida Fish and Wildlife Conservation Commission

*Florida Department of State - Division of Historic Resources

Florida Department of Transportation, Manager, Environmental Management Office

Florida Department of Transportation, Federal-Aid Program Coordinator

Regional

*Tampa Bay Regional Planning Council

*Southwest Florida Water Management District

Local

Pasco County Metropolitan Planning Organization (MPO)

Mayor - Dade City

City Manager - Dade City

Summaries of agency comments are provided below.

State of Florida Department of Community Affairs

Comment (September 17, 1999): The review agencies required additional time to complete the review for the US 98 Dade City Bypass project. An additional 15 days was requested for completion of the State's consistency review in accordance with 15 CFR 930.41(b).

Response: No response necessary.

Comment (October 29, 1999): "Based on the information contained in the advance notification and the enclosed comments provided by our reviewing agencies, the state has determined that the project is consistent with the Florida Coastal Management Program (FCMP)".

"The Department of Community Affairs (Department), pursuant to its role as the state's land planning agency, has reviewed the referenced project for consistency with the relevant local government comprehensive plan. Based on the information contained in the application, the Department has determined that the project is consistent, to the maximum extent feasible, with the applicable comprehensive plan."

Response: The proposed project is consistent with the 1989 Dade City Comprehensive Plan.

Governor's Office of Planning and Budgeting (OPB)

Comment (September 7, 1999): The Governor's Office of Planning and Budgeting notes that Best Management Practices should be used to minimize environmental impacts. OPB also requests to review environmental documents prepared for this project.

Response: All applicable Best Management Practices included in the FDOT's Standard Specifications for Road and Bridge Construction will be used on this project. The FDOT will forward the environmental document prepared for this project to the Governor's Office of Planning and Budgeting.

Florida Department of State - Division of Historical Resources

Comment (September 17, 1999): "...conditioned upon the FDOT undertaking a cultural resource survey, and appropriately avoiding, minimizing, or mitigating project impacts to any identified significant archaeological or historic sites, the proposed project will have no effect on historic properties listed, or eligible for listing, in the National Register, or otherwise of historical or architectural value. If these conditions are met the project will be consistent with the historic preservation aspects of Florida's Coastal Management Program."

Response: A Cultural Resource Assessment Survey was conducted for the US 98 Dade City Bypass project corridor. The FDOT obtained concurrence from the Florida State Historic Preservation Officer on the project findings.

Tampa Bay Regional Planning Council (TBRPC)

Comment (August 25, 1999): "Review of the grant proposal shows the project to be consistent with the Council's Future of the Region: A Strategic Regional Policy Plan of no natural resources of regional significance being impacted along the proposed Dade City Bypass route." In accordance with the State's delegated Intergovernmental Coordination and Review (IC&R) review requirements, this project is considered to have met the requirements of the IC&R process and no further review is required by the TBRPC.

Response: No response necessary.

Southwest Florida Water Management District (SWFWMD)

Comment (September 17, 1999): Conceptually, the SWFWMD believes the proposed project to be "generally consistent with District activities." The following comments are specific to the District's permitting for this project:

1. The proposed construction alternatives appear to indicate the project would qualify for an Environmental Resource Permit (ERP) pursuant to Chapter 40D-4.041, F.A.C.
2. Depending on the extent of construction and wetland impacts, the project may qualify for a Noticed General, General or Individual ERP.
3. Notwithstanding the typical permitting requirements of Chapters 40D-4 and 40D-40, F.A.C., additional issues will be addressed.

Response: Agency coordination and the appropriate permits will be obtained during the project's design phase.

3.0 ELECTED OFFICIAL/AGENCY KICK-OFF MEETING

A meeting was held with local officials and agencies of Dade City and Pasco County at the Dade City Chamber of Commerce on June 24, 1999 to introduce the proposed project to the local officials and to solicit local input regarding potential project issues and concerns.

Graphic boards showing an enlarged aerial photograph project location map, existing typical section, existing right-of-way widths, and a project schedule were available for viewing. A packet containing a project fact sheet, location map and comment form was distributed at the meeting. The packet, sign-in sheet and returned comment forms are included in Appendix B.

4.0 SMALL GROUP MEETINGS

The small group meetings included interagency coordination, local government, local property owners and other interested parties. Provided below is a listing of coordination meetings that have taken place on the project. These meetings provided an overview and update of the proposed project and solicited local input regarding potential project issues and concerns.

Pasco County MPO Technical Advisory Committee (TAC)

May 10, 1999 and February 11, 2002 at the Western Pasco Government Center

Pasco County MPO Citizens Advisory Committee (CAC)

May 11, 1999 at the Land 'O Lakes Community Center

February 12, 2002 at the Western Pasco Government Center

Pasco County MPO Board of Directors

May 13, 1999 and May 10, 2001 at the Western Pasco Government Center

Subsequent to the May 1999 meetings, a comment was received from the Director of Transportation with the Pasco County District Schools who was concerned with pedestrian facilities for school-age children in the Tuskegee Avenue area.

Dade City Public Works Department

June 24, 1999 in the Office of Ronald Ferguson, Dade City Public Works Director

Dade City Planning Department

June 29, 1999 and August 31, 1999 in the Office of Doug Currier, Dade City Planner

Subsequent to the June 29, 1999 meeting, the Honorable Charles A. McIntosh, Jr., Pasco County Mayor sent a letter, dated October 7, 1999, to the FDOT in support of the US 98 Dade City Bypass widening project.

Greater Dade City Chamber of Commerce

August 31, 1999 in the Office of Phyllis Smith, Executive Director

Downtown Dade City Main Street, Inc.

August 31, 1999 in the Office of Gail K. Hamilton, Executive Director
also attended by Doug Drymon, Dade City Manager

Greater Dade City Chamber of Commerce Board of Directors

September 8, 1999 in the Chamber of Commerce Conference Room

Dade City Kiwanis Club

October 26, 1999

Project Progress Meeting No. 9

August 24, 2000 in the FDOT District 7 Tampa Office

This meeting was also attended by Doug Drymon (Dade City City Manager), Doug Currier (Dade City Planner), Don Hall (Dade City Department of Public Works), and Patti Bachman (Dade City Assistant Planner).

City of Dade City Public Meeting

August 29, 2000 - The City of Dade City conducted a public meeting (unaffiliated with the FDOT) to discuss the proposed US 98 Dade City Bypass widening project and the potential relationship of the streetscape plan and the City's rail trail.

Local Property Owner Coordination Meeting

October 19, 2000 at the Calvary Assembly of God Church Meeting Room

Attended by Pastor White

City of Dade City

October 26, 2000 at the Dade City Hall Conference Room, Third Floor

Attended by Doug Drymon, Dade City Manager

Dade City Redevelopment Committee Meeting

April 17, 2001 at the Florida Department of Transportation Office, District 7

Pasco MPO and Dade City Council Coordination Meeting

May 4, 2001 at the Florida Department of Transportation Office, District 7

5.0 ALTERNATIVES PUBLIC WORKSHOP

A Public Workshop was held on November 13, 2000, at the Moore-Mickens Education Center, located at 38301 Martin Luther King Boulevard, in Dade City, Florida. The Workshop was held from 4:30 p.m. to 7:30 p.m. to present the results of the PD&E Study to date and to obtain comments on the alternatives being considered. The meeting was held in an informal, open-house format. A brief continuous-running video presentation about the project, aerial photographs, concept plans, and project information were available for public review. FDOT representatives were available during the Workshop to discuss the project, answer questions and receive comments. Notification was accomplished by direct mail to officials and agencies in Pasco County and Dade City and to property owners whose property lies in whole or in part within 300 feet from the centerline of the proposed project. A legal display advertisement for the Workshop was published on November 9, 2000 in the Pasco County edition of the St. Petersburg Times. Forty-four people (not including FDOT staff) signed the attendance rosters.

Copies of the Workshop materials, including the legal display advertisement; officials, agencies, and property owner notification letters; and comments received are included in Appendix C. Copies of the Workshop brochure, design alternatives, display graphics, and attendance rosters are included in the Alternatives Public Workshop Project Scrap Book, November 2000.

The Workshop provided interested persons the opportunity to express their views concerning the conceptual design and social, economic and environmental effects of the proposed improvements. Three alignment alternatives (left, center and right) were

presented for each project segment. Six Comment Sheets (some providing more than one comment) were received. The following paragraphs summarize the comments received from the public as a result of the Workshop:

One written comment favored a right alignment away from the residential area on First Street. A center alignment could be acceptable if a barrier fence is installed for sound and safety.

Two written comments opposed a left alignment, but suggested putting a barrier wall to help curb vandalism and noise.

One written comment suggested that CR 35A be widened to four lanes from Old Lakeland Highway to “create a more genuine truck route 98 Bypass, separating it from US 301 near the Dick Jarrett Ford Dealership.”

One written comment preferred a left alignment in the area of the US 98 Dade City Bypass and River Road. Also, a traffic light at River Road would be a “blessing.”

One written comment preferred the No-Build Alternative.

Other oral comments addressed at the Workshop included the following:

Traffic Signals - Will there be traffic signals at CR 35A, Meridian Avenue (SR 52), River Road, and US 301 North? Can the traffic signal at Martin Luther King Boulevard be moved to River Road?

Pedestrian Safety - Will there be a pedestrian overpass or tunnel at Tuskegee Avenue? Would the FDOT consider mid-block pedestrian crossings between signalized intersections, particularly from CR 35A to Tuskegee Avenue to Meridian Avenue? Will the FDOT consider pedestrian activated traffic signals for the crossings?

Access Management - How will traffic exit south from the Assembly of God Church?

Cultural Resources - Will the train station be affected by the widening? If so, can the station be moved?

Dade City Gateways - Will the remainder of the J.H. Williams property be available to the City for use as a gateway site? Can gateway type signage be placed in conspicuous locations at the intersections of US 301 South, CR 35A, Meridian Avenue and US 301 North? Also, can information/gateway type signage be placed on I-75 and SR 52 “advertising” downtown Dade City?

Alignments - Why can't the road be moved north at the US 301 South intersection to avoid impacts to the Assembly of God Church property? The loss of parking will significantly impact the ability of the church to hold Sunday services and other events.

Need for Project - The widening of the Bypass will divert traffic away from downtown and cause many businesses to close. There isn't enough traffic on the Bypass to require four lanes. The money should be spent routing SR 52 truck traffic away from downtown.

Schedule - When will the project be built? When will the FDOT start buying right-of-way?

Right-of-way - Numerous questions from property owners regarding the potential effects to individual parcels.

Noise - Will the FDOT consider a noise/privacy barrier behind the row of homes along the east side of 1st Street between Coleman and Howard Avenues? There is a lot of cut-through foot traffic by school age children heading for Pasco Middle School.

6.0 PUBLIC INFORMATIONAL MEETING

A Public Informational Meeting for the US 98 Dade City Bypass project was held to inform persons whose property lies in the vicinity of Willingham Drive south to the vicinity of US 301. The meeting was held on March 1, 2001 from 6:00 p.m. to 8:00 p.m. at the First National Bank of Pasco. A brief video presentation about the project, aerial photographs, conceptual plans, and project information were available for public viewing. Representatives from the FDOT were available beginning at 6:00 p.m. to discuss the project, answer questions and receive comments. Copies of the public informational meeting materials are included in Appendix D

As a result of the Informational Meeting, there was one request for copies of select pages from the Preliminary Engineering Report. Twelve written comments sheets were received (some providing more than one comment). A summary of the comments received is provided below.

One written comment received prefers to do nothing to US 301 from the US 98 Dade City Bypass south to Willingham or, consider making the improvements within 35 feet.

One written comment received expressed concerns regarding property values for the Shadow Lawn Subdivision located along the east side of US 301 at the southern limits of the project. It was suggested to include, "an attractive landscaped barrier wall" at this location.

Two written comments received are concerned with the solid median proposed for east of Heather Place. "The U turn designed for northbound traffic will be more dangerous than a left turn lane directly into Heather."

Four written comments received would like to see the intersection at the First National Bank (Willingham Drive) be open so that traffic leaving the bank could choose to head north or south.

One written comment received would like for Calvary Assembly of God Church traffic to be able to travel north or south when leaving the property.

Three written comments received suggest putting a traffic light at Willingham and 3rd Street and at Meridian and the US 98 Dade City Bypass.

One written comment received indicated that better access is needed for Dade City at the north and south ends of the city. It was suggested to provide more paved lanes and less grass to cut down on cost and danger to road workers, and provide north and south truck turn lanes to River Road.

One written comment indicated that the traffic signal at Martin Luther King needs to remain.

7.0 PUBLIC HEARING

A formal Public Hearing was held on November 29, 2001, at the Moore-Mickens Education Center, located at 38301 Martin Luther King Boulevard, in Dade City, Florida. The Hearing was held from 4:30 p.m. to 7:30 p.m. to present the preliminary results of the PD&E Study and to give the public the opportunity to express their views concerning the conceptual design and social, economic and environmental effects of the proposed improvements. The support documents for the Study were made available for public review prior to and after the Public Hearing beginning November 8, 2001 through December 10, 2001 at the Hugh Embry Library located at 14215 4th Street in Dade City, Florida.

Notification was accomplished by direct mail to officials and agencies in Pasco County and Dade City and to property owners whose property lies in whole or in part within 300 feet from the centerline of the proposed project. Other interested citizens were also notified by letter of the Public Hearing.

The Public Hearing was advertised in the November 9th, 2001 edition of the Florida Administrative Weekly. Legal display advertisements for the Hearing were published on November 8, 2001 and November 22, 2001 in the Pasco County edition of the St. Petersburg Times. Sixty-one people (not including FDOT staff) signed the attendance rosters.

Copies of the Public Hearing materials, including the legal display advertisement; officials, agencies, and interested citizen notification letters; and comments received are included in Appendix E. Copies of the Hearing brochure, recommended build alternative, display graphics, and attendance rosters are included in the Public Hearing Project Scrap Book, November 2001.

The formal portion of the Hearing began at 6:00 p.m. Mr. Kirk Bogen, Project Development Engineer for the FDOT, District 7, presided at the Hearing. Following introductory remarks, Mr. Kirk Bogen provided a summary of the FDOT's engineering and environmental studies associated with the proposed improvements to the US 98 Dade City Bypass corridor. The recommended "build" alternative - widening the existing two-lane roadway to a four-lane urban roadway with bike lanes and sidewalks for the length of the project - was also described. The next portion of the Hearing was devoted to comments and questions.

Persons were able to offer statements as part of the Official Public Hearing Record in one of four ways: (1) make an oral statement during the formal portion of the Hearing; (2) make an oral statement to the court reporter during the informal portion of the Hearing; (3) complete the Comment Form and submit it to the court reporter or drop it in the 'Comment Form' box; or (4) complete and mail the Comment Form to the FDOT - District 7. A copy of the Public Hearing transcript is included in Appendix F.

Four persons gave oral statements to the court reporter during the informal portion of the Hearing.

One person was concerned with being able to travel south on the US 98 Dade City Bypass from Sunset Avenue. "There is a tremendous amount of traffic. And the closest red light is down by the shopping center... A lot of times there is absolutely no break in traffic, and it's extremely hard to get out."

One person was concerned with the River Road alternative. "The main option is to have a light there, because you have to deal with the southbound traffic and northbound traffic on the bypass, crossing traffic, the trucks and the trains that go into the juice plant."

One person was concerned with the ability to enter and leave the Dade City Plaza located near the northern end of the project. "...as presented there is not an opportunity for people coming from the north to readily come out of the shopping center and return north; nor for the people coming from the south to get into the center, even though they may be able to get out right. Now, this is destroying the viability of the shopping center, inasmuch as a large number of our customers are Mexican and black community; and therefore, are living in the outskirts of town and use the highway as principal access in and out..."

One person was concerned with the property owned by the Louversasikes Estate. The property is within approximately 400 feet of the US 98 Dade City Bypass project. The concern is whether or not a new survey and park plans will be required.

Six persons spoke for the public record during the formal portion of the Hearing and three written statements (some providing more than one comment), were received within the time period allotted for comments. There were two requests for copies of the 11x17 concept plans. The following summarizes the substantive oral and written comments made at the Public Hearing.

One speaker stated the project, "Is just a jumbled-up mess." The speaker lives on Lake Drive and to go south on US 301, he has to either go to Shadow Drive or to Willingham. This speaker is also concerned with the proposed CR 35A intersection. "You are going to stop those trucks that would normally not go down and join back up at 301 and because you are causing them to come to a left-turn lane and come to a complete stop and turn left across two lanes of traffic. And when they are northbound, you will cause them to come to a stop sign and make a right-hand turn to head further north." This speaker believes that the proposed improvements will cause the truck traffic to use US 301 and "Further congest that area down there."

One speaker was concerned with the lack of access without being able to make U-turns, why the bike path is being included and why Meridian Avenue, rather than US 301 North and US 301 south, is not being used as a main gateway to the community.

One speaker was concerned with how the words "improvement and bypass" were being used. This speaker, who lives in the Shadow Home subdivision, questioned whether an impact study was done for this area.

One speaker stated "Why you don't connect the bypass into 35A which connects into the bypass to go around Zephyrhills. Then you truly have a bypass."

One speaker was concerned with the proposed improvements to River Road. "Is there going to be a red light there?"

One speaker was representing Central Florida Tractor located at the southern end of the project. The concern is not having curb cut into the six businesses located there. Central Florida Tractor is an equipment business and, "At any given time will have two to three deliveries being semi-truck and trailer, during a week between two to three of the business that share that building." The speaker was concerned with the trucks, trailers and customers having to travel south on the US 98 Dade City Bypass past the businesses and use the curb or the U-turn.

Written Comment: "I have a problem with closing off Sunset Ave at 301 to the south. The traffic is extremely heavy and with the highway having a knoll it is extremely difficult to see any distance down the highway."

Written Comment: This person would like the Pasco County Government to return 35A to the FDOT; would like the project to be tied into the Zephyrhills bypass; and would like to have signs posted to I-75 at Clinton Avenue and US 301 and at Lock Street and I-75. This person also questioned the need for sidewalks and the bike path and does not want all church traffic to go by his house on Wednesdays and Sundays.

Written Comment: One individual is in support of a no-build alternative.

Appendix A

Advance Notification Package and Responses

Appendix B

Elected Official/Agency Kick-off Meeting Materials

Appendix C

Public Alternatives Workshop Materials

Appendix D

Public Informational Meeting Materials

Appendix E

Public Hearing Materials

Appendix F

Public Hearing Transcript

Public Workshop Legal Display Advertisement

Officials, Agencies and Property Owner Notification Letters

Public Workshop Comments

Informational Meeting Invitational Letter

Informational Meeting Comments

Public Hearing Legal Display Advertisement

**Officials, Agencies,
Property Owner, and Interested Citizen Notification Letters**

Public Hearing Brochure

Public Hearing Attendance Rosters

Public Hearing Comments