



Alachua County Development Review Committee Staff Report

Project Number: 2012071101_P

Preliminary Development Plan Review for Springhills Traditional Neighborhood and Transit Oriented Developments

SUBJECT: Springhills TODs and TND
DESCRIPTION: A phased development plan for 3 Transit Oriented Developments and 1 Traditional Neighborhood Development containing an overall maximum of 3,296 residential dwelling units and 1,668,500 square feet of non-residential gross floor area
AGENT/APPLICANT: C. David Coffey, Esq.
PROPERTY OWNER: PR Gainesville Limited Partnership
PLANNER: Leslie McLendon
PROPERTY DESCRIPTION:
Location: Near the northwest, northeast, and southeast intersection of NW 39th Avenue and I-75
Parcel Numbers: 06038-000-000, 06038-001-000, 06038-002-000, 06038-003-000, 06038-003-001, 06038-004-000, 06038-023-000, 06038-022-000, 06038-002-003, 06233-001-000, 06233-001-001, 06233-010-010, 06233-010-011
Section/Township/Range: 19 and 30/09/19
Land Use: Mixed-use Future Land Use, Springhills Activity Center
Zoning: RE-1, R-1A, R-2A, R-1B, BP, BH, BW, C-1 Acreage: 387.92
CHRONOLOGY:
Pre-Application Conference: 07/11/12
Application Submitted: 02/05/14, 07/21/14, 08/18/14
Insufficiency Reports Issued: 03/27/14, 08/08/14
Sufficiency Determination: 09/03/14
BoCC Hearing: 09/23/14

STAFF RECOMMENDATION: Approve the Preliminary Development Plan with conditions and approve Resolution DR-14-22

BoCC Action: Approved the Preliminary Development Plan with amended conditions and approval of Resolution DR-14-22

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DESCRIPTION OF PROPOSED PLAN:

The proposed preliminary development plan consists of three phased Transit Oriented Developments (TOD), and one Traditional Neighborhood Development (TND). Information for each is provided by quadrant – the Northeast quadrant consists of two overlapping TODs, the Northwest quadrant consists of one TOD, and the Southeast quadrant consists of one TND. It is directly adjacent to the Santa Fe TOD to east that was approved by the Board of County Commissioners (BoCC) September 24, 2013. The residential portion of the proposed development at full build out of all developments within Springhills will consist of a maximum of 3,296 dwelling units. Single-family detached, single-family attached, multi-family, assisted and independent living facilities are all allowable residential uses. In addition, the proposed development allows for an overall maximum of up to 1,668,500 square feet of non-residential gross floor area which may consist of commercial, retail, office, financial, institutional, lodging, medical, research and development, clean/green technology, religious and civic uses as well as other uses specified in the Use Table of Chapter 404 Article 2. Specific breakdowns for each development are provided in the Future Land Use narrative.

The proposed development exceeds the threshold established in Unified Land Development Code (ULDC) Section 402.44 for review by the Development Review Committee. Therefore, the Preliminary Development Plan requires approval by the Board of County Commissioners (BOCC).

CONSISTENCY ANALYSIS:

Following is an analysis of the consistency of the proposed plan with the applicable policies of the Comprehensive Plan and Land Development Regulations.

COMPREHENSIVE PLAN:

FUTURE LAND USE ELEMENT

The properties covered by this Preliminary Development Plan are all properties within the Springhills High Activity Center/Retail designated Mixed-use future land use and Conservation future land use. In 2010, the BoCC approved specific Comprehensive Plan language applicable to the properties of the subject application. Future Land Use Element Policy 2.2.1 (e) provides several provisions for these parcels. Additionally, there is a general requirement for adherence to the TOD/TND policies of FLU Objectives 1.6 and 1.7. There is the statement in Policy 2.2.1(e)(1): *for the purposes of*

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meeting thresholds set out in the TND and TOD requirements, development of the parcels shall be considered as one “development” with separate phases within each quadrant. There may be more than one Village Center and Transit Supportive Area within the Northeast quadrant.

The Preliminary Development Plan provides information by quadrant with the Northeast quadrant encompassing two overlapping TODs; the Northwest quadrant contains one TOD; and the Southeast quadrant is one TND.

Additional specific Comprehensive Plan policies pertain to transportation as well as the conservation land use. All land uses authorized for all quadrants when combined may not exceed 5,800 gross pm peak hours trips [Policy 2.2.1 (e)(2)a]. Policies also address requirements for provisions to be included the developer’s agreement that will need to be approved prior to any Final Development Plan. Comprehensive Plan policy 2.2.1 (e)(3) stipulate the designated conservation area at the north end of tax parcel 06038-023-000 be governed by the conservation land use policies. Areas designated Conservation future land use within the northeast quadrant are fully contained within the North Conservation Management Area.

The proposed Preliminary Development Plan complies with all of the specific Comprehensive Plan policies of Policy 2.2.1 (e). The remainder of this Future Land Use section will analyze the TOD and TND policies.

As stated above, development of these parcels is required to develop as a TOD or TND. Future Land Use Objective 1.6 pertains to policies for TNDs and Objective 1.7 pertains to policies for TODs.

Policy 1.7.3 states, “Transit Oriented Development shall provide:

- a. A village center with a transit station contiguous with a Rapid Transit or Express Transit corridor,*
- b. The necessary densities to support transit service,*
- c. Compact, mixed use development to allow for the internal capture of pedestrian, bicycle and vehicular trips,*
- d. A pedestrian and bicycle friendly environment that encourages walking and bicycling as a primary means of mobility within the development,*
- e. A gridded street network that emanates from the village center that allows for multiple route choices, reduces the distance between uses to encourage walking and biking, and connects with adjacent developments,*
- f. Funding for express transit service consistent with the frequency and span of service specified within the Transportation Mobility Element,*

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g. On-street parking and screening of off-street surface parking.

The proposed preliminary development plan has provided for each of these elements.

The following is an analysis of the residential densities to support the Springhills TODs/TND. Densities and intensities are allocated by quadrant – Northeast (two overlapping TODs), Northwest (one TOD), and Southeast (one TND).

Policy 1.7.5.1 pertaining to TODs states, *“To ensure the density needed to support transit service is provided within a walkable distance from transit, the following **minimum** residential densities shall be provided:*

- 1. Ten (10) units per acre within the village center*
- 2. Seven (7) units per acre within the transit supportive area outside of the village center*
- 3. Three (3) units per acre outside the transit supportive area*
- 4. Development less than 20 acres shall provide a minimum of at least 200 units*

Policy 1.6.5.1 pertaining to density for TNDs states, *The density for Traditional Neighborhood Developments shall be as follows:*

- (a) Within the transit supportive area, a minimum of four (4) units per acres, or the minimum density of the underlying land use category, whichever is greater,*
- (b) The density for areas outside the transit supportive areas shall be consistent with the underlying land use category,*
- (c) For TNDs that are not contiguous with a planned Rapid Transit or Express Transit Corridor, an additional four (4) units per acre within the transit supportive area are allowed,*
- (d) For TNDs contiguous with a Rapid Transit or Express Transit Corridor, and additional eight (8) units per acre within the village center and six (6) units per acre within the transit supportive area outside of the village Center are allowed.*

The three Village Centers in the northeast and northwest quadrants TODs are contiguous to a Rapid Transit Corridor and each provides a transit station location. The proposed preliminary development plan for Springhills TOD provides the minimum units indicated in the table below for each quadrant:

	Northeast TOD (313.01 acres)	Northwest TOD (50.28 acres)	Southeast TND (24.63 acres)
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Village Center	10 du/ac = 510 units	10 du/acre = 135	8 du/ac = 113 units
TSA	7 du/ac = 403	7du/ac = 143 units	6 du/ac = 5 units
Outside TSA	4 du/ac = 200	n/a – no area provided outside of TSA	n/a – no area provided outside of TSA
Total	1,113 units	278 units	118 units

Policy 1.7.5.2 states, “*The **maximum** allowable density within the transit supportive area is twenty-four units per acre, except as provided for in Policy 1.3.10.4 of this element. Within the Urban Service Area, the maximum allowable density within the Village Center is forty-eight (48) units per acre. The maximum allowable density outside the transit supportive area is the maximum allowable under the underlying land use.*”

However, Comprehensive Plan policy 2.2.1(e)(2)a stipulates that all land uses authorized when combined may not exceed an amount determined to generate 5,800 gross PM peak hour trips based on the Institute of Traffic Engineer’s Trip Generation Manual in effect at the time of Preliminary Development Plan Approval. Therefore, the following maximums are proposed:

	Northeast TOD (313.01 acres)	Northwest TOD (50.28 acres)	Southeast TND (24.63 acres)
Village Center	1,246 units	137	195 units
TSA	1,085 units	164 units	5 units
Outside TSA	464 units	n/a	n/a
Total	2,795 units	301 units	200 units

The proposed Preliminary Development Plan provides for the minimum and maximum residential development to support transit service within a walkable distance.

Policy 1.7.5.3 regarding TODs states, “*To ensure a mixture of uses, the following non-residential square footage (heated and cooled) is required:*”

- (a) *Provided at least 10,000 square feet of non-residential square feet of non-residential uses, plus*
- (b) *A minimum of 100 square feet of non-residential uses for every 1 residential unit.*
- (c) *A maximum of 400 square feet of non-residential uses for every 1 residential unit shall be allowed.*
- (d) *For projects within the Urban Service Area a maximum of 500 square feet of non-residential use for every 1 residential unit is allowed.*

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- (e) *To encourage infill and redevelopment, the square footage of existing non-residential may either be utilized to meet the requirements above or be in addition to the above requirements.*

Policy 1.6.5.2 regarding TNDs states, *To ensure a mixture of uses, the following non-residential (heated and cooled) square footage is required:*

- (a) *Provide at least 10,000 square feet of non-residential uses, plus*
- (b) *A minimum of 50 square feet of non-residential uses for every 1 residential unit.*
- (c) *A maximum of 200 square feet of non-residential uses for every 1 residential unit is allowed.*
- (d) *For projects within the Urban Service Area a maximum of 250 square feet of non-residential use for every 1 residential unit is allowed.*
- (e) *For projects that provide 100% of the allowable underlying land use density, an additional 10,000 square feet of non-residential development is allowed with an additional 10,000 square feet of non-residential development allowed for each one (1) unit per acre above 100% of the underlying land use.*
- (f) *For project contiguous with a Rapid Transit or Express Transit Corridor an additional 25,000 square feet of non-residential development is allowed.*
- (g) *To encourage infill and redevelopment, the square footage of existing non-residential uses may either be utilized to meet the requirements above or be in addition to the above requirements.*

Again, the maximum intensity is governed by the cap of 5,800 gross pm peak hour trips generated by all land uses. The proposed preliminary development plan for Springhills TOD therefore provides for the following amount of **non-residential intensity**:

Northeast		Northwest		Southeast	
Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
121,300 sf	1,407,500 sf	37,800 sf	160,500 sf	15,900	100,500

ADEQUACY OF SCHOOLS

Comprehensive Plan Public School Facilities Element Policy 2.4.7 states that a determination of adequate school capacity shall indicate a temporary commitment of capacity of necessary school facilities for purposes of development review and approval for a period not to exceed one year from Preliminary Development Plan Approval or until a Final Development Order is issued, whichever occurs first. Phased projects may obtain approval for a longer period, provided the development order is in accordance with an agreement.

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The Alachua County School Board has reviewed the proposed project and has indicated that at present time there is sufficient capacity to accommodate the maximum 3,296 residential units. School Concurrency Service Areas (CSA) that serve Springhills TOD/TND Village are the Northwest Gainesville CSA (elementary schools), Fort Clarke CSA (middle schools) and Buchholz CSA (high school). Capacity required for this project for the NW Gainesville Elementary CSA is 148 and there is available capacity of 211; capacity required for Ft. Clarke middle school CSA is 60 and available capacity is 120; capacity required for Buchholz CSA is 74 and available capacity is 423. The County may reserve school capacity as part of the Final Development Order at the time of Final Development Plan approval.

UNIFIED LAND DEVELOPMENT CODE:

ZONING DISTRICT AND USE REGULATIONS

The subject properties within Springhills TODs/TND are designated with the following zoning districts, BP, R-1A, BW, BH, RE-1, R-1B, R-2A, and C-1. Per ULDC 407.65 (a), TODs may be located on property with any zoning designation except A, C-1, RE, RM-1, MS, MP, ML, MB. The area designated as C-1 is in the southern portion of the Northeast quadrant. It is a wetland area and is set aside as a are as Conservation Management Area within the project.

According to Section 404.04.5 for Uses within Traditional Neighborhood Developments and Transit Oriented Developments, *“Uses allowed within Traditional Neighborhood Developments and Transit Oriented Developments are listed in the Use Table similar to the Zoning Districts. TND/TOD is not a zoning district. Article 7 of Chapter 407 provides further limitations about the location and design of some uses.”* These will be reviewed as an element of the final development plan process.

The preliminary development plan identifies various residential uses and non-residential uses consistent with Policy 1.6.5.4 such as a mixture of residential, commercial, office, financial, institutional, lodging, medical, research and development, clean/green technology, religious and civic uses as well as uses itemized in the use table of ULDC Chapter 404. Additional information will be required at the final development plan phase of review to ensure compliance with the uses listed in Article 2 Chapter 404, Use Table.

NATURAL AND HISTORIC RESOURCES PROTECTION

Conservation Management Areas and Management Plan

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All conservation resources are located in the northeast quadrant of the development. They consist of 81.31 acres of significant plant and wildlife habitat and an additional 11.03 acres of wetlands and wetland buffers. All conservation resources are designated Conservation Management Area (CMA) and will be permanently protected consistent with Section 406.103, ULDC. At a minimum, the 81.31 acres of significant plant and wildlife habitat will be permanently protected with the first final development plan for the project. At the applicant's discretion, the remaining CMAs may be permanently protected at that same time, or they may be protected when final development plans are approved for the respective phases in which they are located. A draft conservation easement in favor of Alachua County and a draft CMA management plan were submitted with the preliminary application. The draft documents are subject to revision prior to final development plan approval by the Development Review Committee.

Tree Canopy Preservation

The table below provides information on the tree canopy retention per quadrant. A minimum of 5% of the initial canopy is required to be retained as outlined in Section 406.12(a)(3) of the ULDC. This amount of existing tree canopy preservation exceeds the 5% preservation required by ULDC 406.12(a)(3). The specific allocation per quadrant is as follows:

	Existing Tree Canopy in Acres	Protected Tree Canopy in Acres	Percentage of Existing Tree Canopy Retained
Northeast	158.77	105.79	66%
Northwest	5.28	1.6	30%
Southeast	7.17	1.31	18.21%
Total	171.22	108.7	63.48%

GENERAL DEVELOPMENT STANDARDS

Setbacks and Height Restrictions

There are section lines along the northern, western, and eastern property boundaries as well as along NW 39th Avenue. There are half-section lines throughout the property as well. Per ULDC 407.03, no new building or structure shall be erected closer than 75 feet from any section line, half-section line, or from the centerline of any route designated and officially adopted for a major road as shown on the Future

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Transportation Circulation Maps unless a waiver is approved by the reviewing entity. Staff is of the opinion that a waiver to all of the 75-foot section line and half-section line setback requirements be approved with the preliminary development plan. The proposed street network within Springhills TOD will replace any future traffic corridors needed in the areas of the section line setbacks. BoCC approval of this Preliminary Development Plan is an approval of the waiver to all 75-foot-section and half-section line setback requirements of the ULDC.

Parking Standards

No detailed parking calculations are required as an element of the preliminary development plan. ULDC Chapter 407, Article 7 contains specific standards for on-street and off-street parking in a TOD. Generally, code requirements limit the amount of surface parking that is not lined with buildings and the use of parking structures is encouraged. Parking will be evaluated as an element of the final development plan.

The project will be evaluated for the size of the required park and ride and opportunities for shared parking per ULDC 407.68(e)3 prior to the approval of the first Final Development Plan.

Stormwater Management

Detailed stormwater calculations are required as an element of the final development plan. All stormwater management facilities within a TOD shall be designed to meet the open space requirements of Section 407.56 of Chapter 407. This preliminary development plan establishes the general locations of future stormwater management areas.

Water and Wastewater Services

The proposed development is located within the Urban Cluster and Urban Services Area and will be required to connect to central water and sewer services provided by Gainesville Regional Utilities.

ARTICLE 7 CHAPTER 407 FOR TRADITIONAL NEIGHBORHOOD DEVELOPMENT AND TRANSIT ORIENTED DEVELOPMENTS

Development Concepts 407.63 (see Sheet C0.01)

(a) Central Point

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Each TND or TOD shall have a defined Central Point. The Central Point should be located in a plaza, square, or open space, or be denoted by an architecturally significant feature. Measurements of the size of Village Centers and Transit Supportive Areas shall be measured from the Central Point.

Each TOD and the TND provides a Central Point in the Village Center of each project as depicted on the preliminary development plan (Sheet C2.00). Additional information will be required at final development plan review to ensure the Central Point will meet criteria.

(b) Village Center

Each TND or TOD shall be designed to include a Village Center that contains the highest densities and intensities of use. The Village Center shall generally extend 1/8 mile from the Central Point and contain a mixture of uses. The Village Center should be designed to provide multiple destinations and to a scale that is comfortable for pedestrians and cyclists.

The proposed TODs and TND each provide a Village Center and is identified on blocks no greater than 1/8th of a mile from the Central Point. Each Village Center will provide a mixture of non-residential uses and residential uses to be evaluated in detail per phase as an element of the final development plan review.

(c) Transit Supportive Area

The Transit Supportive Area shall generally extend ¼ mile from the Central Point and include the Village Center. The Transit Supportive Area shall provide a scaling of density and intensity from the Village Center to surrounding land uses.

The proposed TODs and TND each provide a Transit Supportive Area that is located within 1/4 of a mile from the Central Point and generally wraps around the Village Center.

(d) Common Areas

Each TND or TOD shall be designed to provide common areas in the form of plazas, squares, parks, or other open areas. Pervious portions of common areas may be used to satisfy the requirements of Chapter 407 Article 5 Open Space. Common Areas shall be dispersed throughout the development and shall be designed to a scale appropriate for the surrounding development.

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This requirement will be met in the form of usable open space and common areas scattered throughout each quadrant as well as a set-aside of conservation management areas within the subject property. Additionally, common areas are provided as well as multi-use paths that will provide connectivity throughout the development and to the CMA.

(e) Transportation Network

The transportation network shall be designed to provide circulation for transit vehicles, automobiles, bicycles, and pedestrians. The transportation network shall provide for multiple points of ingress and egress from developments, provide for connection to adjacent developments, and allow for multiple route choices between locations.

The applicant has proposed an organic, gridded street network that provides circulation for transit and pedestrian modes of travel as well as vehicles. The network provides for connectivity to the existing roadway network as well as adjacent developments. The proposed cross-sections for non-BRT corridors are consistent with Table 407.68.4. The proposed street network also provides for blocks that meet the perimeter requirements of Table 407.68.1. As a condition of the preliminary development plan, the applicant may need to provide alternate cross-sections if blocks are combined as the resulting distribution of trips on the network may alter the required design components.

There is a planned Bus Rapid Transit Corridor running east/west through the project that will connect to Santa Fe Village to the east and over I-75 to the Northwest TOD to the west. The applicant is currently proposing an 11-foot vehicular travel lane for the cross section in compliance with comments from the County Engineer. ULDC Table 407.68.4 provides a general requirement for 10-foot wide travel lanes on roadways that have 2,500-7,500 daily trips. However, there is a provision that roadways with dedicated transit facilities located within the right-of-way to be designed on a case by case basis and shall provide bicycle and pedestrian facilities and where practical, on-street parking.

The roadway in question is projected to have 2,500-7,500 daily trips and does have dedicated transit lanes. The County Engineer is requiring 11-foot travel lanes for the main thoroughfares (Future NW 46th and NW 91st roadways) as the cross sections are presently presented in the submittal and as discussed with the Developer and supported by sections of the following documents: American Association of State Highway and Transportation Officials, 2010; Integrating Transit Into Traditional

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Neighborhood Design Policies-The Influence Of Lane Width On Bus Safety, June 2010; lamtaffic.org – Buffered Bike Lanes With Parking; and The Effects of On-Street Parking on Cyclist Route Choice and the Operational Behavior of Cyclists and Motorists, April 2009.

The applicant would like the BoCC to approve a 10-foot-wide travel lane for this particular cross section, similar to what the BoCC approved for Santa Fe Village TOD in September, 2013. Attachment A of the staff report provides two diagrams for reference - Diagram A is depiction of cross section as currently provided for in the preliminary development plan. Diagram B is depiction of cross section as approved with Santa Fe Village.

Open Space 407.70 (see Sheet C2.00)

Below is a breakdown of open space per quadrant. The open space in northeast quadrant consists of significant upland habitat, floodplain, wetlands, and wetland buffers. Open space in the other two quadrants consists primarily of floodplains and proposed stormwater management areas. Stormwater management areas within TODs/TNDs must be designed consistent with ULDC 407.54 (c).

	Northeast TOD (313.01 acres)	Northwest TOD (50.28 acres)	Southeast TND (24.63 acres)
Open Space Acreage	87.92 acres	10.12 acres	5.18 acres
Open Space Percentage	28.09%	20.12%	21.01%

Civic Space 407.70 (see Sheet C1.00)

Areas designated as Civic Space will be located separately from the Central Points and additional information will be required as an element of any final development plan to demonstrate consistency with Section 407.70(b) for Civic Space.

Landscaping 407.70 (see Sheet C1.00)

Ten-foot-wide arterial street buffers are provided along NW 39th Avenue. Twenty-five-foot-wide medium density buffers are provided as interstate buffers consistent with 407.70(b)(3)a. The Northwest quadrant TOD is adjacent to rural residential in the northwest portion of the project area and provides the appropriate 50-foot-wide medium

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density project boundary buffer. A buffer is also provided adjacent to the existing office uses on NW 95th Blvd. The other areas of the project area that are adjacent to existing residential to the north are buffered by the CMA. Detailed landscape plans will be required as an element of the final development plan. All TNDs and TODs shall submit a Landscape Plan consistent with Sections 407.41 and 407.42(a) of Article 4 Chapter 407 for Landscaping.

Transportation Analysis

The applicant has provided a preliminary transportation analysis to detail potential trip generation and distribution on the site as well as to appropriately design the internal transportation network. The development will be primarily accessed from NW 39th Avenue and by a newly constructed extension of NW 83rd Street into the site from the SantaFe Village TOD to the east. Access to NW 39th Avenue will be primarily by existing roadways to the north and south depending on the portion of the development.

A detailed operational and safety analysis of all access points and impacted intersections along NW 39th Avenue will be provided and reviewed prior to the first Final Development Plan analysis. Any site related improvements to identified intersections will be accommodated in the appropriate phase of the Final Development Plan.

The proposed development is required to mitigate its transportation impacts consistent with the Multi-Modal Transportation Mitigation (MMTM) Program and Comprehensive Plan Capital Improvements Element Table 1-c.

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Table 1-c: Transportation - FY 2010/2011-2017-2018

Project	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	Funding Source
Springhills TOD Transit Operations					300,000	450,000	450,000	450,000*	CDD**
Springhills Roadway, Trail, and Dedicated Transit Lanes specified in Policy 2.5.1(b)5 of the Future Land Use Element						3,750,000	3,750,000	3,750,000	CDD**
Springhills Dedicated Transit Lanes north From NW 91 st Street to I-75						1,000,000			CDD**
NW 91 st Street Intersection and roadway upgrade						500,000			CDD**
* The annual contribution shall continue at the \$450,000 plus cost of living adjustments through FY 28/29 ** Funding through a Community Development District or other appropriate developer funded mechanism									

Note: Table 1-c was identified as "Table 5" in Ordinance 10-23. It has been renumbered by codifier to fit document numbering system.

Timing and phasing of these requirements will be detailed in an in-depth Developer's Agreement which must be approved by the Board of County Commissioners prior to the first Final Development Plan approval consistent with Future Land Use Policy 1.7.9. Transit service improvements shall be in accordance with Transportation Mobility Element Policy 1.110.3(b)5. If the required infrastructure and transit service improvements are greater than the project's MMTM responsibility, a Northwest Transportation Improvement District may be established by ordinance to provide reimbursement for expenditures over and above the required MMTM. A portion of the tax increment derived from the district may be used for this purpose. The development may also consider the implementation of a Community Development District (CDD) as a means of financing some infrastructure related to the project. Consistent with State Statute, any newly created CDD must be approved by the Board of County Commissioners.

DEVELOPMENT PLAN EXPIRATION:

TODs and TNDs may establish a longer phasing schedule as agreed upon between the County and the Developer as part of a binding developer's agreement

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[402.130(b)]. Springhills TOD will submit a developer's agreement that will be considered by the Board of County Commissioners prior to the first phase of a Final Development Plan. The current phasing plan proposes a 30 year time frame to build out.

STAFF RECOMMENDATION:

Staff has found the proposed **Preliminary Development Plan** to be consistent with the Comprehensive Plan and requirements of the Unified Land Development Code.

Staff recommends **approval with conditions** of the Preliminary Development Plan for **Springhills Transit Oriented Development (TOD)**, project number 2012071101_P and **approval of Resolution DR-14-22**

Conditions:

1. Prior to approval of a Final Development Plan, the applicant shall enter into a Developer's Agreement with the Board of County Commissioners that addresses the requirements of Comprehensive Plan Policy 2.2.1 (e)(2)c.
2. If blocks are extended during final development plan review and requires redistribution of trips, the applicant shall provide revised ADTs for all impacted street segments and shall demonstrate continued compliance with Table 407.68.4 of the ULDC for all impacted street segments receiving final development plan approval.
3. The North CMA, at least, is to be permanently protected according to the standards set forth in ULDC Sec. 406.103 with the first final development plan approved for the project. Permanent protection of remaining CMAs, at the applicant's discretion, may be provided with final development plans for each subsequent relevant phase or may be provided with the first final development plan.
4. Authorize the use of 10 foot travel lanes for NW 46th Boulevard.
5. Ask the consultant to work with staff to develop for consideration by the Board further design options for NW 46th Boulevard that encourage pedestrian safety and comfort and at a minimum consider the following ideas:

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- a. Reduction or elimination of dual BRT lanes in the middle of the street.
- b. Use of dual middle lanes by bicycles with elimination of designated bicycle lanes besides parallel parking.
- c. Alternate designated bicycle facilities parallel to NW 46th Boulevard with the elimination of the lanes on NW 46th Boulevard.

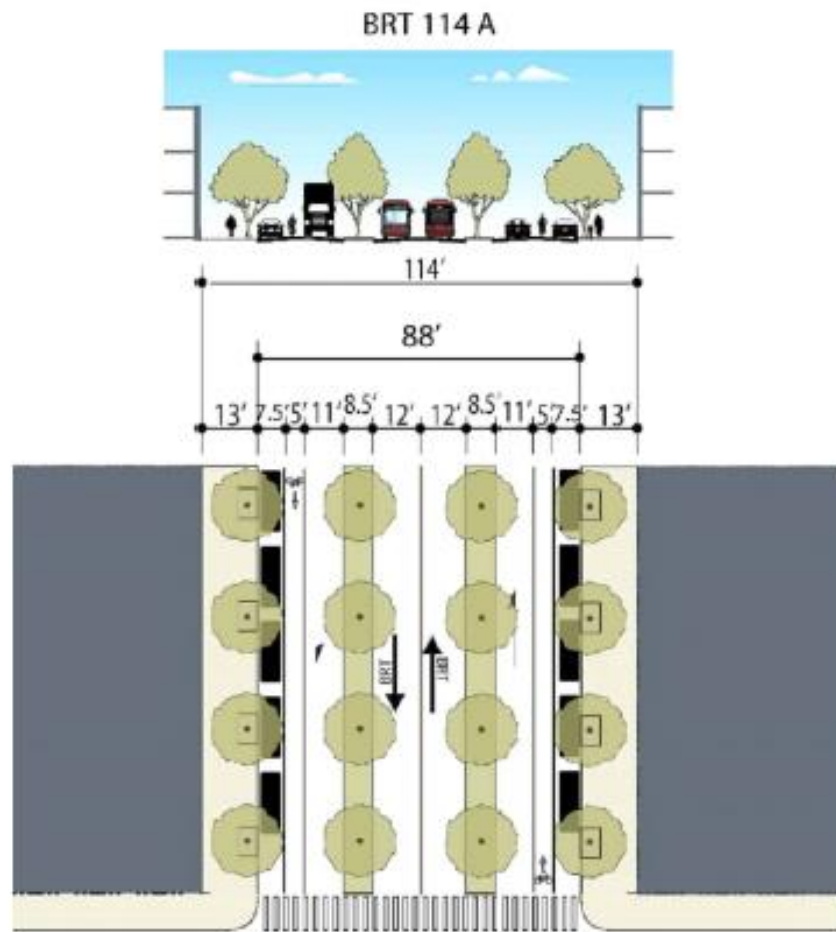
Comments to address for Final Development Plan:

1. The project site is located in a High Aquifer Recharge Area according to adopted Map 2 of the Conservation & Open Space Element of the Comprehensive Plan. Please address the requirements of ULDC Sec. 406.59.1 regarding outdoor water conservation with all final submittals.
2. Please provide a draft permanent protective instrument for the gravesite(s). Staff recommends a deed restriction or restrictive covenant as an appropriate instrument.
3. Please provide unique numbers or labels for each SMF and indicate which ones are designed to open space standards.
4. Please provide copies of all current stormwater permits within the project area.
5. Please date stamp future drafts of the conservation easement. Please contact staff prior to submittal of the first final development plan application to discuss needed amendments to the current draft of the conservation easement document. Example 1: Staff does not recommend recording the several hundred-page environmental inventory report as the "Baseline Report" as is currently proposed in the draft easement. The volume of this exhibit can be reduced considerably. Example 2: The CMA Management Plan draft cited in the draft easement is dated November 27, 2012 while the most recent electronic draft on file with the county has a modification date of February 5, 2014. Further, the draft management plan cover shows a creation date of December 31, 2013 and a revision date of February 10, 2013 (10 months prior to the creation date?). The environmental inventory report has similar date issues.
6. The southern boundary of the North CMA has a very irregular, curvilinear profile that may be expensive to survey and may be somewhat impractical for management purposes. Staff is willing to discuss simplification of this boundary if the applicant wishes to do so.

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Attachment A

Diagram A: Springhills TOD Cross Section with 11-foot travel lanes



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Diagram B: Approved Santa Fe Village Cross Section with 10-foot cross sections

