



STATE OF FLORIDA

# DEPARTMENT OF COMMUNITY AFFAIRS

*"Dedicated to making Florida a better place to call home"*

CHARLIE CRIST  
Governor

THOMAS G. PELHAM  
Secretary

July 8, 2010

2010 JUL 13 PM 10:34

REC'D - COMMUNITY AFFAIRS  
ALACHUA COUNTY FL.

The Honorable Cynthia Moore Chestnut  
Chair, Board of County Commissioners  
Alachua County  
County Administration Building  
12 South East 1st Street  
Gainesville, Florida 32601

Dear Chair Chestnut:

The Department of Community Affairs has completed its review of the proposed Comprehensive Plan Amendment for Alachua County, DCA Number 10-D1, which was received on May 18, 2010. Copies of the proposed amendment have been distributed to appropriate state, regional and local agencies for their review, and their comments are enclosed.

The Department has reviewed the comprehensive plan amendment for consistency with Rule 9J-5, Florida Administrative Code and Chapter 163, Part II, Florida Statutes and the Alachua County Comprehensive Plan. The Department does not identify any objections and this letter serves as the Objections, Recommendations and Comments report.

For your assistance, we have attached procedures for final adoption and transmittal of the comprehensive plan amendment. If you have any questions, please call Ana Richmond, Principal Planner at (850) 922-1794.

Sincerely,

Mike McDaniel, Chief  
Office of Community Planning

MM/ar

Enclosures: Review Agency Comments

cc: Mr. Scott Koons, AICP, Executive Director North Florida RPC  
Mr. Steven Lachnicht, AICP, Director of Growth Management  
Mr. C. David Coffey, Esq.

2555 SHUMARD OAK BOULEVARD ♦ TALLAHASSEE, FL 32399-2100  
850-488-8466 (p) ♦ 850-921-0781 (f) ♦ Website: [www.dca.state.fl.us](http://www.dca.state.fl.us)

♦ COMMUNITY PLANNING 850-488-2356 (p) 850-488-3309 (f) ♦ FLORIDA COMMUNITIES TRUST 850-822-2207 (p) 850-921-1747 (f) ♦  
♦ HOUSING AND COMMUNITY DEVELOPMENT 850-488-7956 (p) 850-822-5623 (f) ♦

## TRANSMITTAL PROCEDURES

This letter and the enclosed external agency comments are being issued pursuant to Rule 9J-11.010, Florida Administrative Code. The County may not hold a public hearing on the application for development approval or the proposed change or on the comprehensive plan sooner than 30 days from receipt of this letter pursuant to 380.06(6)(b)5, Florida Statutes. The County must ensure that all ordinances adopting comprehensive plan amendments are consistent with the provisions of Section 163.3189(2)(a), Florida Statutes. The process for adoption of comprehensive plan amendments is outlined in Section 163.3184, Florida Statutes, and Rule 9J-11.011, Florida Administrative Code.

Within ten working days of the date of adoption, Alachua County must submit the following to the Department:

Three copies of the adopted comprehensive plan amendments;

A listing of additional changes not previously reviewed;

A listing of findings by the local governing body, if any, which were not included in the ordinance; and

A statement indicating the relationship of the additional changes to the Department's Objections, Recommendations and Comments Report.

The above amendment and documentation are required for the Department to conduct a compliance review, make a compliance determination and issue the appropriate notice of intent.

Please be advised that the Florida Legislature amended Section 163.3184(8)(c), Florida Statutes, requiring the Department to provide a courtesy information statement regarding the Department's Notice of Intent to citizens who furnish their names and addresses at the local government's plan amendment transmittal (proposed) or adoption hearings. In order to provide this courtesy information statement, local governments are required by the law to furnish to the Department the names and addresses of the citizens requesting this information. Please provide these required names and addresses to the Department when you transmit your adopted amendment package for compliance review. In the event no names or addresses are submitted, please provide this information as well. For efficiency, we encourage the submittal information sheet in an electronic format.

## **NOTICE OF REVISIONS TO PROCESSING PROCEDURES**

### **Effective Date of Revisions to Rule 9J-11 Florida Administrative Code**

The Department has revised the procedures for submitting comprehensive plan amendments. These new procedures became effective May 12, 2010.

### **Reason for Revisions**

The revisions implement statutory changes to Chapter 163, Part II, Florida Statutes, related to allowable exemptions from the twice per calendar year limitations and prohibitions that may affect adoption of comprehensive plan amendments. In addition, changes were made to clarify plan amendment submittal requirements based on the Department's recent experience.

### **Highlight of Revisions**

The revised procedures relate to the submittal of proposed and adopted comprehensive plan amendments, including small scale amendments, and a revised RPM-BSP-EXEMPT REVIEW Form used when submitting exempt and small scale amendments. The major revisions to Rule 9J-11, include 1) the deletion of the requirements to submit replacement pages and a revised table of contents to the comprehensive plan; 2) an update to the allowable exemptions to the twice per calendar year limitation; 3) an update to the statutory prohibitions that may affect adoption of comprehensive plan amendments; 4) clarification on the submittal of the de minimis impact report associated with the capital improvement annual update amendment; 5) a requirement that all future land use map amendments be submitted in color format; and 6) the revised RPM-BSP-EXEMPT REVIEW Form to address affordable housing and Areas of Critical State Concern.

### **Effect of Revisions**

The revisions improve the overall comprehensive plan amendment process by helping local governments prepare and submit complete plan amendment packages. The rule provides the local government with a complete list of statutory exemptions and a complete list of possible prohibitions to the amendment process. In addition, the revised rule clarifies submittal requirements and this increases the likelihood that a submittal package will be initially determined complete.

### **Location of Revisions**

The revisions are located on the Division of Community Planning's website to assist local governments with the submittal of their comprehensive plan amendment packages and may be viewed at "**Submitting Comprehensive Plan Amendments and Developments of Regional Impact**" <http://www.dca.state.fl.us/fdcp/dcp/Procedures/index.cfm> .

### **Additional Information**

Ray Eubanks, Plan Processing Administrator

(850) 922-1767

[ray.eubanks@dca.state.fl.us](mailto:ray.eubanks@dca.state.fl.us)



3 SP  
6/21/10

FLORIDA DEPARTMENT OF STATE  
**Dawn K. Roberts**  
Interim Secretary of State  
DIVISION OF HISTORICAL RESOURCES

June 16, 2010

Mr. Ray Eubanks  
Department of Community Affairs  
Bureau of State Planning  
2555 Shumard Oak Boulevard  
Tallahassee, Florida 32399-2100

Re: Historic Preservation Review of the Alachua County 10D-1 Comprehensive Plan  
Amendment

Dear Mr. Eubanks:

According to this agency's responsibilities under Section 163, *Florida Statutes*, and Chapter 9J-5, *Florida Administrative Code*, we reviewed the above document to determine if data regarding historic resources were given sufficient consideration in the request to amend the Alachua County Comprehensive Plan.

We reviewed a proposed amendment to the Alachua County Comprehensive Plan regarding the Santa Fe Village Development of Regional Impact to consider the potential effects of these actions on historic resources. A review of our records shows that this parcel was previously subjected to a cultural resource assessment survey. While archaeological resources were encountered, they were determined not to be significant resources. Thus, the proposed changes will have no adverse effect on significant historic sites or properties.

If you have any questions regarding our comments, please feel free to contact Susan M. Harp of the Division's Compliance Review staff at 850.245.6333.

Sincerely,

Laura A. Kammerer, Historic Preservationist Supervisor  
Compliance Review Section  
Bureau of Historic Preservation

pc: Ms. Susan Poplin

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

Director's Office  
850.245.6300 • FAX: 245.6436

Archaeological Research  
850.245.6444 • FAX: 245.6452

Historic Preservation  
850.245.6333 • FAX: 245.6437



# Florida Department of Environmental Protection **3**

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399-3000

Charlie Crist  
Governor

Jeff Kottkamp  
Lt. Governor

Michael W. Sole  
Secretary

**SP**  
**6/15/10**

June 15, 2010

Mr. D. Ray Eubanks  
Plan Review and DRI Processing Team  
Florida Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, Florida 32399-2100

**RE: Alachua County 10D-1; Comprehensive Plan Amendment Review**

Dear Mr. Eubanks:

On behalf of the Department of Environmental Protection, the Office of Intergovernmental Programs has reviewed the subject plan amendment in accordance with the provisions of Chapter 163, *Florida Statutes*. As required by law, the scope of our comments and recommendations is limited to the environmental suitability of the proposed changes in light of the Department's regulatory and proprietary responsibilities. Based on our review of the report, the Department has found no provision that requires comment, recommendation or objection under the laws that form the basis of the Department's jurisdiction and authority. Please be advised that at such time as specific lands are proposed for development, the Department will review the proposal to ensure compliance with environmental rules and regulations in effect at the time such action is proposed. In addition, any development of the subject lands will have to comply with local ordinances, other comprehensive plan requirements and restrictions, and applicable rules and regulations of other state and regional agencies.

Thank you for the opportunity to comment on this proposal. If I may be of further assistance, please call me at (850) 245-2182.

Sincerely,

***Robin Branda***

Robin Branda  
Environmental Specialist III  
Office of Intergovernmental Programs

rsb



"Scott, W Ray"  
<scottra@doacs.state.fl.us>  
06/15/2010 01:19 PM

To <DCPexternalagencycomments@dca.state.fl.us>  
cc  
bcc  
Subject FDACS LGCP Amendment Review

3 SP

**Taylor County 10-2:**

FDACS Division of Forestry recommends that Taylor County ask developers to strongly consider incorporating the concepts of Firewise Communities (<http://www.firewise.org/>) along with NFPA 1141\_ Standards for Fire Protection Infrastructure for Land Development in Suburban and Rural Areas (<http://www.nfpa.org>) into their development projects. Doing so aids in the protection of such projects and facilitates the prevention, mitigation, detection and suppression of wildfires. Taylor County Officials and staff, as well as developers, can attend workshops on Firewise Communities, and the Division of Forestry can provide educational/informational programs for homeowners. Please feel free to contact the Perry Forestry District at 850-838-2299 for assistance.

**Nassau County 10-2ER:**

No comment

**Alachua County 10D-1:**

No comment

Please call if you have any questions or comments:  
W. Ray Scott  
Conservation & Water Policy Federal Programs Coordinator  
Office of Agricultural Water Policy  
Florida Department of Agriculture and Consumer Services  
The Capitol (PL-10)  
Tallahassee, FL 32399-0810  
(office) 850-410-6714  
(mobile) 850-544-9871  
(fax) 850-922-4936



# St. Johns River Water Management District

Kirby B. Green III, Director • David W. Fisk, Assistant Executive Director

4049 Reid Street • P.O. Box 1429 • Palatka, FL 32178-1429 • (386) 329-4500  
On the Internet at [floridaswater.com](http://floridaswater.com).

3  
SP  
6/7/10

June 4, 2010

Mr. D. Ray Eubanks  
Plan Review and Processing Administrator  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100

Re: Alachua County Proposed Comprehensive Plan Amendment  
DCA Amendment #10D-1

Dear Mr. Eubanks:

St. Johns River Water Management District (District) planning staff have reviewed the above-referenced proposed comprehensive plan amendment. The amendment consists of one change to the future land use map (FLUM) and associated text changes related to the SantaFe Village development of regional impact. District staff review focuses on water supply availability and related water resource issues in an effort to link land use planning and water supply planning. In the review of water supply availability, District staff consider infrastructure, permitted allocation under District-issued consumptive use permit (CUP), and source. District staff comments are provided below.

Gainesville Regional Utilities (GRU) is identified as the potable water supplier, and Alachua County indicates that the proposed FLUM change will result in an increase in projected potable water demand that can be accommodated under GRU's existing District-issued CUP. The District concurs with this assessment.

According to District maps, the properties that comprise the FLUM change are located within the Sensitive Karst Area Basin. Any environmental resource permit (ERP) application for these properties must meet the District's additional surface water management basin criteria in Chapter 40C-41, *Florida Administrative Code*, in addition to the basic ERP criteria found in other rules.

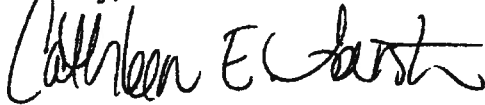
## GOVERNING BOARD

W. Leonard Wood, CHAIRMAN FERNANDINA BEACH	Hersey "Herky" Huffman, SECRETARY ENTERPRISE	Hans G. Tenzler III, TREASURER JACKSONVILLE	Douglas C. Bourmique VERO BEACH
Michael Ertel OMIEDO	Maryam H. Ghaybi ORMOND BEACH	Richard G. Hamann GAINESVILLE	Arlen N. Jumper FORT MCCOY
			John A. Miklos ORLANDO

Letter to D. Ray Eubanks  
June 4, 2010  
Page 2 of 2

We appreciate the opportunity to provide comments. If you have any questions, please contact District Policy Analyst Cathleen Foerster, AICP, at (386) 329-4436 or [cfoerste@sjrwmd.com](mailto:cfoerste@sjrwmd.com).

Sincerely,

A handwritten signature in black ink that reads "Cathleen E. Foerster". The signature is written in a cursive style with a large initial "C".

Cathleen E. Foerster, AICP, Policy Analyst  
Office of Communications and Governmental Affairs

cc: Steve Lachnicht, Alachua County  
Jim Quinn, Florida Department of Environmental Protection  
Steve Dopp, North Central Florida Regional Planning Council  
Kraig McLane, St. Johns River Water Management District  
Geoff Sample, St. Johns River Water Management District



35A

FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS FORM

RECEIVED

JUN 1 - 2010  
DIVISION OF  
COMMUNITY PLANNING

**NORTH CENTRAL FLORIDA**  
(Name of Regional Planning Council)  
**REGIONAL PLANNING COUNCIL**  
**AMENDMENT REVIEW FORM**  
**FY 2009-2010**

1. Local Government Name: **Alachua County**
2. Amendment Number: DCA No. 10D-1, RPC No. 87, Local Govt. CPA 06-04
3. Is the RPC precluded from commenting on the proposed plan or element pursuant to s. 163.3184(5), F.S., or Rule 9J-11.0084, L.O.F.; or commenting on the proposed amendment pursuant to s. 163.32465(4)(b), F.S.? (YES) (NO) X
4. Date DCA Notified RPC that Amendment Package was Complete, if Applicable: May 18, 2010.
5. Date Amendment Review must be Completed and Transmitted to DCA: June 16, 2010.
6. Date the Amendment Review was transmitted to DCA: 5-28-10.
7. Description of the Amendment:

Reclassifies approximately 30 acres from Medium Density Residential to Mixed Use and 128.562 acres from Institutional to Mixed Use. The amendment adds approximately 30 acres to the SpringHills Activity Center. The amendment also amends the text of Future Land Element Policy 2.5.1.1.b.

The text amendment establishes minimum criteria for the development of Santa Fe Village Transit Oriented Development intended to promote multi-modal transportation within 158.562 acres which is the subject of the SantaFe Village Development of Regional Impact Substantial Deviation. The text amendment also requires the construction of off-site transportation facilities to mitigate the transportation impacts of development within the subject area of the SantaFe Village Development of Regional Impact Substantial Deviation (see attached).

Please complete the following table for each individual proposed amendment to the Future Land Use Map (**FLUM**) only:

Existing FLUM Category	Proposed FLUM Category	Existing Maximum Density (DU/Acre)	Proposed Maximum Density (DU/Acre)	Existing Maximum Intensity (FAR)	Proposed Maximum Intensity (FAR)	Net Increase or (Decrease) in Maximum Density	Non-Residential Net Increase or (Decrease) in Potential Floor Area
Medium Density Residential	Mixed Use	8	9.33	-	N/A <sup>1</sup>	40	N/A <sup>1</sup>
Institutional	Mixed Use	-	9.33	N/A <sup>1</sup>	N/A <sup>1</sup>	1,199	N/A <sup>1</sup>
Total	-	-	-	N/A <sup>1</sup>	N/A <sup>1</sup>	1,239	N/A <sup>1</sup>

**Add additional rows as necessary. Please PROVIDE TOTALS in bottom row.**

<sup>1</sup>Not Applicable. The County Comprehensive Plan does not contain a floor area ratio for the Institutional and Mixed Use land use categories. Therefore, the existing intensity of use, as well as the net change in the maximum intensity of use, cannot be determined for these land use categories.

8. Is the Amendment consistent with the Strategic Regional Policy Plan?

The County Comprehensive Plan, if amended as proposed, will remain consistent with the North Central Florida Strategic Regional Policy Plan.

9. Applicable Strategic Regional Policy Plan Goals and Objectives:

**REGIONAL GOAL 5.1.** Maintain a regional road network which operates at or above the minimum level of service standard contained in local government comprehensive plans for those segments located outside Transportation Concurrency Exception Areas.

**Policy 5.1.8.** Mitigate impacts created by development so as to maintain the minimum level of service standard on the Florida Intrastate Highway System (FIHS) as established by the Florida Department of Transportation.

**Policy 5.1.9.** Mitigate impacts created by development so as to maintain the minimum adopted level of service standard on non-FIHS roads identified in this plan as significant regional transportation facilities as established in local government comprehensive plans.

10. The effects on the Proposed Amendment on Regional Resources or Facilities Identified in the Strategic Regional Policy Plan:

Based upon Council preliminary review of the transportation study that has been submitted for the SantaFe Village Development of Regional Impact Substantial Deviation associated with the County Comprehensive Plan Amendment, the Applicant has identified a workable transportation plan that would maintain the adopted level of service standards on significantly and adversely impacted segments (including intersections) of the Regional Road Network as identified in the North Central Florida Strategic Regional Policy Plan and its proportionate share costs. In addition to intersection modifications, the workable transportation plan also includes several major road widening projects, such as widening Interstate 75 to eight lanes from State Road 26 (Newberry Road) to State Road 222 (NW 39th Avenue) and widening State Road 222 (NW 39th Avenue) to six lanes from NW 98th Street to NW 83rd Street and from NW 51st Street to U.S. 441 (NW 13th Street). Therefore, the amendment is not anticipated to result in significant adverse impacts to the Regional Road Network as identified in the regional plan (see attached memorandum from Marlie Sanderson, AICP, Director of Transportation Planning for the North Central Florida Regional Planning Council).

The Council is in the process of analyzing the transportation impacts of the SantaFe Village Development of Regional Impact Substantial Deviation. The final Council transportation impact evaluation for the project will be presented as part of the Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report pursuant to Section 380.06(12), Florida Statutes, which will be presented to the Council at a later date. The Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report may reach different conclusions for the specific development proposal presented in the Substantial Deviation than for the Comprehensive Plan amendment and may recommend conditions not contained herein.

11. Extra-Jurisdictional Impacts that would be Inconsistent with the Comprehensive Plan of the Affected Local Government:

See Question 10. The Council is in the process of analyzing the impacts of the SantaFe Village Development of Regional Impact Substantial Deviation. The final Council impact evaluation for the project will be presented as part of the Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report pursuant to Section 380.06(12), Florida Statutes, which will be presented to the Council at a later date. The Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report may reach different conclusions for the specific development proposal presented in the Substantial Deviation than for the Comprehensive Plan amendment and may recommend conditions not contained herein.

**Analysis of the effects of the proposed amendments on the following issues to the extent they are addressed in the Strategic Regional Policy Plan on:**

12. Compatibility among local plans including, but not limited to, land use and compatibility with military bases:

See Question. The Council is in the process of analyzing the impacts of the SantaFe Village Development of Regional Impact Substantial Deviation. The final Council impact evaluation for the project will be presented as part of the Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report pursuant to Section 380.06(12), Florida Statutes, which will be presented to the Council at a later date. The Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report may reach different conclusions for the specific development proposal presented in the Substantial Deviation than for the Comprehensive Plan amendment and may recommend conditions not contained herein.

13. Impacts to significant regional resources and facilities identified in the Strategic Regional Policy Plan, including, but not limited to, impacts on groundwater recharge and the availability of water supply:

Adverse impacts are not anticipated to occur to regional resources identified in the regional plan. Additionally, adverse impacts are not anticipated to occur to regional facilities identified in the regional plan (see Question 10). The Council is in the process of analyzing the impacts of the SantaFe Village Development of Regional Impact Substantial Deviation. The final Council impact evaluation for the project will be presented as part of the Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report pursuant to Section 380.06(12), Florida Statutes, which will be presented to the Council at a later date. The Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report may reach different conclusions for the specific development proposal presented in the Substantial Deviation than for the Comprehensive Plan amendment and may recommend conditions not contained herein.

14. Affordable housing issues and designation of adequate sites for affordable housing:

Adverse impacts to affordable housing are not anticipated as a result of the amendment. The Council is in the process of analyzing the impacts of the SantaFe Village Development of Regional Impact Substantial Deviation. The final Council impact evaluation for the project will be presented as part of the Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report pursuant to Section 380.06(12), Florida Statutes, which will be presented to the Council at a later date. The Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report may reach different conclusions for the specific development proposal presented in the Substantial Deviation than for the Comprehensive Plan amendment and may recommend conditions not contained herein.

15. Protection of natural resources of regional significance identified in the Strategic Regional Policy Plan including, but not limited to, protection of spring and groundwater resources, and recharge potential:

Adverse impacts are not anticipated to occur to Natural Resources of Regional Significance identified in the regional plan as a result of the amendment. The Council is in the process of analyzing the impacts of the SantaFe Village Development of Regional Impact Substantial Deviation. The final Council impact evaluation for the project will be presented as part of the Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report pursuant to Section 380.06(12), Florida Statutes, which will be presented to the Council at a later date. The Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report may reach different conclusions for the specific development proposal presented in the Substantial Deviation than for the Comprehensive Plan amendment and may recommend conditions not contained herein.

16. Compatibility with regional transportation corridors and facilities including, but not limited to, roadways, seaports, airports, public transportation systems, high speed rail facilities, and intermodal facilities:

See Question 10. The Council is in the process of analyzing the impacts of the SantaFe Village Development of Regional Impact Substantial Deviation. The final Council impact evaluation for the project will be presented as part of the Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report pursuant to Section 380.06(12), Florida Statutes, which will be presented to the Council at a later date. The Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report may reach different conclusions for the specific development proposal presented in the Substantial Deviation than for the Comprehensive Plan amendment and may recommend conditions not contained herein.

17. Adequacy and compatibility with emergency preparedness plans and local mitigation strategies including, but not limited to, the impacts on and availability of hurricane shelters, maintenance of county hurricane clearance times, and hazard mitigation:

The amendment is compatible with City and County emergency preparedness plans and local mitigation strategies. The Council is in the process of analyzing the impacts of the SantaFe Village Development of Regional Impact Substantial Deviation. The final Council impact evaluation for the project will be presented as part of the Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report pursuant to Section 380.06(12), Florida Statutes, which will be presented to the Council at a later date. The Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report may reach different conclusions for the specific development proposal presented in the Substantial Deviation than for the Comprehensive Plan amendment and may recommend conditions not contained herein.

18. Analysis of the effects of extra-jurisdictional impacts which may be created by the amendment:

Adverse extrajurisdictional impacts are not anticipated to occur as a result of the amendment (see question 10). The Council is in the process of analyzing the impacts of the SantaFe Village Development of Regional Impact Substantial Deviation. The final Council impact evaluation for the project will be presented as part of the Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report pursuant to Section 380.06(12), Florida Statutes, which will be presented to the Council at a later date. The Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report may reach different conclusions for the specific development proposal presented in the Substantial Deviation than for the Comprehensive Plan amendment and may recommend conditions not contained herein.

19. Objections, Recommendations, and Comments:

None.

20. Request for an Objections, Recommendations and Comments Report on the amendment:

None.

21. Recommendation:

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

**Council Action: At its May 27, 2010 meeting, the Council voted to adopt this report.**

# North Central Florida Regional Planning Council

2009 NW 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603  
(352)955-2200      SUNCOM 625-2200      FAX (352) 955-2209



May 19, 2010

TO:                Scott R. Koons, AICP, Executive Director

FROM:            Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT:        **Alachua County Comprehensive Plan Amendment**  
                      **Reference Number: CPA-06-04 (SantaFe Village Development of Regional Impact)**

## CONCLUSION

The Alachua County Comprehensive Plan Amendment, if amended as proposed, will remain consistent with the North Central Florida Strategic Regional Policy Plan.

## BACKGROUND

Based upon Council preliminary review of the transportation study that has been submitted for the SantaFe Village Development of Regional Impact Substantial Deviation associated with the County Comprehensive Plan amendment, the Applicant has identified a workable transportation plan that would maintain the adopted level of service standards on significantly and adversely impacted segments (including intersections) of the Regional Road Network as identified in the North Central Florida Strategic Regional Policy Plan and its proportionate share costs. In addition to intersection modifications, the workable transportation plan also includes several major road widening projects, such as widening Interstate 75 to eight lanes from State Road 26 (Newberry Road) to State Road 222 (NW 39th Avenue) and widening State Road 222 (NW 39th Avenue) to six lanes from NW 98th Street to NW 83rd Street and from NW 51st Street to U.S. 441 (NW 13th Street). Therefore, the amendment is not anticipated to result in significant adverse impacts to the Regional Road Network as identified in the regional plan.

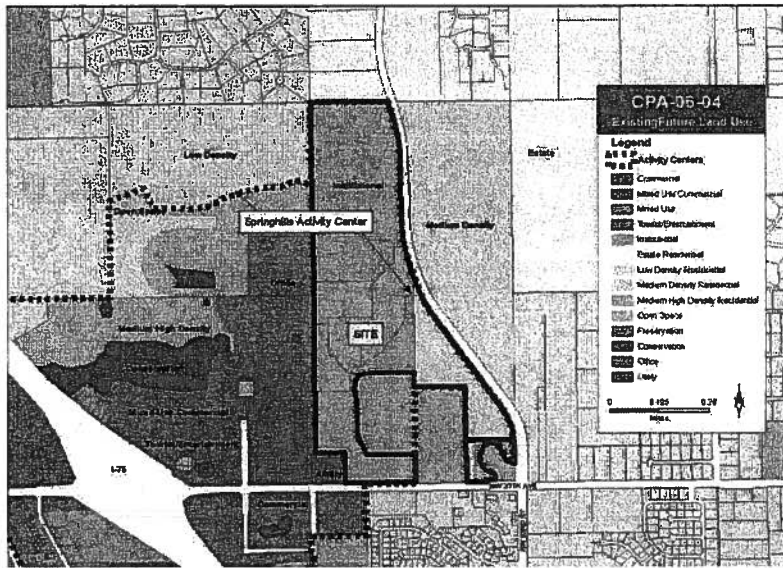
The Council is in the process of analyzing the transportation impacts of the SantaFe Village Development of Regional Impact Substantial Deviation. The final Council transportation impact evaluation for the project will be presented as part of the Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report pursuant to Section 380.06(12), Florida Statutes, which will be presented to the Council at a later date. The Council SantaFe Village Development of Regional Impact Substantial Deviation evaluation report may reach different conclusions for the specific development proposal presented in the Substantial Deviation than for the Comprehensive Plan amendment and may recommend conditions not contained herein.

T:\Marlie\MS10\DR\SantaFe\rpcskmemo.docx

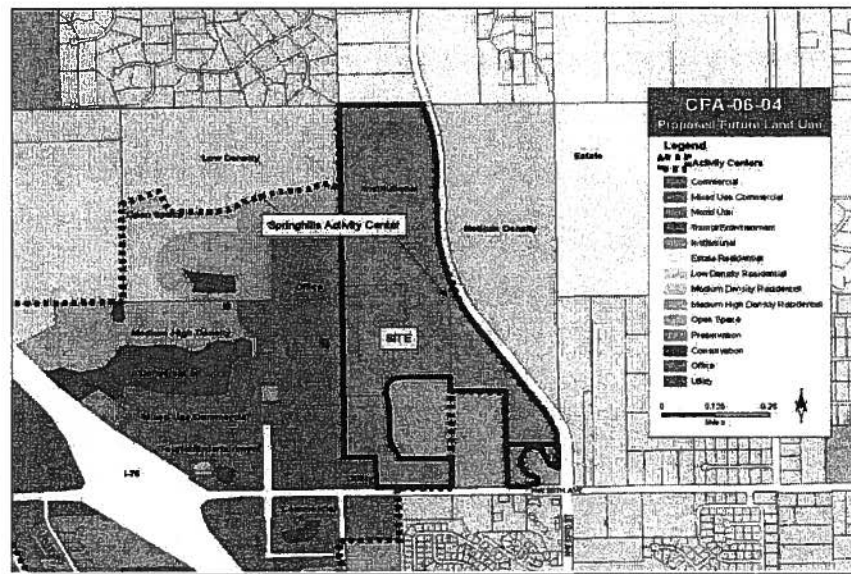
**EXCERPTS FROM  
COUNTY COMPREHENSIVE PLAN AMENDMENT**

Alachua County  
Office of Planning and Development Staff Report: CPA-06-04

**Map A**  
**CURRENT FUTURE LAND USE MAP**



**Map B**  
**PROPOSED FUTURE LAND USE MAP AMENDMENT**





The following language was approved by the Alachua County Board of County Commissioners for transmittal:

Delete existing language contained at paragraph 2.5.1.1.b. of Future Land Use Element Policy 2.5.1, and insert the following:

b. Development within the area (SantaFe Village) designated 'Mixed Use' in the northeast quadrant of the Activity Center (Tax Parcel Numbers 06041-002-002, 06041-002-003, 06041-002-005) shall be a Transit Oriented Development providing a compact, mixed-use (both horizontally and vertically), pedestrian and bicycle friendly community designed with the densities and intensities needed to support transit service, reduce per capita greenhouse gas emissions enabling individuals to live, work, play and shop without the need to rely on a motor vehicle as the only means of mobility. Development shall be allowed through Development Plan approval after the Land Development Regulations are amended to provide standards for Transit Oriented Developments. Until the Land Development Regulations are amended to address Transit Oriented Developments, implementation by way of a phased mixed-use Planned Development is required. Development Plan approval, or Planned Development rezoning if required, shall adhere to the following standards:

1. General Requirements: The SantaFe Village Transit Oriented Development shall include:

- a. A village center and transit supportive area with the necessary densities to support transit services; and
- b. Compact, horizontal and vertical mixed-use development to allow for the internal capture of pedestrian, bicycle and vehicular trips; and
- c. A pedestrian and bicycle friendly environment that encourages walking and bicycling as a primary means of mobility within the development,
- d. 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,
- e. Funding for express transit service as provided in the Capital Improvements Element.
- f. On-street parking and screening of off-street surface parking.

2. Village Center and Transit Supportive Area: The SantaFe Village Transit Oriented Development shall include:

- a. One or more village centers with:
  - (1) a transit station(s) that is safe, comfortable and convenient for its intended users, in close proximity to retail uses and of sufficient size to accommodate persons expected to live, work and shop within the development; and

- (2) a compact, definable vertical and horizontal mixed use, pedestrian and bicycle friendly area served by transit; and
  - (3) multiple destinations and reasons for pedestrians and bicyclist to frequent the area; and
  - (4) community gathering spaces, such as plazas, squares and open spaces designed to attract pedestrians and bicyclists and serve as the focal point of the development, appropriately sized to maintain urban character, pedestrian scale and proportional with the typical block length within the village center; and
  - (5) one or more central point(s) located in a plaza, square, open space or denoted by an architecturally significant feature from which policies related to the measurements of the village center(s) and the transit supportive area(s) are derived; and
  - (6) an area or areas generally limited to 1/8 mile radius in size utilizing a block or radial pattern, measured from the central point; and
  - (7) a primary orientation that is internal to the development; and
  - (8) a minimum residential density of (10) units per acres; and
  - (9) a maximum density of (24) units per acres; and
  - (10) a minimum of fifty (50) percent of the non-residential uses authorized for the entire SantaFe Village Transit Oriented Development.
- b. A transit supportive area, located outside the village center or village centers and within ¼ mile of the central point from which policies related to the measurements of village centers and transit supportive areas are derived, that:
- (1) has a minimum of seven (7) units per acres; and
  - (2) has a maximum density of (24) units per acres; and
- c. A minimum of 10,000 square feet of non-residential use, plus a minimum of 100 square feet and maximum of 400 square feet of non-residential uses for each residential unit within the combined areas of the village center(s) and transit supportive area(s). To encourage infill and redevelopment, the square footage of existing non-residential within the site may either be utilized to meet the minimum non-residential requirement or added to the maximum allowed non-residential square footage.
- d. A minimum of 20% of the non-residential use within the combined areas of the village center(s) and transit supportive area(s) shall be commercial retail.

- e. A minimum of 20% of the non-residential use within the combined areas of the village center(s) and transit supportive area(s) shall be within vertically mixed structures.
- f. To provide for a mixture of non-residential uses at a pedestrian friendly scale, no more than 70% of any block frontage shall be occupied by a single non-residential occupancy.
- g. Non-residential uses shall be phased with the residential component of the development during the Planned Development zoning or Development Plan review process, whichever is applicable, requiring that not less than 50% of each such allowed uses, excluding civic uses, are constructed within each phase before subsequent phases may be approved.
- h. Single occupant retail uses 50,000 square feet or greater shall provide:
  - (1) Separate liner buildings oriented towards a street on at least three (3) sides of the use with the rear of the building either fronting parking or lined by buildings, or
  - (2) Contain a vertical mixture of uses with at least one (1) story above the ground floor, or
  - (3) Multiple floors with a maximum of 50,000 square feet per floor, or
  - (4) Provide parking on top of the building.

3. The SantaFe Village Transit Oriented Development may include:

- a. A mixture of residential, commercial retail, office, financial, institutional, lodging, medical, research and development, clean/green technology, religious and civic uses anywhere within the site.
- b. A range of housing options to provide opportunities for a variety of residents of various ages and income levels to reside within the same community. Single-family detached, single-family attached, multi-family, assisted and independent living facilities are all allowable residential uses. The number of rooms for student oriented housing and lodging or hotel uses may be counted as residential units for the purposes of calculating non-residential square footage allowances. Assisted and independent living facilities may be counted either toward residential or non-residential square footage allowances.
- c. Mixed uses, both horizontal and vertical, shall be allowed and are encouraged within all buildings at any location within the site.
- d. The square footage of civic uses such as places of worship, libraries, schools and live-work studios may be excluded from the calculation of the maximum non-residential requirement provided that these uses are functionally integrated into the development, are located within the transit supportive area, and allow for shared parking during hours of non use.

4. The SantaFe Village Transit Oriented Development shall adhere to the following site design requirements:

- a. Site and building design and scale shall be oriented towards creating a pedestrian, bicycle and transit friendly environment. Architectural and site design techniques shall be used to promote walkable and bikeable communities.
- b. The site layout and orientation of buildings shall create a development that is designed around the pedestrian and bicyclist and creates an environment that promotes walking and bicycling as a primary means of mobility. The following are the primary components of creating a pedestrian and bicycle friendly environment:
  - (1) An interconnected network of pedestrian and bicycle facilities,
  - (2) Shade and protection from the elements,
  - (3) Limited distances between attractors and generators,
  - (4) Vertical and horizontal mixture of uses, and
  - (5) Visual interest through site and building design and orientation.
- c. Building design and placement shall be at a pedestrian scale with primary entrances located at the front of the building oriented towards a public space such as a street, park, plaza or square. Shade shall be provided for pedestrians through means such as covered walkways, terraces, balconies, awnings and street trees. Limited exceptions may be allowed for residential and lodging uses that have a portion of units fronting a parking area located interior to a block.
- d. Buildings shall be oriented to visually define the street edge. Landscaping and street trees shall be utilized to define the street edge along open spaces.
- e. Non-residential uses shall have minimal setbacks from a street right-of-way, so long as adequate space is provided for pedestrian facilities, amenities and street trees. Setbacks may be wider if a courtyard, plaza, public space or seating is provided between the building and the sidewalk. Outdoor seating is encouraged and allowed for non-residential uses.
- f. All residential and non-residential uses shall require architectural design review once standards and procedures for such review are established in the Land Development Regulations (LDR's) providing for:
  - (1) Flexibility in design, allowing for choice and variety in architectural style, building facades with variation in materials, roof lines, window patterns and reliefs.
  - (2) Objective, measurable criteria including size, scale, proportion, and materials.
  - (3) A prohibition of large expanses of solid wall fronting a street.

- (4) Minimum percentages of transparent glass on the façade of buildings.
- (5) The preferred location of above ground utilities, except for life safety, to the rear and side of buildings with above ground utility access, transfer and conveyance points such as panels, boxes, meters, and valves screened from the street and sidewalks through architectural features and/or landscaping.
- (6) Placement of all recycling and trash collection for non-residential, multi-family and single family attached uses, screened and placed at the rear of buildings or within parking facilities.

g. Underground utilities are encouraged to be compressed to minimize ROW width, allow adequate space for street trees and provide for the visual definition of the street.

5. Transportation: The SantaFe Village Transit Oriented Development shall adhere to the following transportation design requirements:

- a. The transportation network shall be designed as a continuous interconnected network of narrow streets, including a pedestrian and bicycle circulation system, designed to calm traffic speeds and encourage walking and bicycling throughout the development, provide connectivity, and functionally and physically integrate the various uses within and beyond the neighborhood to reduce the distances of travel between uses and promote the internal capture of trips, reduce impact on external roadways, and promote transit use.
- b. The street network shall be designed to create smaller block lengths.
- c. Perimeter block lengths shall not exceed 1,300 linear feet within the village center, 1,600 linear feet within the transit supportive area outside of the village center, and 2,000 linear feet outside the transit supportive area.
- d. Perimeter blocks lengths with parking provided in the interior of the block shall not exceed 2,000 linear feet in the village center, 2,300 linear feet within the transit supportive area outside of the village center, and 2,700 linear feet outside the transit supportive area.
- e. Perimeter block lengths may be extended an additional 700 linear feet so long as parking is provided interior to the block, and a safe, convenient, landscaped pedestrian and bicycle path consistent with block lengths in subparagraph d. above is provided
- f. Perimeter block lengths may be extended up to 3,000 linear feet where a multi-level parking structure or single occupant retail use greater than 25,000 square feet are located, so long as parking is provided interior to the block, and a safe, convenient, landscaped pedestrian and bicycle path consistent with block lengths in subparagraph d. above is provided.

- g. The length of environmental, physical, topographic and property boundary constraints are allowed to be used to meet perimeter block length requirements.
- h. Interconnectivity for vehicles, pedestrians and bicyclists shall be provided between uses. Access may be limited for independent / assisted living facilities in order to provide for the safety and security of residents.
- i. Street design standards shall address narrow pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for roads, alleys and lanes. Standards shall promote walking and biking, ensure pedestrian and bicyclists safety, and allow for emergency and transit access. Urban green streets and Low Impact Development (LID) techniques are allowed and encouraged.
- j. Cross-access for vehicles, pedestrians and bicyclists shall be provided to adjacent developed and undeveloped land. Exceptions may be made for environmental, topographical, or physical constraints.
- k. The street network shall include a pedestrian and bicycle circulation system that interconnects all uses, including parks, plaza, squares and open spaces.
- l. The streetscape within the village center shall where appropriate, require street furniture, planters, location maps, signage, trash receptacles and pedestrian level lighting along streets. The streetscape shall be compatible with regards to sidewalk materials, streetlights, cross-walks, signage, benches, and pedestrian amenities.
- m. Pedestrian facilities shall be provided on both sides of all streets within the right-of-way. The width of pedestrian facilities shall increase as densities and intensities increase. The widest pedestrian facilities shall be provided adjacent to non-residential and mixed-use buildings. Streets providing access to single-family detached units shall have the option of providing a multi-use path parallel to the streets in-lieu of sidewalks consistent with provisions in the Transportation Mobility Element.
- n. One-way streets are allowed with reduced right-of-way widths.
- o. Street trees shall be provided along all streets.
- p. The Applicant shall be responsible for the dedication of right-of-way and the design, engineering and construction of a roadway corridor and a multi-use bicycle and pedestrian path that connects the existing county right-of-way on the eastern property boundary to the western property boundary in an alignment to be determined during the PD zoning process if required, or during the Development Plan review.
- q. The Applicant shall be responsible for the dedication of right-of-way and the design, engineering and construction of dedicated transit lanes that connects the existing county right-of-way on the eastern property boundary to the western property boundary in an alignment to be determined during the PD zoning process if required, or during the Development Plan review. The dedicated transit

lanes shall be within or contiguous to the village center(s). A multi-lane roadway in-lieu of dedicated transit lanes may be provided within the transit supportive and village center area if required -by the Board of County Commissioners or the developer can demonstrate that future transit headways of 10 minutes can be maintained and feature either block lengths that average 300 feet or less or include fixed guide-way rail lines. Regional Transit System (RTS) shall be a reviewing entity along with the County and FDOT along State roadways.

- r. The Applicant shall provide a park and ride facility within or adjacent to the in close proximity to the transit station. Park and ride facilities shall be designed for shared evening and weekend use by the development. Park and rides shall be designed in accordance with block, street tree and pedestrian facility requirements of this Element and are encouraged to be screened by liner buildings. Regional Transit System (RTS) shall be a reviewing entity along with the County and FDOT along State roadways.
  
- s. The following off-site transportation improvements and services are required:
  - (1) The applicant shall be responsible for the design and construction of a roadway and dedicated transit lanes that connects the existing northern terminus of NW 83rd Street at NW 39th Avenue to an appropriate connection point on the eastern property boundary of the SantaFe Village site. The applicant shall also be responsible for off-site intersection turn lanes at NW 83<sup>rd</sup> Street and NW 39<sup>th</sup> Avenue if determined during the Planned Development zoning or Development Plan review process, whichever is applicable, to be warranted for operational and safety reasons. This requirement shall not be interpreted to require improvements needed to maintain the applicable adopted roadway level of service standard.
  
  - (2) The applicant shall also be responsible for off-site intersection turn lanes at NW 91<sup>st</sup> Street and NW 39<sup>th</sup> Avenue if determined during the Planned Development zoning or Development Plan review process, whichever is applicable, to be warranted for operational and safety reasons. This requirement shall not be interpreted to require improvements needed to maintain the applicable adopted roadway level of service standard.
  
  - (3) The applicant, as required by Alachua County, shall design, engineer and construct a local two (2) lane roadway with bike lanes and a multi-use path within County owned right-of-way that connects Millhopper Road with an internal roadway(s) along the northern portion of the SantaFe Village site. The roadway shall be designed in an environmentally friendly manner with and traffic calming and low impact development features. A round-a-bout or turn lanes and signalization shall be provided at the intersection with Millhopper Road provided the applicable warrants or justification can be met. The Applicant shall demonstrate via the internal street network that the roadway will provide for connectivity and not through vehicular movements.

- (4) The applicant shall design, engineer and construct a multi-use path along the eastern property boundary within or adjacent to county-owned right-of-way from NW 39<sup>th</sup> Avenue to Millhopper Road. The multi-use path shall connect to the existing multi-use path on NW 83rd Street south of NW 39<sup>th</sup> Avenue.
- (5) The Applicant must comply with the requirements for Projects that Promote Public Transportation contained in Transportation Mobility Element Policies 1.2.10 – 1.2.13. In furtherance of this requirement the site must be served with public transit with 15-minute peak hour headways and 25-minute headways or frequencies during the non-peak hours with said service connecting from SantFe Village, through Santa Fe College and the Oaks Mall. The transit service with the headways identified above shall extend to the University of Florida as contributions from other developments, Santa Fe College and additional funding sources become available.
- (6) Dedicated transit lanes connecting NW 39<sup>th</sup> Avenue to NW 23<sup>rd</sup> Avenue shall be constructed by the developer of SantaFe Village, using existing county owned right-of-way, or areas within the Santa Fe College campus if allowed by the College and acceptable to the County, and said dedicated transit lanes shall connect with dedicated or shared transit lanes that are required to be constructed within Santa Fe Village.
- (7) Funding for capital and operating costs for the required transit route shall be assured, in part, through establishment of a Community Development District (CDD) or other appropriate funding mechanism on the parcels covered by this Policy. The CDD, or other appropriate funding mechanism, shall be established in conjunction with approval of the implementing Planned Development if required, or approval of the first Development Plan. A developer's agreement shall be entered between the County and developer of the site prior to approval of an implementing PD, if required, or Development Plan, addressing details of the development phasing schedule and the level of the funding commitments of the CDD, or other appropriate funding mechanism, to the required transit. The funding for transit operations shall be assured for fifteen years. The annual contribution shall be indexed for inflation.

6. Stormwater Management: The SantaFe Village Transit Oriented Development shall adhere to the following transportation design requirements:

Surface stormwater management facilities shall be designed to provide physical and visual amenity value to the Activity Center. Such facilities should be designed, where practicable and appropriate to the urban context, to provide useable open space designed to resemble natural areas. Low impact development methods shall be used where feasible and appropriate recognizing that not all LID techniques are appropriate for highly urbanized areas. The Applicant shall demonstrate rezoning to PD, if required,



or at Development Plan review if rezoning is not required, that a responsible entity (e.g., community development district, developer and/or owner's association) will permanently provide for proper maintenance of the LID functional landscape. Hydrologic functions of storage, infiltration, and ground water recharge, plus discharge volume and frequency shall be maintained by integrated and distributed micro-scale stormwater retention and detention areas, by the reduction of impervious surfaces, and by the lengthening of flow paths and runoff time. LID strategies include, but are not limited to, the preservation/protection of environmentally sensitive site features such as uplands, wetlands, wetland buffers and flood plains. Such practices may include, but are not limited to:

- (1) Development that adheres to the principles of "New Urbanism" or "Traditional Neighborhood Development".
- (2) Clustering of development.
- (3) Bioretention areas or 'rain gardens.'
- (4) Vegetated swales
- (5) Permeable pavements
- (6) Redirecting rooftop runoff to functional landscape areas, rain barrels, cisterns, vaults and treatment train facilities.
- (7) Narrowing street widths to the minimum width required to support traffic, on-street parking where appropriate, and emergency vehicle access.
- (8) Elimination of curb and gutter where appropriate.
- (9) Minimization of impervious surfaces through use of shared driveways and parking lots, or consolidation of parking in multi-level structures.
- (10) Reduction in impervious driveways through reduced building setbacks.
- (11) Reduction in street paving by providing reduced street frontages for lots.
- (12) Permanent educational programs to ensure that future owners and residents of the site have an opportunity to fully understand the purpose, function, and maintenance of each LID component.
- (13) Limitations on the amount of turf allowed within the site and standards for implementation of best management practices for such turf, including minimum fertilizer applications.
- (14) Reuse of stormwater.

- (15) Use of "Florida Friendly" plant species and preferably native species for landscaping.
- (16) Use of low-volume irrigation technologies and soil moisture sensors if potable water supply is used for irrigation.

7. Parking: The SantaFe Village Transit Oriented Development shall adhere to the following parking design requirements:

- a. To promote a walkable, urban scale environment, off-street parking shall be significantly limited and designed in such a manner as to not be visible from the street. Parking areas shall be designed to minimize intrusiveness through the following techniques:
  - (1) Innovative solutions to reduce parking requirements, decoupling parking from residential uses, provision of shared parking to serve multiple uses and alternative paving materials are allowed. Parking maximums and innovative solutions to address parking shall be applicable when established in the Land Development Regulations. Reduced landscaped requirements may be allowed for off-street parking provided interior to blocks.
  - (2) On-street parking is allowed throughout the development. On-street parking is required on the majority of streets within the transit supportive area. Angled on-street parking shall be accessed via a drive aisle separated from through traffic by a landscaped median on roadways with a projected AADT greater than 5,000 trips.
  - (3) Off-street parking, except for ingress and egress, shall be located to the rear of buildings and shall be screened from streets and sidewalks, via liner buildings. Densely landscaped, pedestrian friendly squares and plazas may be allowed between liner buildings. A dense landscaped buffer with a multi-use pedestrian and bicycle facility may be utilized along one side of the off-street parking. Off-street parking adjacent to open space or an environmental, topographical, physical or property boundary constraint may be lined by either buildings or a dense landscaped buffer with a multi-use pedestrian and bicycle facility.
  - (4) Off-street parking shall clearly delineate routes for pedestrians and bicycles through parking areas to accommodate safe and convenient pedestrian and bicycle circulation between uses and create a park-once environment.
  - (5) Vehicular use areas, other than off-street parking, shall be located along the side and rear of a building. Limited exceptions may be allowed for loading areas within drive aisles provided as part of on-street parking separated from through traffic by a median.

- (6) Single-family and townhome garages shall be located at the rear or side of the building. Exceptions shall be allowed to address environmental, topographical, physical or property boundary constraints.
- (7) A single transitional off-street parking area may be allowed. The perimeter block length shall not exceed the perimeter block length requirements of subparagraphs 5.d through f. above. Sidewalks and street trees shall be provided along the entire perimeter block length. Plans shall be submitted demonstrating the liner buildings to be provided at a future date along with justification why the additional parking is needed and why it cannot be provided elsewhere.
- (8) Single occupant retail uses along NW 39<sup>th</sup> Avenue that are greater than 25,000 square feet per floor may have parking in front of buildings so long as all surface parking and the side and rear of the building are screened from adjacent streets by liner buildings. The rear of the building for single occupant retail uses between 25,000 and 50,000 square feet per floor may front a street so long as a functional entrance is provided and the architecture of the building provides a pedestrian friendly environment and complies with all design requirements for buildings fronting a street.
- b. If at rezoning to Planned Development or Development Plan review, whichever is required, the entire SantaFe Village Transit Oriented Development is projected to produce more than 2,000 cumulative peak hour trips, 50% of all required parking within the Village Center(s) shall be provided via parking structures and/or on-street parking.
- c. Non-residential uses shall be provided on the exterior of the 1<sup>st</sup> floor of any parking structure fronting a street, except for parking structures surrounded by liner buildings.

TABLE 4: Transportation  
FY 2010/2011 – 2016/2017

Project	10/11	11/12	12/13	13/14	14/15	15/16	16/17	Funding Source
1 SantaFe Village TOD Transit Operations				200,000	250,000	300,000	350,000*	CDD
SantaFe Village Dedicated Transit Lanes from NW 39 <sup>th</sup> Avenue to NW				2,700,00	2,700,000	2,700,000		CDD

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23<sup>rd</sup> Avenue

SantaFe Village Dedicated Transit Lanes north from NW 39 <sup>th</sup> Avenue through to NW 91 <sup>st</sup> Street	1,000,000	1,000,000	<u>CDD</u>
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SantaFe Village Greenway to Millhopper Road		180,000	CDD
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<u>SantaFe Village</u> <u>83<sup>rd</sup> Street local</u> <u>road extension</u>		<u>2,927,352</u>	<u>CDD</u>
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\* The annual contribution shall continue at the \$350,000 plus cost of living adjustments from 2017 through 2028.