

1 ALACHUA COUNTY
2 BOARD OF COUNTY COMMISSIONERS

3
4 ORDINANCE 10-
5

6 AN ORDINANCE OF THE BOARD OF COUNTY
7 COMMISSIONERS OF ALACHUA COUNTY, FLORIDA,
8 AMENDING THE ALACHUA COUNTY COMPREHENSIVE PLAN:
9 2001-2020, AS AMENDED, BY AMENDING THE FUTURE LAND
10 USE MAP ON TAX PARCELS 06041-000-000, 06041-002-001,
11 06041-002-002, 06041-002-003, 06041-002-005, 06041-003-001,
12 06041-004-000, AND 06041-007-000 ON APPROXIMATELY
13 158.562 ACRES FROM MEDIUM DENSITY RESIDENTIAL AND
14 INSTITUTIONAL TO MIXED-USE LAND USE; BY EXPANDING
15 THE BOUNDARY OF THE SPRINGHILLS ACTIVITY CENTER TO
16 INCLUDE PARCELS 06041-000-000 AND 06041-007-000; BY
17 AMENDING TEXT OF THE FUTURE LAND USE ELEMENT BY
18 REPLACING THE TEXT OF POLICY 2.5.1.1.B WITH POLICIES
19 THAT REQUIRE DEVELOPMENT AS A TRANSIT ORIENTED
20 DEVELOPMENT; BY AMENDING THE CAPITAL
21 IMPROVEMENTS ELEMENT BY ADDING TABLE 4; PROVIDING
22 FOR THE ORDINANCE TO BE LIBERALLY CONSTRUED;
23 PROVIDING A REPEALING CLAUSE; PROVIDING FOR
24 SEVERABILITY, PROVIDING AN EFFECTIVE DATE.
25

26
27 WHEREAS, Section 163.3184(15)(a), Florida Statutes, requires that
28 any amendment to the Comprehensive Plan or any element or portion thereof be
29 made by ordinance; and,
30

31 WHEREAS, the Local Government Comprehensive Planning and Land
32 Development Regulation Act (Section 163.3161, et. seq.) Florida Statutes and
33 Chapter 9J-5, Florida Administrative Code, require that each local government
34 prepare and adopt a comprehensive land use plan; and
35

36 WHEREAS, the Board of County Commissioners of Alachua County,
37 Florida, wishes to make a large-scale amendment to the Future Land Use Element

1 policies, the Future Land Use Map 2020, and the Capital Improvements Element of
2 Alachua County Comprehensive Plan: 2001-2020 (CPA-06-04) and,

3
4 WHEREAS, this amendment is directly related to the Substantial Deviation request for
5 the SantaFe Village DRI, therefore, in accordance with Section 380.06(6)(b), F.S., this
6 amendment is exempt from the twice per calendar year limitation on the adoption of
7 comprehensive plan amendments.

8
9 WHEREAS, a duly advertised public hearing was conducted on
10 December 16, 2009 after 5:00 p.m., by the Alachua County Planning Commission
11 acting as the Local Planning Agency (LPA), and the LPA provided its recommendation
12 to the Board of County Commissioners; and,

13
14 WHEREAS, the Board of County Commissioners considered the
15 recommendations of the LPA at a duly advertised public hearing held on May 11, 2010
16 after 5:00 p.m., and approved this plan amendment for transmittal to the Florida
17 Department of Community Affairs (DCA); the amendment was transmitted on May 13,
18 2010; and,

19
20 WHEREAS, the Florida Department of Community Affairs (DCA)
21 completed its review of the proposed Comprehensive Plan amendment and provided no
22 objections and recommendations or comments on CPA-06-04 in its Objections,
23 Recommendations and Comments (ORC) Report dated July 8, 2010; and,

24

1
2 WHEREAS, the Board of County Commissioners found CPA-06-04 to be
3 in compliance with Chapter 163, Part II of the Florida Statutes and Ch 9J-5, of the
4 Florida Administrative Code; and,

5
6 WHEREAS, at the September 14, 2010 public hearing, continued until
7 September 21, 2010, continued until September 28, 2010 the Board of County
8 Commissioners provided for and received public participation and adopted the
9 amendment, as embodied in Sections 1 and 2 below; and,

10
11 NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY
12 COMMISSIONERS OF ALACHUA COUNTY:

13
14 **SECTION 1. Text Amendments.** That the Alachua County
15 Comprehensive Plan: 2001-2020, Future Land Use Element Policy is amended by
16 amending Policy 2.5.1.1.b, and Capital Improvements Element Policy 1.2.4. F. 3 is
17 hereby amended by adding Table 4, as shown on Attachment "A" (text) attached and
18 incorporated herein as a part thereof.

19
20
21 **SECTION 2. Map Amendment.** That the Alachua County Future Land
22 Use Map: 2020 of the Alachua County Comprehensive Plan, is hereby amended to
23 change the future land use designation on approximately 158.562 acres including parcel
24 numbers 06041-000-000, 06041-002-001, 06041-002-002, 06041-002-003, 06041-002-

1 005, 06041-003-001, 06041-004-000, and 06041-007-000 from Medium Density
2 Residential and Institutional to Mixed Use Land Use and to expand the boundary of the
3 Springhills Activity Center by 30.542 acres to include parcel numbers 06041-000-000
4 and 06041-007-000, as shown on Attachment "B", (maps) attached and incorporated
5 herein as a part thereof.

6
7 **SECTION 3. Ordinance to be Liberally Construed.** This ordinance shall
8 be liberally construed in order to effectively carry out the purposes hereof which are
9 deemed to be in the best interest of the public health, safety and welfare of the citizens
10 and residents of Alachua County, Florida.

11
12 **SECTION 4. Repealing Clause.** All ordinances or parts of ordinances in
13 conflict herewith are, to the extent of the conflict, hereby repealed.

14
15 **SECTION 5. Severability.** It is the declared intent of the Board of County
16 Commissioners that, if any section, sentence, clause, phrase or provision of this
17 ordinance is held invalid or unconstitutional by a court of competent jurisdiction, such
18 invalidity or unconstitutionality shall not be so construed as to render invalid or
19 unconstitutional the remaining provisions of this ordinance and the remainder of this
20 ordinance after the exclusion of such part or parts shall be deemed to be valid.

21
22 **SECTION 6. Effective Date.** The effective date of these plan amendments
23 shall be the date a final order is issued by the Department of Community Affairs or
24 Administration Commission finding the adopted amendments to be in compliance in

1 accordance with s. 163.3184(9) or (10), Fla. Stat. No development orders, development
2 permits, or land uses dependent on these amendments may be issued or commence
3 before it has become effective. If a final order of non-compliance is issued by the
4 Administration Commission, these amendments may nevertheless be made effective
5 upon the adoption of a resolution affirming their effective status and the receipt of
6 written notice from the Florida Department of Community Affairs, Division of Resource
7 Planning and Management, Plan Processing Team, that it has received a copy of the
8 resolution.

9
10

Duly adopted in regular session, this 28th day of September, A.D., 2010.

BOARD OF COUNTY COMMISSIONERS
OF ALACHUA COUNTY, FLORIDA

By: _____
Cynthia Moore Chestnut, Chair
Board of County Commissioners

ATTEST:

J. K. "Buddy" Irby, Clerk

(SEAL)

DEPARTMENT APPROVAL
AS TO CORRECTNESS:



Steven Jacobus
Director of Growth Management
or Designee

APPROVED AS TO FORM:

Alachua County Attorney

ATTACHMENT 'A'

Future Land Use Element Text Amendments (CPA-06-04)

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. Parcel number 06041-003-000 shall permit a medical campus including "HM" type uses. 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. Development Plan approval 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

- 1 (4) community gathering spaces, such as plazas, squares and open spaces
2 designed to attract pedestrians and bicyclists and serve as the focal point of the
3 development, appropriately sized to maintain urban character, pedestrian scale
4 and proportional with the typical block length within the village center; and

- 5 (5) one or more central point(s) located in a plaza, square, open space or denoted
6 by an architecturally significant feature from which policies related to the
7 measurements of the village center(s) and the transit supportive area(s) are
8 derived; and

- 9 (6) an area or areas generally limited to 1/8 mile radius in size utilizing a block or
0 radial pattern, measured from the central point; and

- 1 (7) a primary orientation that is internal to the development; and

- 2 (8) a minimum residential density of (10) units per acres; and

- 3 (9) a maximum density of (24) units per acres; and

- 4 (10) a minimum of fifty (50) percent of the non-residential uses authorized for the
5 entire SantaFe Village Transit Oriented Development.

- 6 b. A transit supportive area, located outside the village center or village centers and within ¼ mile
7 of the central point from which policies related to the measurements of village centers and
8 transit supportive areas are derived, that:
 - 9 (1) has a minimum of seven (7) units per acres; and
 - 0 (2) has a maximum density of (24) units per acres; and

- 1 c. A minimum of 10,000 square feet of non-residential use, plus a minimum of 100 square feet and
2 maximum of 400 square feet of non-residential uses for each residential unit within the
3 combined areas of the village center(s) and transit supportive area(s). To encourage infill and
4 redevelopment, the square footage of existing non-residential within the site may either be
5 utilized to meet the minimum non-residential requirement or added to the maximum allowed
6 non-residential square footage.

- 7 d. A minimum of 20% of the non-residential use within the combined areas of the village center(s)
8 and transit supportive area(s) shall be commercial retail.

- 9 e. A minimum of 20% of the non-residential use within the combined areas of the village center(s)
0 and transit supportive area(s) shall be within vertically mixed structures.

- 1 f. To provide for a mixture of non-residential uses at a pedestrian friendly scale, no more than
2 70% of any block frontage shall be occupied by a single non-residential occupancy.

- 3 g. Non-residential uses shall be phased with the residential component of the development during
4 the Development Plan review process requiring that not less than 50% of each such allowed
5 uses, excluding civic uses, are constructed within each phase before subsequent phases may
6 be approved.

- 7 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 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

1 (5) Visual interest through site and building design and orientation.

- 2 c. Building design and placement shall be at a pedestrian scale with primary entrances located at
3 the front of the building oriented towards a public space such as a street, park, plaza or square.
4 Shade shall be provided for pedestrians through means such as covered walkways, terraces,
5 balconies, awnings and street trees. Limited exceptions may be allowed for residential and
6 lodging uses that have a portion of units fronting a parking area located interior to a block.
- 7 d. Buildings shall be oriented to visually define the street edge. Landscaping and street trees shall
8 be utilized to define the street edge along open spaces.
- 9 e. Non-residential uses shall have minimal setbacks from a street right-of-way, so long as
0 adequate space is provided for pedestrian facilities, amenities and street trees. Setbacks may
1 be wider if a courtyard, plaza, public space or seating is provided between the building and the
2 sidewalk. Outdoor seating is encouraged and allowed for non-residential uses.
- 3 f. All residential and non-residential uses shall require architectural design review once standards
4 and procedures for such review are established in the Land Development Regulations (LDR's)
5 providing for:
- 6 (1) Flexibility in design, allowing for choice and variety in architectural style, building
7 facades with variation in materials, roof lines, window patterns and reliefs.
- 8 (2) Objective, measurable criteria including size, scale, proportion, and materials.
- 9 (3) A prohibition of large expanses of solid wall fronting a street.
- 0 (4) Minimum percentages of transparent glass on the façade of buildings.
- 1 (5) The preferred location of above ground utilities, except for life safety, to the rear
2 and side of buildings with above ground utility access, transfer and conveyance
3 points such as panels, boxes, meters, and valves screened from the street and
4 sidewalks through architectural features and/or landscaping.
- 5 (6) Placement of all recycling and trash collection for non-residential, multi-family
6 and single family attached uses, screened and placed at the rear of buildings or
7 within parking facilities.
- 8 g. Underground utilities are encouraged to be compressed to minimize ROW width, allow
9 adequate space for street trees and provide for the visual definition of the street.

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

- 2 a. The transportation network shall be designed as a continuous interconnected network of narrow
3 streets, including a pedestrian and bicycle circulation system, designed to calm traffic speeds
4 and encourage walking and bicycling throughout the development, provide connectivity, and
5 functionally and physically integrate the various uses within and beyond the neighborhood to
6 reduce the distances of travel between uses and promote the internal capture of trips, reduce
7 impact on external roadways, and promote transit use.
- 8 b. The street network shall be designed to create smaller block lengths.

- 1 c. Perimeter block lengths shall not exceed 1,300 linear feet within the village center, 1,600 linear
2 feet within the transit supportive area outside of the village center, and 2,000 linear feet outside
3 the transit supportive area.
- 4 d. Perimeter blocks lengths with parking provided in the interior of the block shall not exceed 2,000
5 linear feet in the village center, 2,300 linear feet within the transit supportive area outside of the
6 village center, and 2,700 linear feet outside the transit supportive area.
- 7 e. Perimeter block lengths may be extended an additional 700 linear feet so long as parking is
8 provided interior to the block, and a safe, convenient, landscaped, mid-block pedestrian and
9 bicycle path consistent with block lengths in subparagraph d. above is provided.
- 0 f. Perimeter block lengths may be extended up to 3,000 linear feet where a multi-level parking
1 structure or single occupant retail use greater than 25,000 square feet are located, so long as
2 parking is provided interior to the block, and a safe, convenient, landscaped pedestrian and
3 bicycle path consistent with block lengths in subparagraph d. above is provided.
- 4 g. The length of environmental, physical, topographic and property boundary constraints are
5 allowed to be used to meet perimeter block length requirements.
- 6 h. Interconnectivity for vehicles, pedestrians and bicyclists shall be provided between uses.
7 Access may be limited for independent / assisted living facilities in order to provide for the safety
8 and security of residents.
- 9 i. Street design standards shall address narrow pavement and right-of-way widths, turning radii,
0 on-street parking, and other design criteria for roads, alleys and lanes. Standards shall promote
1 walking and biking, ensure pedestrian and bicyclists safety, and allow for emergency and transit
2 access. Urban green streets and Low Impact Development (LID) techniques are allowed and
3 encouraged.
- 4 j. Cross-access for vehicles, pedestrians and bicyclists shall be provided to adjacent developed
5 and undeveloped land. Exceptions may be made for environmental, topographical, or physical
6 constraints.
- 7 k. The street network shall include a pedestrian and bicycle circulation system that interconnects
8 all uses, including parks, plaza, squares and open spaces.
- 9 l. The streetscape within the village center shall where appropriate, require street furniture,
0 planters, location maps, signage, trash receptacles and pedestrian level lighting along streets.
1 The streetscape shall be compatible with regards to sidewalk materials, streetlights, cross-
2 walks, signage, benches, and pedestrian amenities.
- 3 m. Pedestrian facilities shall be provided on both sides of all streets within the right-of-way. The
4 width of pedestrian facilities shall increase as densities and intensities increase. The widest
5 pedestrian facilities shall be provided adjacent to non-residential and mixed-use buildings.
6 Streets providing access to single-family detached units shall have the option of providing a
7 multi-use path parallel to the streets in-lieu of sidewalks consistent with provisions in the
8 Transportation Mobility Element.
- 9 n. One-way streets are allowed with reduced right-of-way widths.
- 0 o. Street trees shall be provided along all streets.

1 p. The Applicant shall be responsible for the dedication of right-of-way and the design, engineering
2 and construction of a roadway corridor and a multi-use bicycle and pedestrian path that
3 connects the existing county right-of-way on the eastern property boundary to the western
4 property boundary in an alignment to be determined during the Development Plan review
5 process.

6 q. The Applicant shall be responsible for the dedication of right-of-way and the design, engineering
7 and construction of dedicated transit lanes that connects the existing county right-of-way on the
8 eastern property boundary to the western property boundary in an alignment to be determined
9 during the Development Plan review process. The dedicated transit lanes shall be within or
0 contiguous to the village center(s). A multi-lane roadway in-lieu of dedicated transit lanes may
1 be provided within the transit supportive and village center area if required -by the Board of
2 County Commissioners or the developer can demonstrate that future transit headways of 10
3 minutes can be maintained and feature either block lengths that average 300 feet or less or
4 include fixed guide-way rail lines. Regional Transit System (RTS) shall be a reviewing entity
5 along with the County and FDOT along State roadways.

6 r. The Applicant shall provide a park and ride facility within close proximity to, or adjacent to, the
7 transit station. Park and ride facilities shall be designed for shared evening and weekend use by
8 the development. Park and rides shall be designed in accordance with block, street tree and
9 pedestrian facility requirements of this Element and are encouraged to be screened by liner
0 buildings. Regional Transit System (RTS) shall be a reviewing entity along with the County and
1 FDOT along State roadways.

2 s. The following off-site transportation improvements and services are required:

3 (1) The applicant shall be responsible for the design and construction of a roadway
4 and dedicated transit lanes that connects the existing northern terminus of NW
5 83rd Street at NW 39th Avenue to an appropriate connection point on the eastern
6 property boundary of the SantaFe Village site. The applicant shall also be
7 responsible for off-site intersection turn lanes at NW 83rd Street and NW 39th
8 Avenue if determined during the Development Plan review process to be
9 warranted for operational and safety reasons. This requirement shall not be
0 interpreted to require improvements needed to maintain the applicable adopted
1 roadway level of service standard.

2 (2) The applicant shall also be responsible for off-site intersection turn lanes at NW
3 91st Street and NW 39th Avenue if determined during the Development Plan
4 review process to be warranted for operational and safety reasons. This
5 requirement shall not be interpreted to require improvements needed to maintain
6 the applicable adopted roadway level of service standard.

7 (3) The applicant, as required by Alachua County, shall design, engineer and
8 construct a local two (2) lane roadway with bike lanes and a multi-use path within
9 County owned right-of-way that connects Millhopper Road with an internal
0 roadway(s) along the northern portion of the SantaFe Village site. The roadway
1 shall be designed in an environmentally friendly manner with and traffic calming
2 and low impact development features. A round-a-bout or turn lanes and
3 signalization shall be provided at the intersection with Millhopper Road provided
4 the applicable warrants or justification can be met. The Applicant shall
5 demonstrate via the internal street network that the roadway will provide for
6 connectivity and not through vehicular movements.

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

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

3 Surface stormwater management facilities shall be designed to provide physical and visual amenity
4 value to the Activity Center. Such facilities should be designed, where practicable and appropriate to
5 the urban context, to provide useable open space designed to resemble natural areas. Low impact
6 development methods shall be used where feasible and appropriate recognizing that not all LID
7 techniques are appropriate for highly urbanized areas. The Applicant shall demonstrate at Development
8 Plan review that a responsible entity (e.g., community development district, developer and/or owner's
9 association) will permanently provide for proper maintenance of the LID functional landscape.
0 Hydrologic functions of storage, infiltration, and ground water recharge, plus discharge volume and
1 frequency shall be maintained by integrated and distributed micro-scale stormwater retention and
2 detention areas, by the reduction of impervious surfaces, and by the lengthening of flow paths and
3 runoff time. LID strategies include, but are not limited to, the preservation/protection of environmentally
4 sensitive site features such as uplands, wetlands, wetland buffers and flood plains. Such practices may
5 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. Reduced landscaped requirements may be allowed for off-street parking provided interior to blocks.

- 1 (2) On-street parking is allowed throughout the development. On-street parking is
2 required on the majority of streets within the transit supportive area. Angled on-
3 street parking shall be accessed via a drive aisle separated from through traffic
4 by a landscaped median on roadways with a projected AADT greater than 5,000
5 trips.
- 6 (3) Off-street parking, except for ingress and egress, shall be located to the rear of
7 buildings and shall be screened from streets and sidewalks, via liner buildings.
8 Densely landscaped, pedestrian friendly squares and plazas may be allowed
9 between liner buildings. A dense landscaped buffer with a multi-use pedestrian
0 and bicycle facility may be utilized along one side of the off-street parking. Off-
1 street parking adjacent to open space or an environmental, topographical,
2 physical or property boundary constraint may be lined by either buildings or a
3 dense landscaped buffer with a multi-use pedestrian and bicycle facility.
- 4 (4) Off-street parking shall clearly delineate routes for pedestrians and bicycles
5 through parking areas to accommodate safe and convenient pedestrian and
6 bicycle circulation between uses and create a park-once environment.
- 7 (5) Vehicular use areas, other than off-street parking, shall be located along the side
8 and rear of a building. Limited exceptions may be allowed for loading areas
9 within drive aisles provided as part of on-street parking separated from through
0 traffic by a median.
- 1 (6) Single-family and townhome garages shall be located at the rear or side of the
2 building. Exceptions shall be allowed to address environmental, topographical,
3 physical or property boundary constraints.
- 4 (7) A single transitional off-street parking area may be allowed. The perimeter block
5 length shall not exceed the perimeter block length requirements of
6 subparagraphs 5.d through f. above. Sidewalks and street trees shall be provided
7 along the entire perimeter block length. Plans shall be submitted demonstrating
8 the liner buildings to be provided at a future date along with justification why the
9 additional parking is needed and why it cannot be provided elsewhere.
- 0 (8) Single occupant retail uses along NW 39th Avenue that are greater than 25,000
1 square feet per floor may have parking in front of buildings so long as all surface
2 parking and the side and rear of the building are screened from adjacent streets
3 by liner buildings. The rear of the building for single occupant retail uses
4 between 25,000 and 50,000 square feet per floor may front a street so long as a
5 functional entrance is provided and the architecture of the building provides a
6 pedestrian friendly environment and complies with all design requirements for
7 buildings fronting a street.

- 8 b. If at Development Plan review the entire SantaFe Village Transit Oriented Development is
9 projected to produce more than 2,000 cumulative peak hour trips, 50% of all required parking
0 within the Village Center(s) shall be provided via parking structures and on-street parking.
- 1 c. Non-residential uses shall be provided on the exterior of the 1st floor of any parking structure
2 fronting a street, except for parking structures surrounded by liner buildings.
- 3

Attachment A

1
2 Alachua County Comprehensive Plan, Capital Improvement Element
3 Table 4: Transportation
4 FY 2010/2011-2017-2018

Project	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	Funding Source
SantaFe Village TOD Transit Operations					200,000	250,000	300,000	350,000*	CDD**
SantaFe Village Transit Lanes from NW 39 th Avenue to NW 23 rd Avenue						2,700,000	2,700,000	2,700,000	CDD**
SantaFe Village Dedicated Transit Lanes north From NW 39 th Avenue through to NW 91 st Street						1,000,000	1,000,000		CDD**
SantaFe Village Greenway to Millhopper Road							180,000		CDD**
SantaFe Village 83 rd Street local road extension								2,927,352	CDD**

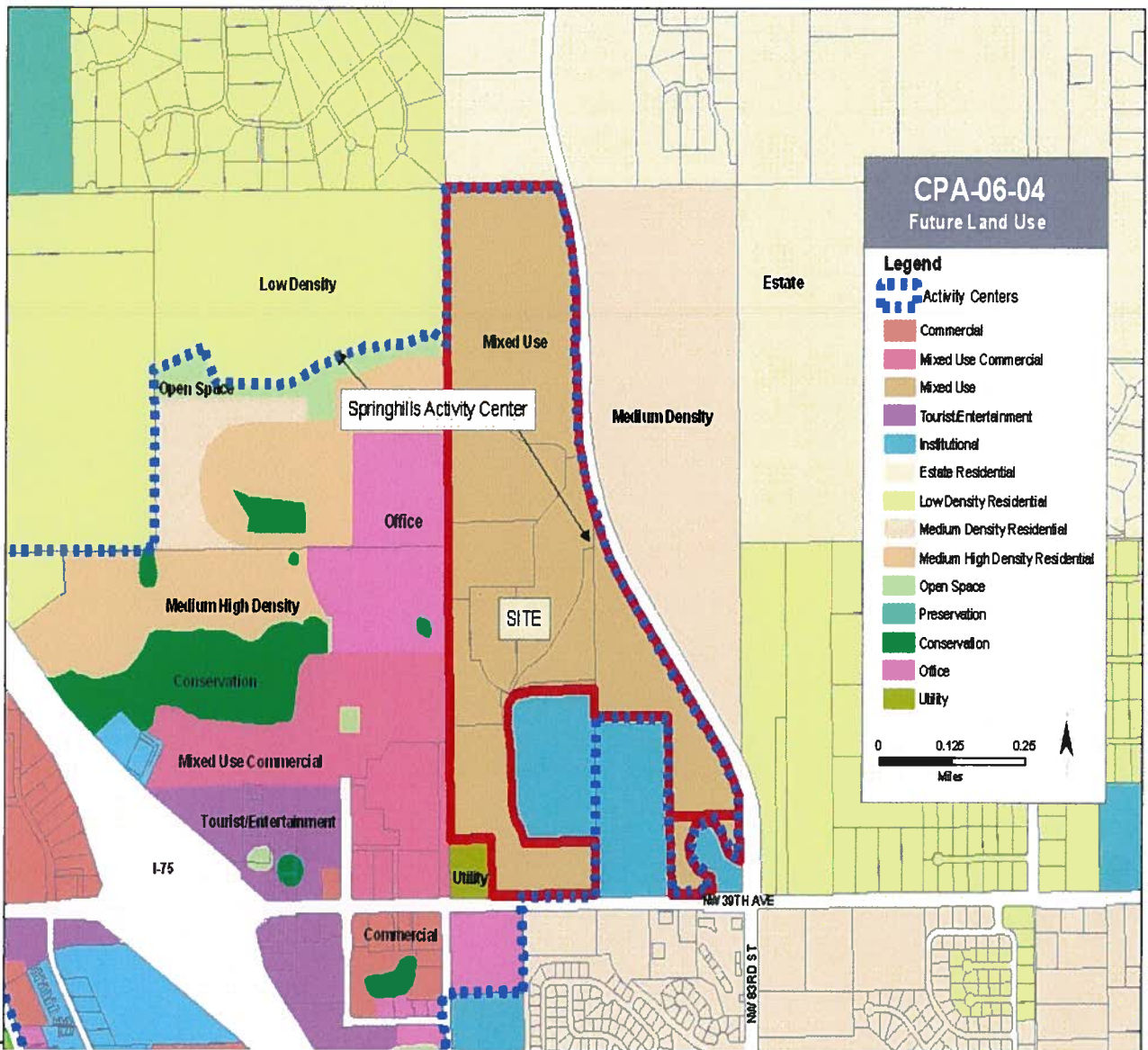
* The annual contribution shall continue at the \$350,000 plus cost of living adjustments through FY28/29

** CDD or other developer funded mechanism

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ATTACHMENT 'B'

Future Land Use Element Map Amendment (CPA-06-04) CPA Ordinance



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