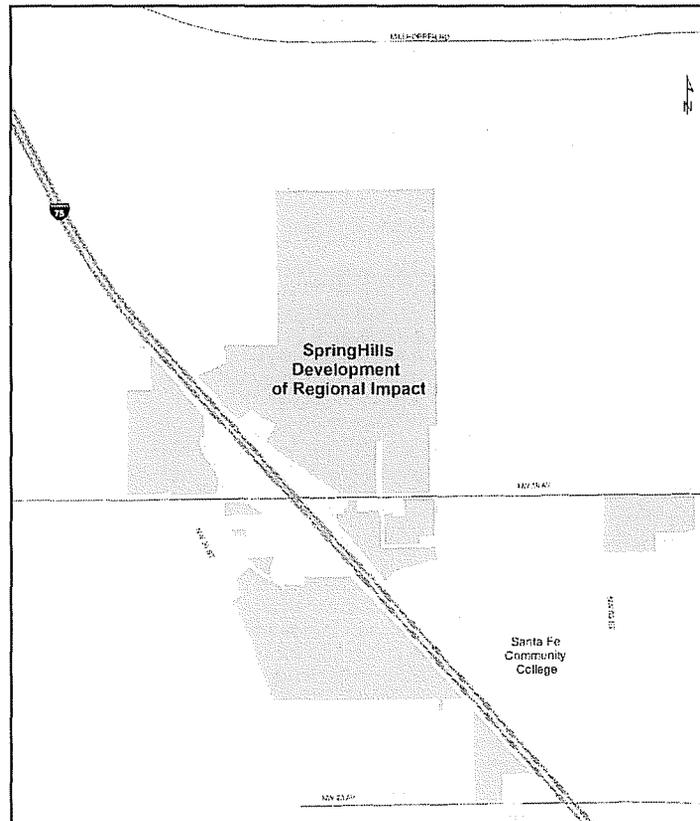


**SPRINGHILLS  
DEVELOPMENT OF REGIONAL IMPACT  
SUBSTANTIAL DEVIATION EVALUATION**



Prepared for the

Alachua County Board of County Commissioners

by the

North Central Florida Regional Planning Council

2009 NW 67<sup>th</sup> Place, Suite A

Gainesville, FL 32653

(352) 955-2200

July 27, 2006

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## **EXECUTIVE SUMMARY**

The Florida Environmental Land and Water Act of 1972 charges regional planning agencies with the responsibility of reviewing proposed developments which, because of their "character, magnitude, or location" might have a substantial effect on the health, safety or welfare of citizens of more than one county.

In accordance with this mandate, the following report presents the analysis, conclusions and recommendations of the North Central Florida Regional Planning Council concerning changes to the SpringHills Development of Regional Impact (DRI) located adjacent to the Interstate Highway 75/State Road 222 interchange within Alachua County, Florida.

As described in the Substantial Deviation Application for Development Approval (ADA), the proposed project is a substantial deviation to an existing Development of Regional Impact (DRI) reviewed by the Council on May 27, 1999. The proposed substantial deviation increases retail commercial floor area, warehousing floor area, and residential dwelling units and reduces the number of hotel rooms and office floor area.

This report is based largely on information supplied by the Applicant as presented in the Substantial Deviation ADA (August, 2003) and additional material supplied by the Applicant as a result of sufficiency review. Supplemental information was obtained through on-site inspection and through contact with officials of state and local agencies. In accordance with state law, the comments and recommendations from other agencies have been considered in this evaluation and are included in Appendix G.

This report is intended to provide potentially affected local governments with an assessment of regional impacts that are likely to result should the development be allowed as proposed in the Substantial Deviation ADA and recommend, where appropriate, modifications and/or stipulations to the proposal which might preclude the potential or alleviate the effect of any adverse regional impacts identified.

This report, including the proposed recommended conditions, was adopted as the regional planning agency recommendation to the Alachua County Board of County Commissioners by the North Central Florida Regional Planning Council at its regularly scheduled meeting held July 27, 2006.

The SpringHills DRI Substantial Deviation proposes to allow the construction of 1,555,500 square feet of retail commercial, 125,000 square feet of office, 460,000 square feet of warehouse/distribution, 625 hotel rooms, and 2,288 residential dwelling units on approximately 596.36 acres at the intersection of Interstate Highway 75 and State Road 22.

## CONCLUSIONS

- 1) The project will have a positive impact on employment opportunities and the tax base of the region.
- 2) With the exception of the regional transportation network, the project will not create an undue strain on the public facilities of the region.
- 3) The project will produce significant adverse impacts on the regional transportation network. The SpringHills DRI Substantial Deviation does not have a workable transportation plan - defined as all regional roadways and intersections operating at the adopted level of service standard. Even after evaluating four tiers of additional modifications, the traffic impacts of the SpringHills DRI Substantial Deviation cause three regional intersections on State Road 222 to operate below the adopted level of service standard in the Year 2013.
- 4) The project will create a significant adverse affordable housing impact for 206 dwelling units affordable to various salary income ranges within the very low-income income class. The Applicant can mitigate the significant affordable housing impact in accordance with Rule 9J-2.048(8), FAC, by making a one-time payment of \$5,939,429 to an appropriate affordable housing trust fund selected by the Alachua County Board of County Commissioners for purposes of mitigating the significant affordable housing impact prior to the Initiation of Phase II of the project.
- 5) The project's impacts on water quality and listed species cannot be determined at this time. Adverse impacts to water quality, both surface and subsurface, as well as listed species can be mitigated by including Conditions contained in the Recommendations section of this report.
- 6) The project will not produce significant adverse impacts to wetlands, soils, floodplains, or historical and archaeological resources of the region.

# I

## APPLICATION INFORMATION

**Applicants:** Pennsylvania Real Estate Investment Trust Services, Inc.  
The Bellevue  
200 South Broad Street  
Philadelphia, PA 19102

**Authorized Agent:** Douglas Grayson  
PREIT Services, LLC  
The Bellevue  
200 South Broad Street  
Philadelphia, PA 19102

**Name of Project:** SpringHills Development of Regional Impact  
Substantial Deviation

**Date, Time and Place  
of Public Hearing:** August 31, 2006, 5:00 p.m.  
John R. (Jack) Durrance Auditorium, 2nd Floor, Rm 209  
Alachua County Administration Building  
Gainesville, Florida

As described in the Substantial Deviation ADA, the proposed project is a substantial deviation to the existing Development of Regional Impact (DRI) reviewed by the Council on May 27, 1999. The original DRI provided for the construction of 1,971 dwelling units, 495,000 square feet of office floor area, 801,342 square feet of retail commercial floor area, 459,471 square feet of warehouse and/or industrial floor area, and 748 hotel rooms situated on approximately 601 acres. The project was approved for a 23-year construction period aggregated into four project phases, with project completion targeted for the year 2020.

The proposed substantial deviation will allow an additional 754,158 square feet of retail commercial floor area, an additional 529 square feet of warehouse floor area, an additional 317 residential dwelling units, a decrease of 123 hotel rooms, and a decrease of 370,000 square feet of office floor area. A location map and master development plan map are shown in Illustrations I and II, respectively.

The SpringHills DRI Substantial Deviation, upon completion, will consist of 516 single family residential dwelling units 1,772 multi-family dwelling units, 125,000 square feet of office floor area, 1,555,500 square feet of retail commercial floor area, 460,000 square feet of warehouse and/or industrial floor area, and 625 hotel rooms. The Substantial Deviation ADA states that the project will contain 3 acres of park, 86 acres of open space, and 10 acres of wetlands. The project incorporates a pedestrian/bikeway network connecting residential, shopping, and leisure areas. An additional 30 acres of the project site will be devoted to transportation rights-of-way.

The size of the project site is reduced from approximately 601 acres to approximately 596.36 acres. The reduction in project size is due to the correction of errors found in the original legal descriptions and does not represent a meaningful change to the geographic area of the project site. The current project site, changes proposed by the substantial deviation, and net change, are described in Table 1, below.

**TABLE 1  
LAND USE INTENSITY OF USE AND ACREAGE COMPARISON BETWEEN  
THE EXISTING APPROVED SPRINGHILLS DRI AND THE PROPOSED SUBSTANTIAL DEVIATION**

Land Use	Approved DRI		Proposed Substantial Deviation		Difference	
	Intensity *	Acres	Intensity *	Acres	Intensity <sup>1</sup>	Acres
Hotel	748	23	625	20	(123)	(3)
Office	495,000	52	125,000	22	(370,000)	(30)
Open Space	n/a	59	n/a	86		27
Park	n/a	3	n/a	3		0
Residential	1,971	240	2,288	188	317	(52)
Retail	801,342	125	1,555,500	178	754,158	53
Right-of-Way	n/a	30	n/a	30		0
Warehouse/ Distribution	459,471	59	460,000	59	529	0
Wetlands	n/a	10	n/a	10		0
Total	-	601	-	596		(5)

<sup>1</sup>Intensity = intensity of development by land use. For Office, Retail, and Warehouse/Distribution, intensity refers to square feet of building floor area; for Hotel, intensity refers to number of hotel rooms; for Residential, intensity refers to number of dwelling units.

<sup>2</sup>The 59 acres classified as Warehouse/distribution are classified as Industrial in the Applicant’s proposed amendments to the SpringHills DRI local government development order.

Note: The 3,000 square foot Visitor Center identified in the Land Uses by Quadrant Table of the existing development order is classified as Office for purposes of this table.

**TABLE 2**

**LAND USE INTENSITY OF USE\* AND ACREAGE COMPARISON BY PHASE BETWEEN  
THE EXISTING APPROVED SPRINGHILLS DRI AND THE PROPOSED SUBSTANTIAL DEVIATION**

Land Use	Phase I Existing		Phase I Pending		Phase II		Total	
	Intensity*	Acres	Intensity*	Acres	Intensity*	Acres	Intensity*	Acres
Hotel	150	4.92	0	0.00	475	15.08	625	20
Office	0	0.00	23,000	3.00	102,000	18.33	125,000	21
Open Space	-	-	-	-	-	84.56	0	85
Park	-	-	-	-	-	3.00	0	3
Residential	0	0.00	0	0.00	2,288	172.27	2,288	172
Retail	81,386	11.42	36,114	5.00	1,438,000	141.75	1,555,500	158
Right-of-Way	-	-	-	-	-	68.69	0	69
Warehouse/ Distribution	19,850	2.25	150	0.00	440,000	55.50	460,000	58
Wetlands	-	-	-	-	-	10.59	0	11
Total	-	18.59	-	8.00	-	569.77	-	596

\*Intensity = intensity of development by land use. For Office, Retail, and Warehouse/Distribution, intensity refers to square feet of building floor area; for Hotel, intensity refers to number of hotel rooms; for Residential, intensity refers to number of dwelling units.

Source: Table 10.1.3, SpringHills Substantial Deviation Application for Development Approval, Second Sufficiency Review Response, February 2004.

**TABLE 3**

**INTENSITY OF USE\* COMPARISON BETWEEN THE EXISTING APPROVED SPRINGHILLS DRI  
AND THE PROPOSED SUBSTANTIAL DEVIATION  
BY QUADRANT**

Land Use	Northeast Quadrant			Southeast Quadrant			Southwest Quadrant			Northwest Quadrant		
	Approved DRI	Proposed Sub Dev	Difference	Approved DRI	Proposed Sub Dev	Difference	Approved DRI	Proposed Sub Dev	Difference	Approved DRI	Proposed Sub Dev	Difference
Hotel	150	0	(150)	150	150	0	0	0	0	448	475	27
Office	236,043	0	(236,043)	120,000	15,000	(105,000)	98,957	70,000	(28,957)	40,000	40,000	0
Residential, Multi-family	1,306	1,100	(206)	148	0	(148)	0	672	672	0	0	0
Residential, Single Family	79	240	161	221	220	(1)	217	56	(161)	0	0	0
Retail	609,221	1,335,000	725,779	68,500	160,000	91,500	5,500	7,000	1,500	118,121	53,500	(64,621)
Warehouse/Distribution	0	0	0	0	0	0	459,471	460,000	529	0	0	0

\*Intensity = intensity of development by land use. For Office, Retail, and Warehouse/Distribution, intensity refers to square feet of building floor area; for Hotel, intensity refers to number of hotel rooms; for Residential, intensity refers to number of dwelling units.

The proposed substantial deviation reduces the number of project phases from four to two, with Phase I consisting of the previously-approved and the largely-completed Phase I development. Phase I is proposed to have an end date of December 31, 2004. Phase II consists of all other development proposed for the project site by this substantial deviation. The construction period for Phase II is ten years. The currently approved local government development order calls for project completion in year 2020. The Substantial Deviation ADA indicates the construction period of the project will end ten years after initiation of Phase II. The transportation analysis submitted by the Applicant indicates the year 2013 as the end of construction. Other portions of the Substantial Deviation ADA indicate the year 2014 as the project completion date. The proposed amendments to the local government development order call for a year 2020 project completion date, essentially the same period of time as the currently approved development order.<sup>1</sup>

As indicated in Table 3, above, the project area is divided into four quadrants with each quadrant described relative to the intersection of Interstate Highway 75 and State Road 222. The current local government development order also regulates uses, intensity of use, and timing of development by quadrant. The proposed substantial deviation will change the development, by quadrant. The northwest quadrant will consist primarily of commercial, office, and hotel uses. The southwest quadrant will consist of warehouse/industrial and office uses, single-family and multi-family residential dwelling units, and commercial uses. The southeast quadrant will consist of office, retail commercial, as well as single- and multi-family residential uses.

The currently approved DRI authorizes the development of a multi-use/traditional neighborhood component to the project, but does not clearly define a separately configured multi-use area. Instead, the various uses are included in the aggregated “Retail” and “Office” categories. The proposed substantial deviation provides for the development of a specific Multi-use area within the Northeast quadrant as shown on Illustration II, Master Development Plan. The Substantial Deviation ADA anticipates the proposed Multi-use area to be comprised of approximately 380,000 square feet of retail, office/institutional, and public/civic uses, as well as approximately 300 multi-family residential dwelling units and is identified as Retail in Table 3. However, the Substantial Deviation ADA states that the Multi-use area will allow flexibility in the various combinations of retail commercial, Office/Institutional and Public/Civic uses at the following ratios: Retail commercial, 85% maximum; Office/Institutional, 10% minimum, 30% maximum; and Public/Civic, 2.5% minimum, 5% maximum. The various maximums and minimums by land use for the Multi-use Area are contained in Table 4, below.

---

<sup>1</sup>See Sections 6 and 7 of the Applicant’s proposed amended local government development order, as contained in SpringHills Substantial Deviation Application for Development Approval, Second Sufficiency Review Response, February 2004.

**TABLE 4**

**MULTI-USE AREA DEVELOPMENT PROGRAM INTENSITY LIMITATIONS**

Land Use	Development Program	
	Minimum	Maximum
Retail	247,000 SF	323,000 SF
Office/Institutional	38,000 SF	114,000 SF
Public/Civic	9,500 SF	19,000 SF
Multi-Family	255 Units	345 Units

SF = square feet  
Units = dwelling units

Source: Table 10.1.4, SpringHills Substantial Deviation Application for Development Approval, Second Sufficiency Review Response, February 2004.

In addition to the southeast quadrant Multi-use Area, the substantial deviation proposes separate Land Use Trip Equivalency Matrices for each quadrant. The purpose of the matrices is to provide the Applicant with flexibility to modify land uses within the project site in order to react to changing market conditions without the necessity to undertake the Substantial Deviation/Notice of Proposed Change processes contained in Chapter 380.06(19), Florida Statutes (F.S.), and Rule 9J-2.025(11), Florida Administrative Code (FAC). The intent of the equivalency matrices is to assure that any such exchange of uses results in no net change to external vehicle trips generated by each quadrant. The Substantial Deviation ADA limits the degree of change to the substantial deviation criteria contained in Chapter 380.06(19)(d), F.S. The Substantial Deviation ADA also proposes that the exchange of uses within the Multi-use area may occur only if, after filing a request to exchange uses with the County, that the County approves the exchange. A copy of the Land Use Trip Equivalency Matrices is included in Appendix F.

Table 5 portrays existing land uses on the project site. Although much of Phase I has been constructed the site largely remains in agricultural and forested lands. Table 6 identifies project site acreage by future land use as proposed by the substantial deviation.

**TABLE 5****EXISTING LAND USE  
(as described by vegetation cover)**

FLUCFCS <sup>a</sup> CODE	FLUCFCS <sup>a</sup> CATEGORY	ACREAGE	PERCENT OF TOTAL
111	Single Family Residential	5.09	0.85
142	Wholesale Sales & Services	2.25	0.38
145	Hotel	4.92	0.83
147	Commercial	16.42	2.75
214	Row Crops	230.64	38.67
262	Silage Pit	0.51	0.09
310	Herbaceous	1.85	0.31
425	Temperate Hardwood	61.66	10.34
427	Live Oak	29.05	4.87
434	Hardwood - Conifer Mixed	62.54	10.49
438	Mixed Hardwoods	91.88	15.41
511	Stormwater Retention	10.79	1.81
525	Waterbody less than 5 Acres	3.11	0.52
618	Shrub Wetland	0.67	0.11
631	Mixed Wetland Forest	5.04	0.85
653	Intermittent Ponds	1.54	0.26
741	Rural Land in Transition	68.40	11.47
	Total	596.36	100.00

Source: Table 10.1.1, SpringHills Substantial Deviation Application for Development Approval, Second Sufficiency Review Response, February 2004.

<sup>a</sup>Florida Land Use Cover and Forms Classification System

**TABLE 6****FUTURE LAND USE**

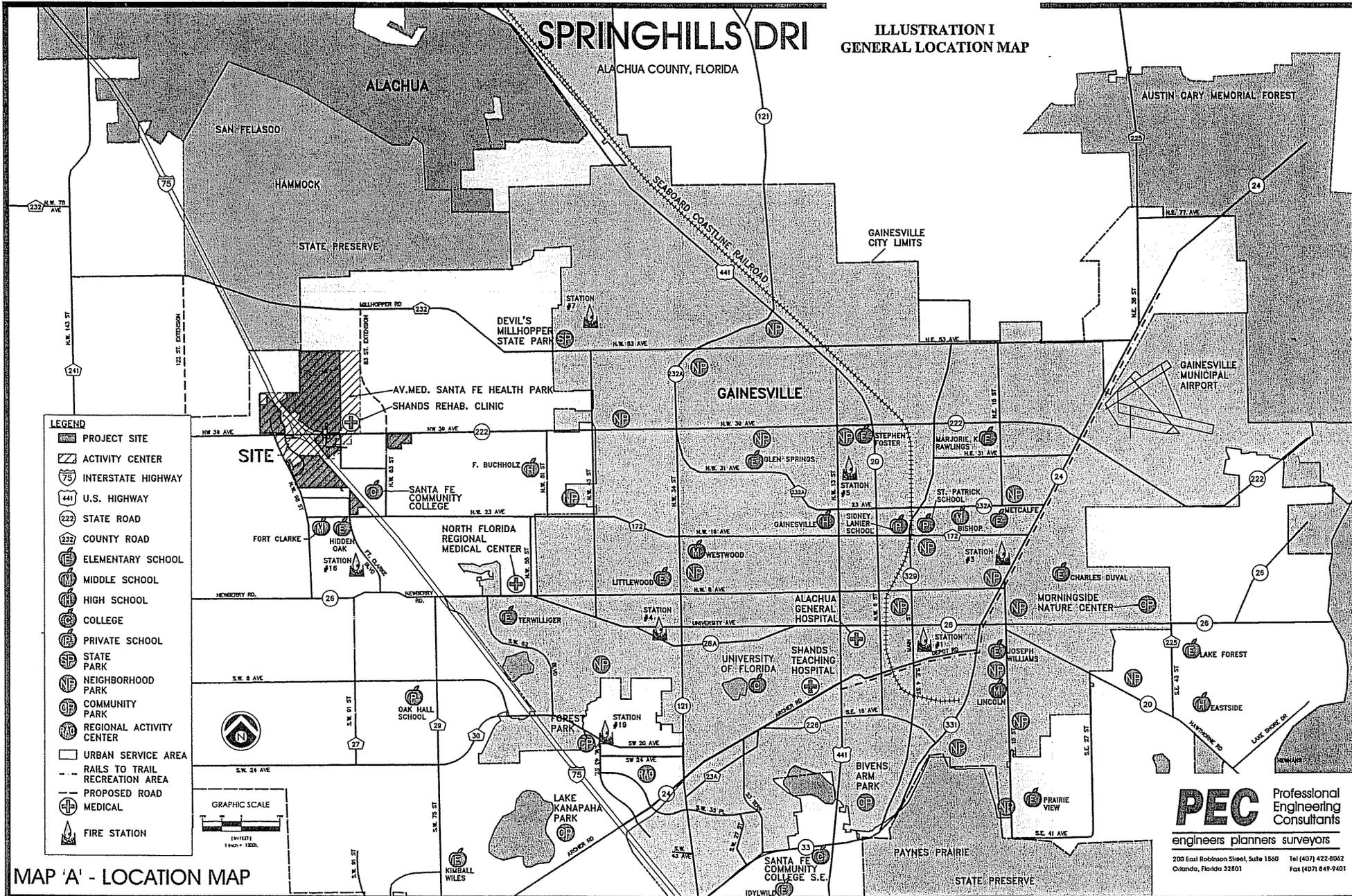
FLUFCFS <sup>a</sup> CODE	FLUFCFS <sup>a</sup> CATEGORY	ACREAGE	PERCENT OF TOTAL
111, 120, 133, 134	Residential	188	31.5
147	Commercial	178	29.9
140	Office	22	3.7
142	Warehouse/Distribution	59	9.9
145	Hotel	20	3.4
186	Park	3	0.5
425, 434, 438, 741	Open Space	86	14.4
525, 631	Wetlands	10	1.7
814	Right-of-Way	30	5.0
	Total	596	100.0

Source: Table 10.1.2, SpringHills Substantial Deviation Application for Development Approval, Second Sufficiency Review Response, February 2004.

<sup>a</sup>Florida Land Use Cover and Forms Classification System

# SPRINGHILLS DRI

## ILLUSTRATION I GENERAL LOCATION MAP



- LEGEND**
- PROJECT SITE
  - ACTIVITY CENTER
  - INTERSTATE HIGHWAY
  - U.S. HIGHWAY
  - STATE ROAD
  - COUNTY ROAD
  - ELEMENTARY SCHOOL
  - MIDDLE SCHOOL
  - HIGH SCHOOL
  - COLLEGE
  - PRIVATE SCHOOL
  - STATE PARK
  - NEIGHBORHOOD PARK
  - COMMUNITY PARK
  - REGIONAL ACTIVITY CENTER
  - URBAN SERVICE AREA
  - RAILS TO TRAIL RECREATION AREA
  - PROPOSED ROAD
  - MEDICAL
  - FIRE STATION

MAP 'A' - LOCATION MAP

**PEC** Professional  
Engineers  
Consultants

engineers planners surveyors

200 East Robinson Street, Suite 1500 Tel (407) 422-8052  
Orlando, Florida 32801 Fax (407) 849-9401

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## II

### APPLICANT COMMITMENTS

The currently-approved local government development order for the existing DRI identifies a number of Applicant commitments. Rule 9J-2.025(3), FAC, requires DRI development to submit biannual reports to identify the status of the project with regards to compliance with the conditions contained in the local government development order as well as any commitments made by the Applicant in the Substantial Deviation ADA which have been identified by the County, the regional planning council, and the Florida Department of Community Affairs as being significant. The Applicant-proposed amendments to the local government development order delete all of the existing Applicant commitments and add the following commitments:

- (1) The Applicant will develop the project as described in the Application.
- (2) Wastewater service will be provided to all building improvements within the project boundary via connection to centralized secondary wastewater treatment system facilities owned and operated by Gainesville Regional Utilities (GRU).
- (3) Potable water service will be provided to all building improvements within the project boundary via connection to centralized water distribution facilities owned and operated by Gainesville Regional Utilities (GRU).
- (4) The project stormwater management system shall be designed and constructed pursuant to the rules and regulations of the St. Johns River Water Management District (SJRWMD) and Alachua County. Master stormwater management facilities serving the project shall be operated and maintained by an owners association and/or by a separate stormwater utility.
- (5) The development of individual parcels within the project shall conform to the Alachua County Development Code and the SpringHills Design Control Guidelines dated April 2000, which were adopted as an ordinance, unless otherwise amended and approved by Alachua County.
- (6) Preserved jurisdictional wetlands and project open space areas shall be owned and maintained by a non-public entity.
- (7) Park areas shall be owned and maintained by a non-public entity.
- (8) A non-public entity will be established that will have operation and maintenance responsibilities for the common areas.

- (9) Wetland areas W-1 through W-3, W-5 through W-7, W-9 through W-11 and W-13 through W-15 as mapped on Map F of the Application shall be preserved and protected unless otherwise not required by SJRWMD and Alachua County. Conservation easements shall be established and upland buffers shall be provided on the perimeter of the preserved wetlands, as required by SJRWMD and Alachua County rules and regulations.
- (10) Prior to and during construction, best management practices for erosion and sediment control measures shall be implemented and maintained as required by SJRWMD and Alachua County.
- (11) Compensating storage for required roadway fill within the existing flood prone area associated with construction of the proposed NW 98th Street extension through the Northwest Quadrant will be provided by excavation of adjacent contiguous property areas. Proposed water and/or sewer utility improvements located within the portion of the NW 98th Street extension encroaching into the designated 100-year flood prone area will be constructed to be water tight according to state and local regulations.

In addition to these commitments, Council review of the Substantial Deviation ADA identifies the following Applicant Commitments:

- (12) Water quality treatment will be provided in accordance with the design standards established by the SJRWMD for online dry retention storage and/or offline treatment prior to discharging to wetland storage areas (ADA Substantial Deviation, Vol.1, pg 19.2, August 2003).
- (13) Fugitive dust emissions created by the construction phase of the project will be mitigated by the contractor by employing approved dust control measures to minimize wind erosion and particulate air pollution. Such measures include grassing or mulching cleared areas that are awaiting building activities, covering open-top haul trucks during transit, and maintaining internal haul roads. Open burning of wastes will be handled in accordance with Rule 62-256, FAC (ADA Substantial Deviation, Vol.1, pg 22.1, August 2003).
- (14) As indicated in the Transportation Methodology Document (Appendix 21-1), the Owner/Applicant has committed the funding for the proposed NW 98<sup>th</sup> Street Extension (NW 39<sup>th</sup> Avenue to NW 83<sup>rd</sup> Street Extension) and the NW 83<sup>rd</sup> Street Extension (NW 39<sup>th</sup> Avenue to Millhopper Road). As part of NW 98<sup>th</sup> Street Extension, SpringHills will construct a bridge over Interstate 75 that could accommodate four (4) lanes, however will be initially striped out as two (2) lanes. The NW 83<sup>rd</sup> Street Extension and the NW 98<sup>th</sup> Street Extension, shall be constructed by SpringHills within three (3) years of the initiation of the next phase of

development, which is considered to be at the time of issuance of the first building permit for the next phase. The Applicant shall provide financial assurances in the form of a surety bond, performance bond, escrow agreement, letter of credit or other form of collateral to be approved by Alachua County (ADA Substantial Deviation Second Sufficiency Review Response Question 21 Update- Transportation Considerations for the SpringHills DRI Substantial Deviation Application for Development Approval February 2004, Volume 2, February 9, 2004, page 21.11).

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### III

## RECOMMENDATIONS

### SUMMARY OF POSITIVE AND NEGATIVE IMPACTS

Population - SpringHills (including direct, indirect, and induced impacts) will be responsible for a regionwide population increase of 14,776 at buildout, of which 12,578 persons are anticipated to reside in Alachua County. In addition, the project will increase the school-aged population regionwide by an estimated 1,903 at project completion, 1,550 of whom will reside in Alachua County.

The Economy - The DRI is expected to create approximately 4,489 permanent full-time and part-time jobs on the project site at project completion which will produce roughly \$96.2 million per year in salaries. Furthermore, the project is estimated to create an additional 3,785 permanent full-time and part-time jobs throughout the region at project buildout as a result of indirect and induced impacts, producing approximately \$99.9 million in annual salaries.

Local Government Finances - The direct, indirect, and induced impacts of the project are projected to result in a net (revenues minus expenditures) positive impact on Alachua County's annual operating finances of approximately \$4.2 million one year after project completion. The indirect and induced impacts of the project are projected to result in a net positive impact of \$1.7 million on annual operating finances of the City of Gainesville. The Alachua County School Board annual operating budget is projected to net \$1.5 million one year after project completion. The net positive impacts reported herein for the two local governments and the School Board excludes capital outlays.

Wastewater - Although the project site is located within an Area of High Aquifer Recharge Potential to the Floridan Aquifer, a Natural Resource of Regional Significance as identified in the North Central Florida Strategic Regional Policy Plan, significant adverse impacts to ground or surfacewaters caused by wastewater generated by the project are not expected to occur as the Applicant will utilize the centralized wastewater system to serve the development.

Stormwater Management - Significant adverse regional impacts to ground or surfacewaters are not expected to occur provided the Applicant complies with the Surfacewater Management Rules of the St. Johns River Water Management District and the water quality monitoring condition listed below. Adverse local impacts could occur if the owners association responsible for maintaining the master drainage management facilities is inadequately established and/or funded.

Education - The project, along with its indirect and induced impacts, is anticipated to generate enough students within Alachua County to fill an additional 28 elementary school classrooms, 12 middle school classrooms, and 14 high school classrooms one year after completion of the project. The remainder of the region is anticipated to need an additional 8 elementary school classrooms, 4 middle school classrooms, and 4 high school classrooms one year after project completion.

Recreation and Open Space - Adverse impacts on the recreation and open space resources of the region are not anticipated as a result of this project. Adverse local impacts may occur as: 1) the SpringHills DRI Substantial Deviation has not demonstrated that the county will, after project development, maintain a minimum of 3.00 acres of County-owned parks and/or recreation lands per 1,000 persons as called for by Alachua County Comprehensive Plan Recreation and Open Space Policy 1.1.2; and. 2) the County does not own park lands around the project site which meet the minimum recreation site classification system guidelines of the Alachua County Comprehensive Plan Recreation and Open Space Element.

Health Care - Significant impacts to regional health care facilities are not anticipated as a result of the project. Local impacts created by the direct, indirect, and induced impacts of the project may require Alachua County to add one part-time Advanced Life Support Unit to maintain current levels of service.

Police and Fire Protection - Adverse impacts to regional police and fire protection facilities are not anticipated provided the project meets the minimum requirements of the County's adopted codes and regulations. Local impacts created by the project will require Alachua County to add 10 additional sworn officers by project completion in order to maintain the current ratio of sworn officers to unincorporated area residents. Local impacts created by the project will also require a new emergency services station initially housing one engine company by the year 2000, and an additional fire suppression resource during Phase II to be located either in or near the project site in order to adequately service the project.

Transportation - The project will significantly adversely impact the regional road network serving the northwest section of the Gainesville urbanized area. These impacts can be addressed by adhering to the transportation conditions and recommendation listed immediately following this section.

Housing - The project will generate a significant affordable housing demand for 206 very low-income households. The significant affordable housing impact can be mitigated provided the housing condition listed below is included in the local government development order.

Vegetation and Wildlife - Adverse impacts to listed species and their habitats are not anticipated provided the vegetation and wildlife conditions listed below are included in the local government development order.

Water - Surfacewater runoff from the project site will be directed to natural depressions on-site where it will dissipate through infiltration and evaporation. This could adversely impact the Floridan Aquifer. Potential adverse impacts to the Floridan Aquifer or Areas of High Aquifer Recharge Potential to the Floridan Aquifer would best be addressed by including the water quality monitoring condition listed in the following section.

## **RECOMMENDED CONDITIONS AND OTHER DEVELOPMENT ORDER RECOMMENDATIONS**

### **CONDITIONS**

The North Central Florida Regional Planning Council recommends that the SpringHills Development of Regional Impact Substantial Deviation be approved as proposed in the Substantial Deviation ADA [which, together with the Application for Development Approval Appendices, dated December, 1997; the First Request for Additional Information dated April, 1998; the Second Request for Additional Information dated July, 1998; written correspondence from Cecelia Bonifay, Esquire, attorney for the Applicant, to Charles Justice, Executive Director of the North Central Florida Regional Planning Council, dated July 22, 1998; written correspondence from Jason L. Canin of Charles Wayne Consulting to Steven Dopp, Senior Planner with the North Central Florida Regional Planning Council, dated March 8, 1998; the Revised Transportation Impacts Analysis for SpringHills Development of Regional Impact, dated April 2, 1999, as amended by "Addendum to April 2, 1999, SpringHills Transportation Impacts Analysis" dated April 23, 1999; a Traffic Analysis Study for SpringHills Shopping Center, Burger King and Sonny's Restaurants dated November, 1998; written correspondence from Ronald P. Manley of Canin Associates to Charles Justice, dated April 2, 1999, the Notification fo Proposed Change, dated March 2003, the Substantial Deviation Application for Development Approval and its appendices, dated August 2003, the Substantial Deviation First Sufficiency Review Response, dated August 2003, a letter from Dave Mulholland, F.S., Senior Vice President of GMB Inc., Engineers and Planners, to Marlie Sanderson, Director of Transportation Planning, North Central Florida Regional Planning Council dated August 29, 2003, the Final Traffic Methodology Document dated September 5, 2003, issued by the North Central Florida Regional Planning Council, the Substantial Deviation Second Sufficiency Review Response, dated February 2004, SpringHills Second Sufficiency Review Response, Question 21 Update - Transportation Considerations for the SpringHills DRI Substantial Deviation Application For Development Approval (Volume 2), dated February 2004, SpringHills Second Sufficiency Review Response for the SpringHills DRI, Question 21 - Transportation Appendix "A" Substantial Deviation Application for Development Approval (Volume 3), dated February 2004, SpringHills Second Sufficiency Review Response for the SpringHills DRI, Question 21 - Transportation Appendix "B" Substantial Deviation Application for Development Approval (Volume 4), dated February 2004 and the Substantial Deviation Rental Housing Supply Survey Worksheets, dated February 2004, is hereinafter referred to as the "ADA"] and including all the measures enumerated therein designed to mitigate or have the effect of mitigating potential adverse impacts, provided however, that the following conditions be specified in the Development Order, and that the recommendations listed under the Other Development Order Recommendations subsection of this section of the evaluation, be followed by the County.

1) Conditions: Transportation

- a. Prior to the initiation of Phase II, the uses and intensity of use of the SpringHills DRI Substantial Deviation shall be reduced by an amount that will allow for a workable transportation plan incorporating Tier 1- Minor Intersection Modifications and Tier 2 Major Intersection Modifications as identified in the SpringHills DRI Substantial Deviation Evaluation Report prepared by the North Central Florida Regional Planning Council dated July 27, 2006. Tier 3- Six-laning NW 39<sup>th</sup> Avenue (from Interstate 75 to just east of NW 34<sup>th</sup> Street) and Tier 4- Extensive Intersection Modifications, as identified in the SpringHills DRI Substantial Deviation Evaluation Report prepared by the North Central Florida Regional Planning Council dated July 27, 2006, may also be incorporated if the City of Gainesville approves an amendment to its Comprehensive Plan Transportation Mobility Element, Objective 7.1, Policy 7.1.1 to allow for the six-laning of NW 39<sup>th</sup> Avenue within the City of Gainesville and adding additional through lanes at the NW 39<sup>th</sup> Avenue/NW 43<sup>rd</sup> Street intersection. The Applicant shall demonstrate a workable transportation plan by preparing an update to the SpringHills DRI Substantial Deviation Application for Development Approval transportation impact study.

The transportation study shall be prepared utilizing a methodology reviewed by the Florida Department of Community Affairs, the Florida Department of Transportation, Alachua County Public Works Department, and the North Central Florida Regional Planning Council. After review by these agencies, the methodology must be approved by the Alachua County Public Works Department, the North Central Florida Regional Planning Council, and the Florida Department of Transportation.

The transportation study shall identify modifications which are consistent with the North Central Florida Strategic Regional Policy Plan as well as with current Florida Department of Transportation, Metropolitan Transportation Planning Organization, and Alachua County plans and policies. Any modifications identified must be approved by the appropriate agency. The study shall be submitted to Alachua County, the North Central Florida Regional Planning Council the Florida Department of Transportation, and the City of Gainesville for review and comment.

The DRI Development Order shall be amended to reduce the maximum allowable development to an amount which allows for a workable transportation plan. Additionally, the DRI Development Order shall include all additional transportation mitigation measures identified in the transportation study. The proposed Development Order amendment shall be submitted by the Applicant to Alachua County, the North Central Florida Regional Planning Council, and the Florida Department of Community Affairs for substantial deviation determination pursuant to Chapter 380.06(19), Florida Statutes. Unless the Development Order amendment, as determined by the North Central Florida Regional Planning Council, contains

adequate transportation mitigation measures to accommodate the anticipated traffic for all phases of the development, the amendment shall constitute a substantial deviation.

- b. The Applicant shall fund the construction of the extension of NW 83rd Street (from NW 39th Avenue to Millhopper Road) and the extension of NW 91st Street (from NW 39th Avenue to the East/West Connector), including required stormwater facilities, and the East/West Connector over Interstate Highway 75 (from the extension of NW 83rd Street to NW 98th Street) including the proposed East/West connector bridge that can accommodate four (4) lanes.
- c. Prior to the initiation of Phase II, the Applicant shall produce written approval from the Federal Highway Administration to Alachua County, the North Central Florida Regional Planning Council, and the Florida Department of Community Affairs for construction of the proposed East/West Connector bridge over Interstate Highway 75 that can accommodate four (4) lanes.
- d. Prior to the initiation of Phase II, the Applicant shall secure written approval from the Alachua County Board of County Commissioners to construct and dedicate to the County the extension of NW 83rd Street (from NW 39th Avenue to Millhopper Road), the extension of NW 91st Street (from NW 39th Avenue to the East/West Connector) and the East/West Connector over Interstate Highway 75 (from the extension of NW 83rd Street to NW 98th Street).
- e. Prior to the initiation of Phase II, the Applicant shall produce a legally binding commitment from representatives of the Alachua General Hospital Satellite Campus Health Park DRI to Alachua County, the North Central Florida Regional Planning Council, and the Florida Department of Community Affairs which allows the construction of the East/West Connector through their DRI property contingent upon Alachua General Hospital Satellite Campus Health Park representatives complying with the provisions of Florida Statutes, Section 380.06(19)(e)1, concerning the construction of the East/West Connector through Alachua General Hospital Satellite Campus Health Park.
- f. Prior to the initiation of Phase II, the Applicant shall provide binding financial assurances, in the form of a surety bond, performance bond, escrow agreement, or other collateral, which form shall be approved by the County Attorney, with the Alachua County Board of County Commissioners that the construction of the extension of NW 83rd Street (from NW 39th Avenue to Millhopper Road) and the extension of NW 91st Street (from NW 39th Avenue to the East/West Connector), including required stormwater facilities, and the East/West Connector over Interstate Highway 75 (from the extension of NW 83rd Street to NW 98th Street) is guaranteed to be in place and operational within three years of the beginning of Phase II development.

- g. Should Alachua County decide to implement the proportionate share provision contained in Section 163.3180(12), Florida Statutes, the County shall dedicate and utilize all proportionate share funds generated by anticipated impacts on the regional road network to making the identified needed modifications to benefit the regional road network. This limitation can be expanded to include needed modifications to city/county maintained roads, but only at their intersections with state or U.S. facilities. The County shall dedicate and utilize all proportionate share funds generated by anticipated impacts on the local road network to making the identified needed modifications only to the local road network. This limitation can be expanded to include needed modifications to regionally significant transportation facilities.

2) Conditions: Affordable Housing

- a. If recommended Transportation Condition 1.a is included in the local government development order, or if the local government development order does not include the same development program as contained in the Substantial Deviation Application for Development Approval, then, prior to the initiation of Phase II, the Applicant will conduct a new affordable housing analysis for Phase II of the project in accordance with Rule 9J-2, Florida Administrative Code, and in accordance with a separate affordable housing impact analysis agreement developed by the North Central Florida Regional Planning Council. Should the analysis reveal a significant affordable housing impact, the Applicant shall mitigate the impacts in accordance with Rule 9J-2, Florida Administrative Code.

At such time as the new affordable housing impact analysis and mitigation proposal have been finalized, the Applicant shall submit the affordable housing impact analysis and mitigation proposal to Alachua County, the North Central Florida Regional Planning Council, and the Florida Department of Community Affairs for a consistency determination with the affordable housing impact analysis methodology addressed in Condition 2.a, and for determination of compliance with the mitigation requirements of Rule 9J-2, FAC. When the affordable housing impact analysis is found consistent and the mitigation proposal is found in compliance by the County, the North Central Florida Regional Planning Council, and the Florida Department of Community Affairs, the County may formally accept the affordable housing impact analysis and mitigation proposal.

- b. If recommended Transportation Condition 1.a is not included in the local government development order, or if the local government development order includes the same development program as contained in the Substantial Deviation Application for Development Approval, then, prior to the initiation of Phase II, the Applicant shall provide a one-time payment of \$5,939,429 to an appropriate affordable housing trust fund selected by Alachua County for purposes of mitigating the significant affordable housing impact of the project in accordance with Rule 9J-2.048(8)3, FAC, based on

the mitigation cost as identified in Table 45 of the SpringHills Development of Regional Impact Substantial Deviation Evaluation Report, prepared by the North Central Florida Regional Planning Council, dated July 27, 2006, which is attached hereto and made a part of this development order.

3) Conditions: Vegetation and Wildlife

- a. Prior to the initiation of Phase II, the Applicant shall conduct surveys of all upland forest habitat located on Map D in the Substantial Deviation Application for Development Approval document for the presence of listed plant species.

Activities affecting all on-site listed plant species found on-site shall satisfy the requirements of Chapter 581.185, Florida Statutes, Rule 5B-40 FAC, and be consistent with the goals and policies of the North Central Florida Strategic Regional Policy Plan and the Alachua County Comprehensive Plan. The Applicant shall develop a plan for the mitigation of adverse impacts to all listed plant species identified on the project site.

- b. No land clearing, removal of vegetation, or other development activities of Phase II shall occur until Condition (3)a. above has been addressed. At such time as the plan has been finalized, the Applicant shall submit it to Alachua County, the North Central Florida Regional Planning Council, and the Florida Department of Community Affairs. for substantial deviation determination pursuant to Chapter 380.06(19), Florida Statutes. Unless the listed plant species survey and mitigation plan, as determined by the North Central Florida Regional Planning Council, substantially complies with each item in subsection (8)a, above, the plan shall constitute a substantial deviation.
- c. Category I exotic species as published in the Florida Exotic Pest Plant Council's annual list of invasive species shall be prohibited from that portion of the project site north of Northwest 98th Street Extension and east of Main Street as depicted on Map H of the SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, dated August 2003.

4) Conditions: Water

- a. The Applicant shall prepare a water quality monitoring program (WQMP) which includes groundwater monitoring. The proposal shall be designed to determine the effects of the stormwater management system and of the development in general on the groundwater. The WQMP shall include monitoring well locations, parameters for analysis, and project quality assurance. The WQMP shall include a quarterly and cumulative annual reporting system with copies of the reports being submitted to the reviewing agencies within 15 days of receipt of the monitoring data from the reporting laboratory data. Alachua County and the Florida Department of Environmental Protection shall evaluate the reports and reserve the right to recommend changes in parameters, sampling locations and sampling frequencies if so warranted.

- b. The Applicant may, annually, request changes in the monitoring program. Such requests shall include the facts and analysis of those facts that they feel would justify the requested changes(s). Such requests shall be evaluated by Alachua County, with comments from the Florida Department of Environmental Protection, and a timely response provided to the Applicant. Items that will be considered in evaluating requests include geologic and hydrologic features of the site, past monitoring results, potential water quality impacts from activities that are occurring on the site, potential water quality impacts from future activities on the site, then current policies, federal, state, and local, related to groundwater protection, and then current scientific knowledge related to groundwater protection.
- c. The proposal shall include a requirement that if the WQMP indicates violations of State of Florida water quality standards as a result of on-site sources, the Applicant and/or its successor in interest, shall take actions to reduce pollutants to meet the State standards. The actions and timeframes required to implement the actions shall be determined by Alachua County with comments from the Florida Department of Environmental Protection.
- d. No certificates of occupancy (CO) for Phase II shall be issued until the WQMP is in place. At such time as the plan has been finalized, the Applicant shall submit it to Alachua County, the North Central Florida Regional Planning Council, the Florida Department of Community Affairs, and the Florida Department of Environmental Protection for substantial deviation determination pursuant to Chapter 380.06(19), Florida Statutes. Unless the program, as determined by the North Central Florida Regional Planning Council, substantially complies with each item in subsections (9).a, b, and c. above, the program shall constitute a substantial deviation.

### **OTHER DEVELOPMENT ORDER RECOMMENDATIONS**

It is recommended that the land use equivalency matrices, and language authorizing the use of land use equivalency matrices, be excluded from the local government development order. The basis for this recommendation is discussed in greater detail in the transportation impact evaluation section of this report.

Should the Alachua County Board of County Commissioners amend the Alachua County Comprehensive Plan to allow the use of proportionate share to mitigate adversely impacted transportation facilities as a result of the SpringHills DRI Substantial Deviation, it is recommended that the cost estimates contained in Tables 2, 3, and 4 of the Applicant's proposed amended local government development order be struck and replaced with new cost estimates. It is further recommended that, prior to the initiation of Phase II, the County require the Applicant to work with the Alachua County Public Works Department and the Florida Department of Transportation to verify all project costs before the Applicant's final proportionate share is approved by the County. The basis for this recommendation is discussed in greater detail in the transportation impact evaluation section of this report.

If recommended Transportation Condition 1.a is not included in the local government development order, or if the local government development order includes the same development program as contained in the SpringHills DRI Substantial Deviation Application for Development Approval, then, it is recommended that Section 7 of the Applicant's proposed amended local government development order be revised to limit the period of time for which the development order shall remain in effect to December 31, 2013, since the transportation analysis is based on a year 2013 completion for Phase II of the project

It is recommended that the 59 acres of land classified as Industrial in the Applicant's proposed amendments to the SpringHills DRI local government development order instead be classified as Warehouse/Distribution, since the underlying land use for the 59 acres, as portrayed throughout the SpringHills DRI Substantial Deviation Application for Development Approval, is Warehouse/Distribution.

It is recommended that the local government development order specifically enumerate allowable uses for areas classified as Warehouse/Distribution, since Table 10.1.2 in the SpringHills DRI Substantial Deviation Second Sufficiency Review Response, Volume 1, February 2004, stipulates that such areas may include uses identified by Standard Industrial Classification (SIC) codes 41, 42, and 47 through 51. Some of these SIC codes allow uses which may not normally considered to be warehouse/distribution, such as radio and television broadcasting, maintenance and service facilities for motor vehicle passenger transportation, and the production and/or distribution of mixed, manufactured, or liquified petroleum gas production and/or distribution.

It is recommended that Applicant Commitments 20 through 22 of the current SpringHills DRI local government development order be retained in order to prevent adverse impacts to soils.

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## IV

### EVALUATION OF REGIONAL IMPACTS

In accordance with the legislation and rules governing the review process, this section of the report discusses five major impact subject areas: Impacts on the economy of the region, impact on the public facilities of the region, impacts on the public transportation facilities of the region, impacts on housing of the region, and impacts on the environment and natural resources of the region. Each subject area begins with a summary statement of impacts and is followed by a discussion of impact determination.

#### **IMPACT ON THE ECONOMY OF THE REGION**

This section evaluates the short- and long-term impacts of the proposed project on the economy of the region. In this evaluation, consideration is given to both direct and indirect effects on the economy as well as to the project's overall impact on local government finances. An economic and fiscal impact model developed by the Bureau of Economic and Business Research, University of Florida, was used to evaluate economic impacts.

#### APPLICABLE REGIONAL GOALS/POLICIES

**Regional Goal 2.1.** Attract new high-paying, value-added industries and expand existing businesses in the region.

**Regional Goal 2.2.** Raise the median family income of north central Florida households.

**Regional Goal 2.5.** Reduce the regional unemployment rate.

#### APPLICANT COMMITMENTS

None.

#### SUMMARY OF IMPACTS

The direct impacts of the SpringHills DRI Substantial Deviation will result in an additional 5,354 Alachua County residents. The Council estimates that the indirect and induced impacts of the project will create 9,422 additional residents within the region, 7,224 of whom are anticipated to reside within Alachua County. In total (direct, indirect, and induced impacts), the project is anticipated to result in regionwide population increase of 14,776, of which 12,578 persons are anticipated to reside in Alachua County.

The residential portion of the project site is anticipated to be home to 389 students. Additionally, the indirect and induced impact of the project will increase the school-aged population of the region by an additional 1,514, of which 1,161 are anticipated to reside in Alachua County.

Upon completion, the project will have a favorable impact on employment opportunities of the region with larger favorable impacts on Alachua County. The Applicant expects 4,489 permanent full-time and part-time employees on the site at project completion. Project site employees will earn approximately \$96.2 million per year in salaries, with an average annual salary of \$21,440.<sup>2</sup> It should be noted that the average wage for project site employees is less than the average Alachua County private sector average annual wage of \$26,393.<sup>3</sup>

The indirect and induced impacts of the SpringHills DRI Substantial Deviation will add an estimated 3,785 permanent full-time and part-time jobs throughout the region, producing approximately \$99.9 million in annual salaries.<sup>4</sup> While all of the jobs directly attributable to the project will be located on the project site, 76.6 percent of jobs created as a result of indirect and induced impacts are expected to be located within Alachua County while the remainder will be distributed among counties located within a 60-minute drive of the project site in Bradford, Columbia, Gilchrist, and Union counties.

Construction of the \$564.5 million project (excluding land costs) will have a favorable impact on monetary flows and construction employment within the region. The Applicant does not provide an estimate of construction costs to be spent within the region or within the county. Nevertheless, the Council anticipates construction expenditures within the region and the county will be significant. The Applicant estimates that 45 percent of the project construction costs will consist of labor.

The proposed project is anticipated to have a positive impact on Alachua County operating finances. The Applicant estimates a net positive impact to the Alachua County government of \$4.5 million annually attributable to the direct impacts of the project after project completion. The computer model used by the Council estimates the direct indirect, and induced impacts of the project to have a net positive impact of approximately \$4.2 million annually to the county one year after project completion. The Council computer model also indicates that the indirect and induced impacts of the project will have a net positive impact to the City of Gainesville. The Council computer model suggests the City will experience a net positive annual fiscal impact of \$1.7 million. It is important to note, however, that these projections do not reflect outlays used to pay for major capital facilities such as roads, fire stations, and parks needed to accommodate the impacts of the project.

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<sup>2</sup>Tables 24.2.1 through 24.2.4, SpringHills Substantial Deviation Application for Development Approval, Second Sufficiency Review Response, February 2004.

<sup>3</sup>“Florida 2002 Annual Employment And Wages, County Summary Sheet, Alachua County, Private Ownership,” Agency for Workforce Innovation, Labor Market Statistics, ES-202 Program, in cooperation with the U.S. Department of Labor, Bureau of Labor Statistics.

<sup>4</sup>2002 ES 202 Report Average wage per Alachua County private ownership job (\$26,393) multiplied by the estimated number of indirect/induced jobs.

In terms of fiscal impacts on Alachua County School Board annual operating finances the Council estimates the project's direct, indirect, and induced impacts to have a net positive annual impact of \$1.5 million. As with the County government, the fiscal impact analysis does not reflect outlays of dollars which will be used by the School Board to accommodate the capital facility impacts of the project (i.e., new schools).

## **IMPACT DETERMINATION**

### **DIRECT, INDIRECT, AND INDUCED IMPACTS**

Impacts identified in this report consist of direct project impacts as well as indirect and induced impacts. Direct impacts are those impacts which occur on the project. For example, increases in the consumption of potable water on the project site as a result of the new development on the project site is considered a direct impact. Indirect and induced impacts represent impacts which occur away from the project site but are nevertheless a result of the direct impacts of the project. For example, employees who work at the project site and move to Alachua County represent an indirect impact to Alachua County. These new residents, in turn, create additional demand for goods and services which result in the employment of additional plumbers, teachers, and others who will, in turn, generate additional demand for goods and services. The successive iterations of additional demand and supply represent induced impacts.

The Council has reviewed the direct impacts of the project as determined by the Applicant. The direct impacts identified in this report are those determined by the Applicant for which the Council was able to review, verify, and agree. For those direct impacts not provided by the Applicant, or for which the Council does not agree, the Council has calculated its own estimate of impacts. All direct impacts included in this report are those as identified by the Applicant unless otherwise noted. All indirect and induced impacts included in this report are as determined by the Council.

Indirect and induced impacts are based on Council-derived employment multipliers which were, in turn, used to estimate the total number of additional jobs created by the project as a result of the indirect and induced impacts of the project. The number of indirect and induced jobs were then reduced to reflect the internal capture of indirect and induced jobs on the project site. The application of this economic internal capture ratio is similar to the application of the internal capture ratio used in transportation analysis. The Council then converted indirect jobs to households and population based on U.S. Census and County Business Patterns data.

The Council computer model determines indirect impacts for residential dwelling units by multiplying the number of dwelling units on the project site, adjusted for the economic internal capture ratio of the project, by the non-export job employment multiplier. However, this approach is valid only for those residential dwelling units which will be occupied by new Alachua County residents. If existing Alachua County residents purchase the dwelling units, they are merely relocating their impacts to the project site from an existing Alachua County location and do not represent new stimulus to the local and regional economies. The indirect impacts presented in this report assume that 100 percent of the proposed dwelling units are occupied by new Alachua County residents. This approach assures that the maximum potential impacts are identified.

If 50 percent of the residential dwelling units are occupied by existing Alachua County residents, then the indirect impacts presented in this report are reduced by approximately 12 percent. If 75 percent of the proposed residential units are occupied by existing County residents, then the indirect impacts are reduced by approximately 18 percent. Finally, if all of the proposed residential dwelling units are occupied by existing Alachua County residents, the indirect impacts are reduced by roughly 25 percent.

The Council computer model distributes by jurisdiction the jobs and population produced by the indirect and induced impacts of the project using an unweighted gravity model. The model reflects the market area identified by the Applicant as well as jurisdictions within a 60 minute driving distance from the project site. The results of the gravity model are displayed in Table 7, below. As can be seen, the model assigns 19.99 percent of the indirect impacts of the SpringHills DRI Substantial Deviation to the City of Gainesville, 76.67 percent of all impacts county-wide (including the City of Gainesville and all other municipalities within the County as well as all unincorporated areas within Alachua County), and 23.33 percent for the remainder of the region (excluding Alachua County).

**TABLE 7  
GRAVITY MODEL**

Jurisdiction	Travel Time (Minutes)	2002 Population	Percent of		
			Total Travel Time	Total Population	Average of Travel Time and Population
City of Alachua	20	6,531	11.03%	1.84%	6.44%
Archer	31	1,263	7.12	0.36	3.74
Gainesville	18	98,245	12.25	27.35	19.99
Hawthorne	54	13,294	4.09	3.75	3.92
High Springs	23	4,067	9.59	1.11	5.37
La Crosse	31	143	7.12	0.04	3.58
Micanopy	27	644	8.17	0.18	4.18
Newberry	27	3,560	8.17	1.00	4.59
Waldo	39	839	5.66	0.24	2.95
Unincorporated Alachua Co.	18	111,939	12.25	31.60	21.93
Bradford Co.	59	26,517	3.74	7.49	5.61
Columbia Co.	59	58,372	3.74	16.48	10.11
Gilchrist Co.	56	15,023	3.94	4.24	4.09
Union Co.	70	13,794	3.15	3.89	3.52
Total	290	354,231	100.00	100.00	100.00
Alachua County, Countywide					76.67
Remainder of Region, Excluding Alachua County					23.33

Source: North Central Florida Regional Planning Council, June 2006.

Note: Totals may not add due to rounding.

## **JOBS**

The Council performed a location quotient analysis to determine employment multipliers for export and non-export jobs. The Council determined the percentage of direct jobs anticipated to be export and non-export jobs and based on the number and type of jobs estimated by the Applicant to occur on the project site. The number of estimated on-site export and non-export jobs (including residential dwelling units) are multiplied by their respective employment multipliers to determine the number of indirect and induced jobs generated by the project. The number of indirect and induced jobs is then reduced to reflect the internal capture of indirect and induced jobs by the project. The application of this economic internal capture ratio is similar to the use of an internal capture ratio for transportation impact analysis.

The indirect and induced jobs generated by the project are distributed by jurisdiction based on the results of the Council's gravity model, which indicates that 76.7 percent the permanent (non-construction) employees will reside in Alachua County with the remaining 23.3 percent of employees commuting from locations within a 60-minute automobile drive to the project site as presented in Table 8.

**TABLE 8**  
**PERMANENT EMPLOYMENT AT BUILDOUT**  
**(DIRECT, INDIRECT, AND INDUCED JOBS)**

	ALACHUA COUNTY	REMAINDER OF REGION	TOTAL
Phase I			
Direct	235	0	235
Indirect/Induced	459	140	599
Total	694	140	834
Phase II			
Direct	4,254	0	4,254
Indirect/Induced	2,443	743	3,186
Total	6,697	743	7,440
Total			
Direct	4,489	0	4,489
Indirect/Induced	2,902	883	3,785
Total	7,391	883	8,274

Source: North Central Florida Regional Planning Council, July 2006

The Council computer model indicates that approximately 5.0 percent of the direct jobs anticipated on the project site will consist of export employment. Given the large number of anticipated additional retail commercial jobs, the Council reviewed the potential impacts of the project to the existing retail commercial employment base in the County.

## **POPULATION**

Population growth attributable to the indirect and induced impacts of the project is determined by the Council through converting the estimated number of jobs resulting from the indirect/induced impacts of the project into population based on year 2000 household and jobs data as reported in the U.S. Census, County Business Patterns, and the Florida Statistical Abstract. The jurisdiction of residence of the population attributable to the indirect and induced impacts of the project are allocated using the previously referenced gravity model as presented in Table 9.

**TABLE 9****DISTRIBUTION OF NEW RESIDENTS ATTRIBUTABLE TO  
SPRINGHILLS**

	ALACHUA COUNTY	REMAINDER OF REGION	TOTAL
Phase I			
Direct	0	0	0
Indirect/Induced	1,254	189	1,443
Total	1,254	189	1,443
Phase II			
Direct	5,354	0	5,354
Indirect/Induced	4,100	2,009	6,109
Total	9,454	2,009	11,463
Total			
Direct	5,354	0	5,354
Indirect/Induced	7,224	2,198	9,422
Total	12,578	2,198	14,776

Source: North Central Florida Regional Planning Council, July 2006.

The estimate of school-age population residing on the project site is made by the Applicant. The school-age population attributable to the indirect and induced impacts of the project is based on the number of 1999-2000 average daily full-time equivalent students divided by the number of Alachua County households from the year 2000 census, which was then multiplied by the number of households attributable to the indirect and induced impacts of the project, the results of which are presented in Table 10.

**TABLE 10**

**DISTRIBUTION OF SCHOOL-AGE STUDENTS ATTRIBUTABLE TO  
SPRINGHILLS**

	ALACHUA COUNTY	REMAINDER OF REGION	TOTAL
Phase I			
Direct	0	0	0
Indirect/Induced	95	29	124
Total	95	29	124
Phase II			
Direct	389	0	389
Indirect/Induced	1,066	324	1,390
Total	1,455	324	1,779
Total			
Direct	389	0	389
Indirect/Induced	1,161	353	1,514
Total	1,550	353	1,903

Source: North Central Florida Regional Planning Council, July 2006.

**FISCAL IMPACTS**

The Applicant prepared a fiscal impact analysis of the direct impacts of the project to the annual operating budgets of Alachua County and the Alachua County School Board. The Council has a similar fiscal impact analysis model which was used to verify and validate the results of the Applicant's model. Both fiscal impact analyses models rely on a modified per capita income approach where annual costs and revenues are, to the extent feasible, determined on a per capita basis and applied to projected increases in population and taxable values. Ad valorem revenues are calculated using recent millage rates and estimates regarding the just and taxable values of the project site when fully developed. The Council model varies from the model used by the Applicant by using a per dollar of assessed/taxable value as a basis for distributing some local government costs and revenues. The Council model also varies from the model used by the Applicant in the identification of direct impacts. Some revenue impacts identified by the Applicant as direct impacts are considered indirect impacts in the Council model. The Council model also varies from the Applicant's model by taking into account the indirect and induced impacts of the project.

A number of user-supplied values which reflect existing relationships and conditions are entered into the model. These user-supplied values are used to forecast future conditions and trends. For example, future government expenditures are projected assuming that the existing per capita expenditure rate will be essentially that same as now. It also is assumed that the habits and spending patterns of the new county residents will be similar to those of existing residents. For example, the current Alachua County average household size (2.34) is applied to residents of the proposed project, as well as future county residents attributable to indirect and induced impacts. Applicant-supplied values were reviewed and, where verified, used in the Council model. Where the Council disagreed with input values assigned by the Applicant, the Council developed its own values. For example, the Council consulted with the Alachua County Property Appraiser's Office to determine a per square foot taxable value for retail commercial development based on comparable properties within the County. Where a significant discrepancy existed between the Council's findings and that of the Applicant, the Council used its own values.

While the Council model produced significantly lower direct revenues than those identified by the Applicant, the net annual impact identified by the Council was still significantly positive. Upon project completion, the Applicant estimates an annual net surplus of approximately \$4.5 million. The Council computer model estimates an annual net surplus of approximately \$2.0 million as a result of the direct impacts of the project. A summary of the results of the Council model are presented in Table 11. As previously noted, the Council model also estimates fiscal impacts as a result of the indirect and induced impacts of the project. In this case, the model projects an annual net surplus of approximately \$2.2 million for the indirect and induced impacts of the project to the Alachua County Board of County Commissioners budget. Similarly, the School Board is anticipated to receive a surplus of \$1.7 million as a result of the direct impacts of the project. Although the indirect impacts of the project are anticipated to generate a deficit of \$0.2 million for the School Board, the total direct and indirect impacts are anticipated to be positive, at \$1.5 million. Finally, the Council model also estimates an annual net surplus of approximately \$1.7 million for the City of Gainesville as a result of the indirect impacts of the project.

The discrepancy between the results of the fiscal impact analyses of the Applicant and the Council with regards to the direct impacts of the project is primarily due to different assumptions used for average taxable values. For example, the Applicant used an average retail commercial taxable value of \$75 per square foot, whereas the Council, in consultation with the Alachua County Property Appraiser's Office, used \$46 per square foot. When the Applicant's taxable values for the project are substituted for those of the Council, the Council model produced a net surplus of \$3.8 million from the direct impacts of the project. It should be noted that the taxable value of the Alachua County retail commercial property used as a comparable by the Council has increased from \$46 per square foot in 2003 to \$131 per square foot in 2005, suggesting an even higher net fiscal impact than reported by either analysis, assuming County costs have not increased at a similar rate.<sup>5</sup>

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<sup>5</sup>Telephone conversation with Hugh Edwards, Alachua County Property Appraiser's Office, July 5, 2006.

Finally, it should be noted that the net annual operating surplus projected for Alachua County, the City of Gainesville, and the school district are based on the assumption that current levels of service provided by these local governments will be adequate.

**TABLE 11**

**FISCAL IMPACT ANALYSIS  
ALACHUA COUNTY (DISCRETE)**

DIRECT IMPACTS	PHASE I	PHASE II	TOTAL
Revenues	349,720	7,550,771	7,900,491
Expenditures	75,220	5,788,797	5,864,017
Net Fiscal Impact	274,500	1,761,974	2,036,474
INDIRECT AND INDUCED IMPACTS			
Revenues	649,013	7,789,750	8,438,763
Expenditures	510,882	5,737,031	6,247,913
Net Fiscal Impact	138,131	2,052,719	2,190,850
DIRECT, INDIRECT, & INDUCED IMPACTS			
Revenues	998,733	15,340,521	16,339,254
Expenditures	586,102	11,525,828	12,111,930
Net Fiscal Impact	412,631	3,814,693	4,227,324

Source: North Central Florida Regional Planning Council, July 2006.

**TABLE 12**

**FISCAL IMPACT ANALYSIS  
ALACHUA COUNTY SCHOOL BOARD (DISCRETE)**

DIRECT IMPACTS	PHASE I	PHASE II	TOTAL
Revenues	176,505	3,575,560	3,752,065
Expenditures	0	2,046,314	2,046,314
Net Fiscal Impact	176,505	1,529,246	1,705,751
INDIRECT AND INDUCED IMPACTS			
Revenues	451,911	5,450,603	5,902,514
Expenditures	499,572	5,609,750	6,109,322
Net Fiscal Impact	(47,661)	(159,147)	(206,808)
DIRECT, INDIRECT, & INDUCED IMPACTS			
Revenues	628,416	9,026,163	9,654,579
Expenditures	499,572	7,656,064	8,155,636
Net Fiscal Impact	128,844	1,370,099	1,498,943

Source: North Central Florida Regional Planning Council, July 2006.

**TABLE 13**

**FISCAL IMPACT ANALYSIS  
CITY OF GAINESVILLE (DISCRETE)**

DIRECT IMPACTS	PHASE I	PHASE II	TOTAL
Revenues	0	0	0
Expenditures	0	0	0
Net Fiscal Impact	0	0	0
INDIRECT AND INDUCED IMPACTS			
Revenues	577,356	6,519,151	7,096,507
Expenditures	444,895	4,996,242	5,441,137
Net Fiscal Impact	132,461	1,522,909	1,655,370
DIRECT, INDIRECT, & INDUCED IMPACTS			
Revenues	577,356	6,519,151	7,096,507
Expenditures	444,895	4,996,242	5,441,137
Net Fiscal Impact	132,461	1,522,909	1,655,370

Source: North Central Florida Regional Planning Council, July 2006.

Identified additional capital facilities needed as a result of the project are limited to those capital facilities for which existing or planned improvements to capacity is inadequate to accommodate the direct impacts of the development. Except for transportation, for which a specific methodology exists for determining costs, capital facility costs were determined through consultation with local government employees/staff. It is anticipated that the project will require one new emergency services facility, initially housing one engine company, located in or near the project site. For further information, see the Police and Fire section of this report.

## **IMPACT ON THE PUBLIC FACILITIES OF THE REGION**

### **WASTEWATER**

#### **APPLICABLE REGIONAL GOALS/POLICIES**

**Regional Goal 2.6.** Ensure adequate public utilities and facilities to serve business and industrial development throughout the region.

**Regional Goal 4.3.** Protect all sources of recharge to the Floridan Aquifer from all activities which would impair these functions or cause a degradation in the quality of the water being recharged in recognition of the importance of maintaining adequate supplies of high-quality groundwater for the region.

**Regional Policy 4.3.6.** Ensure that local comprehensive plans, DRIs, and requests for federal and state funds for development activities reviewed by the Council include adequate provisions for stormwater management and aquifer recharge protection in order to protect the quality and quantity of water contained in the Floridan Aquifer.

#### **APPLICANT COMMITMENTS**

- (2) Wastewater service will be provided to all building improvements within the project boundary via connection to centralized secondary wastewater treatment system facilities owned and operated by Gainesville Regional Utilities (GRU).

#### **SUMMARY OF IMPACTS**

The direct impacts of the project are anticipated to generate 0.9 million gallons of wastewater per day when fully developed.

#### **IMPACT DETERMINATION**

The Applicant estimates wastewater generation rates for various uses proposed for the project by phase. The rates are based on standard generation rates provided in Chapter 64, Florida Administrative Code. The generation estimates prepared by the Applicant have been reviewed by GRU staff who compared projected wastewater generation by phase to projected available capacity. GRU staff concluded that sufficient capacity will exist to provide wastewater treatment for the project through the GRU centralized wastewater treatment system. Wastewater generation impacts attributable to the direct and indirect impacts of the project are taken into account by GRU in their demand projections and, therefore, cannot be broken out separately.

Based on current demand projections, existing facilities, budgeted capital improvements and anticipated facilities beyond the six year capital budget horizon, excess capacity, GRU estimates surplus wastewater treatment capacity of 5 million gallons per day in 2003, 3.1 million gallons per day in 2008, and 1.3 million gallons per day in 2013.<sup>6</sup> The background growth rates used by GRU take into account the indirect and induced impacts of the project. Table 14 provides wastewater generation rates and total generation by phase for the project, as provided by the Applicant.

GRU notes that construction of wastewater collection facilities will be required to meet the demands of the project and that current GRU extension policies require the developer to pay the majority of these costs.<sup>7</sup>

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<sup>6</sup>Letter dated March 7, 2003 from Tony Cunningham, Gainesville Regional Utilities Water/Wastewater Engineer, to Christopher M. Zalspie, P.I., Professional Engineering Consultants. See SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, August 2003, Question 18.

<sup>7</sup>Letter dated March 7, 2003 from Tony Cunningham, Gainesville Regional Utilities Water/Wastewater Engineer, to Christopher M. Zalspie, P.I., Professional Engineering Consultants.

**TABLE 14**

**SPRINGHILLS  
PROJECTED AVERAGE DAILY WASTEWATER GENERATION**

PHASE/LAND USE	AVERAGE DAILY FLOW (gallons)	UNIT OF MEASURE	NO. OF UNITS	WASTEWATER GENERATION (mgd)
Phase I				
Hotel	100.00	per room	148	0.01480
Office	0.15	per sq. ft.	23,000	0.00345
Residential, Single-Family	300.00	per dwelling unit	0	0.00000
Residential, Multi-Family	300.00	per dwelling unit	0	0.00000
Retail Commercial	0.10	per sq. ft.	117,500	0.01175
Warehouse	0.10	per sq. ft.	20,000	0.00030
Phase I Total				0.03030
Phase II				
Hotel	100.00	per room	477	0.04770
Office	0.15	per sq. ft.	102,000	0.01530
Residential, Single-Family	300.00	per dwelling unit	516	0.15480
Residential, Multi-Family	300.00	per dwelling unit	1,772	0.53160
Retail Commercial	0.10	per sq. ft.	1,438,000	0.14380
Warehouse	0.10	per sq. ft.	440,000	0.00030
Phase II Total				0.89350
Total				
Hotel	100.00	per room	625	0.06250
Office	0.15	per sq. ft.	125,000	0.01875
Residential, Single-Family	300.00	per dwelling unit	516	0.15480
Residential, Multi-Family	300.00	per dwelling unit	1,772	0.53160
Retail Commercial	0.10	per sq. ft.	1,555,500	0.15555
Warehouse	0.10	per sq. ft.	460,000	0.00030
Project Total				0.92350

Source: Table 18.1, SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, August 2003.

## IMPACT ON THE PUBLIC FACILITIES OF THE REGION

### STORMWATER MANAGEMENT

#### APPLICABLE REGIONAL GOALS/POLICIES

**Regional Goal 4.3.** Protect all sources of recharge to the Floridan Aquifer from all activities which would impair these functions or cause a degradation in the quality of the water being recharged in recognition of the importance of maintaining adequate supplies of high-quality groundwater for the region.

**Regional Policy 4.3.6.** Ensure that local comprehensive plans, DRIs, and requests for federal and state funds for development activities reviewed by the Council include adequate provisions for stormwater management and aquifer recharge protection in order to protect the quality and quantity of water contained in the Floridan Aquifer.

**Regional Policy 4.6.13.** Ensure that local government comprehensive plans, DRIs, and requests for federal and state funds for development activities reviewed by the Council include adequate provisions for stormwater management, including retrofit programs for known surfacewater runoff problem areas, and aquifer recharge protection in order to protect the quality and quantity of water contained in the Floridan Aquifer and surfacewater systems identified as natural resources of regional significance.

#### APPLICANT COMMITMENTS

- (4) The project stormwater management system shall be designed and constructed pursuant to the rules and regulations of the SJRWMD and Alachua County. Master stormwater management facilities serving the project shall be operated and maintained by an owners association and/or by a separate stormwater utility
- (10) Prior to and during construction, best management practices for erosion and sediment control measures shall be implemented and maintained as required by SJRWMD and Alachua County.
- (12) Water quality treatment will be provided in accordance with the design standards established by the SJRWMD for online dry retention storage and/or offline treatment prior to discharging to wetland storage areas (ADA Substantial Deviation, Vol.1, pg 19.2, August 2003).

## **SUMMARY OF IMPACTS**

Although the project site is located within an Area of High Aquifer Recharge Potential, a Natural Resource of Regional Significance as identified in the North Central Florida Strategic Regional Policy Plan, significant adverse impacts to surfacewaters are not expected to occur, provided the Applicant complies with the commitments expressed above and elsewhere in the Substantial Deviation ADA.

Significant adverse regional impacts to surfacewaters are not expected to occur provided the Applicant complies with the surfacewater management rules of the St. Johns River Water Management District and the condition on water quality monitoring presented in the Water section of this report. Adverse local impacts could occur if the owners association responsible for maintaining the master drainage management facilities is inadequately established and/or inadequately funded.

## **IMPACT DETERMINATION**

Approximately 51.5 percent (307.8 acres) of the project site will contain impervious surfaces, primarily from paved roadways and parking areas, and buildings.<sup>8</sup> The Substantial Deviation ADA also notes that the existing depressional areas of the site are part of the existing drainage system and will continue to function as such. The Substantial Deviation ADA further states that some of the site will discharge stormwater off-site, but that post-development runoff will not exceed pre-development runoff characteristics.

The Substantial Deviation ADA states that the project's drainage system will be constructed in conformance with the design standards of Alachua County and the St. Johns River Water Management District. Stormwater systems will be operated and maintained by the owners of the individual developments with individual stormwater facilities. Master drainage management facilities receiving stormwater discharge from development will be operated and maintained by an owners association. The Substantial Deviation ADA does not address how the owners association will be funded in order to assure proper maintenance of the master drainage facilities.

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<sup>8</sup>Table 19-1, SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, August 2003.

## **IMPACT ON THE PUBLIC FACILITIES OF THE REGION**

### **WATER SUPPLY**

#### **APPLICABLE REGIONAL GOALS/POLICIES**

**Regional Goal 2.6.** Ensure adequate public utilities and facilities to serve business and industrial development throughout the region.

**Regional Goal 4.2.** Maintain an adequate supply of high-quality groundwater to meet the needs of north central Florida residents, in recognition of its importance to the continued growth and development of the region.

#### **APPLICANT COMMITMENTS**

- (3) Potable water service will be provided to all building improvements within the project boundary via connection to centralized water distribution facilities owned and operated by Gainesville Regional Utilities (GRU).

#### **SUMMARY OF IMPACTS**

The project is estimated to consume 1.0 million gallons of potable water per day at buildout. Significant adverse impacts to the regional water supply are not anticipated to occur as a result of the project.

#### **IMPACT DETERMINATION**

The Applicant estimates potable water consumption rates for various uses proposed for the project by phase. The rates are based on standard generation rates provided in Chapter 64, Florida Administrative Code. The consumption estimates prepared by the Applicant have been reviewed by GRU staff who compared projected potable water consumption by phase for the project to projected available capacity. GRU staff concluded that based on existing facilities, budgeted capital improvements, and anticipated facilities beyond the six year capital budget horizon used by GRU, sufficient capacity will exist to provide potable water to the project through the GRU centralized potable water system. Potable water consumption impacts attributable to the direct and indirect impacts of the project are taken into account by GRU in its demand projections and, therefore, cannot be broken out separately. GRU notes that construction of water distribution facilities will be required to meet the demands of the project and that current GRU extension policies require the developer to pay the majority of these costs.<sup>9</sup>

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<sup>9</sup>Letter dated March 7, 2003 from Tony Cunningham, Gainesville Regional Utilities Water/Wastewater Engineer, to Christopher M. Zalspie, P.I., Professional Engineering Consultants.

Based on current demand projections, existing facilities, budgeted capital improvements and anticipated facilities beyond the six year capital budget horizon, excess capacity, GRU estimates surplus water treatment capacity of 10.9 million gallons per day in 2003, 6.3 million gallons per day in 2008, and 11.8 million gallons per day in 2013.<sup>10</sup> Table 15 provides potable water consumption rates and total generation by phase for the project, as provided by the Applicant.

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<sup>10</sup>Letter dated March 7, 2003 from Tony Cuningham, Gainesville Regional Utilities Water/Wastewater Engineer, to Christopher M. Zalspie, P.I., Professional Enngineering Consultants.

**TABLE 15**

**SPRINGHILLS PROJECTED AVERAGE DAILY POTABLE WATER GENERATION  
DIRECT IMPACTS, BY PHASE, DISCRETE**

PHASE/LAND USE	AVG DAILY FLOW (gallons)	UNIT OF MEASURE	NO. OF UNITS	DEMAND (mgd)
<b>Phase I</b>				
Hotel	100.00	per room	148	0.01480
Office	0.15	per sq. ft.	23,000	0.00345
Residential, Single-Family	350.00	per dwelling unit	0	0.00000
Residential, Multi-Family	335.00	per dwelling unit	0	0.00000
Retail Commercial	0.10	per sq. ft.	117,500	0.01175
Warehouse	0.10	per sq. ft.	20,000	0.00030
<b>Phase I Total</b>				<b>0.03030</b>
<b>Phase II</b>				
Hotel	100.00	per room	477	0.04770
Office	0.15	per sq. ft.	102,000	0.01530
Residential, Single-Family	350.00	per dwelling unit	516	0.18060
Residential, Multi-Family	335.00	per dwelling unit	1,772	0.59362
Retail Commercial	0.10	per sq. ft.	1,438,000	0.14380
Warehouse	0.10	per sq. ft.	440,000	0.00030
<b>Phase II Total</b>				<b>0.98132</b>
<b>Total</b>				
Hotel	100.00	per room	625	0.06250
Office	0.15	per sq. ft.	125,000	0.01875
Residential, Single-Family	350.00	per dwelling unit	516	0.18060
Residential, Multi-Family	335.00	per dwelling unit	1,772	0.59362
Retail Commercial	0.10	per sq. ft.	1,555,500	0.15555
Warehouse	0.10	per sq. ft.	460,000	0.00030
<b>Project Total</b>				<b>1.01132</b>

Source: Table 17.1, SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, August 2003.

## **IMPACT ON THE PUBLIC FACILITIES OF THE REGION**

### **SOLID WASTE**

#### **APPLICABLE REGIONAL GOALS/POLICIES**

**Regional Goal 2.6.** Ensure adequate public utilities and facilities to serve business and industrial development throughout the region.

**Regional Goal 4.3.** Protect all sources of recharge to the Floridan Aquifer from all activities which would impair these functions or cause a degradation in the quality of the water being recharged in recognition of the importance of maintaining adequate supplies of high-quality groundwater for the region.

#### **APPLICANT COMMITMENTS**

None.

#### **SUMMARY OF IMPACTS**

Potential adverse impacts to the Floridan Aquifer, a major regional and statewide resource, as a result of solid waste impacts are not anticipated as a result of this project. All Class-1 solid waste generated by the project through project completion will be disposed at the Florida Department of Environmental Protection-approved Class-1 New River Regional Landfill in Union County. No significant reduction in the life of the landfill is anticipated as a result of the proposed project.

#### **IMPACT DETERMINATION**

All Class-1 solid waste generated in Alachua County is deposited at the Alachua County Solid Waste Transfer Station. The solid waste transfer facility is able to accommodate 553 tons of solid waste per day and 171,430 tons per year.<sup>11</sup> The transfer station is able to accommodate all solid waste generated by the project, its indirect and induced impacts, as well as additional solid waste generated as a result of anticipated county population growth through the year 2015 (see Maximum Impact Scenario, Table 17).

Alachua County currently has a contract with the New River Solid Waste Association to dispose all of its Class-1 solid waste from through December 2018 at its landfill located in Union County. The new River Solid Waste Authority estimates that its remaining landfill cells have approximately 1 million tons of remaining capacity. Once these cells are full, one or more new cells will need to be

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<sup>11</sup>Letter dated , February 5, 2003 from Norm Thomas, Solid Waste Director, Alachua County Public Works to Chris Zalapi, E.I., of Professional Engineering Consultants, Inc. See SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, August 2003, Question 20.

constructed at the landfill site. The Authority estimates that sufficient land exists at the landfill to accommodate solid waste from its current service area (Alachua, Baker, Bradford, Gilchrist, Levy, and Union counties) for the next 50 years.<sup>12</sup>

Based upon solid waste generation rates by land use provided by the Applicant, estimated solid waste generation of the direct impacts of the project, at buildout, will be responsible for generating 12,187.4 tons of solid waste per year. Table 16 presents estimated solid waste generation for the project.

**TABLE 16**  
**ESTIMATED SOLID WASTE GENERATION ATTRIBUTABLE TO THE**  
**DIRECT, INDIRECT, AND INDUCED IMPACTS OF SPRINGHILLS**

YEAR	SOLID WASTE GENERATION	
	DISCRETE (TONS PER YEAR AT COMPLETION OF PROJECT PHASE)	CUMULATIVE (TOTAL TONNAGE BY END OF PHASE)
Phase I(1999-2004)		
Direct	704.5	3,874.5
Indirect/Induced	1,010.0	3,534.9
Total Phase I	1,714.5	7,409.4
<b>Phase II (2005-2014)</b>		
Direct	11,482.9	70,200.4
Indirect/Induced	36,765.3	167,771.7
Total Phase II	48,248.2	237,972.1
Total		
<b>Direct</b>	12,187.4	74,074.9
Indirect/Induced	37,775.3	171,306.6
Total Total	49,962.7	245,381.5

Source: North Central Florida Regional Planning Council, July 2006.

Solid waste generation resulting from the anticipated population increases due to indirect and induced impacts of the total project is estimated to equal 37,775.3 tons per year at the New River Landfill one year after project completion. Solid waste generation due to indirect and induced impacts is estimated to generate 1,010.0 tons per year at the end of Phase I. The net impact of the indirect and induced impacts of Phase II, assuming a one-year time lag, is estimated to be 36,765.3 tons per year.<sup>13</sup>

<sup>12</sup>Daryl O’Neil, Director, New River Solid Waste Authority, February 24, 2004.

<sup>13</sup>Indirect and induced solid waste generation rates are determined by multiplying the increased Alachua County population attributable to the indirect and induced impacts of the project, as determined by the Council's computer model, multiplied by 0.73 tons per day, as called for by Alachua County Comprehensive Plan Solid Waste Element Policy 1.1.1. Indirect impacts are assumed to have a one year lag, hence the indirect impacts for project completion, as well as the end of Phase II, are for one year after project completion.

Table 17 presents a range of New River Regional Landfill solid waste estimates for the years 2004 through 2014. Solid waste generation by population growth attributable to the project's direct, indirect and induced impacts residing in the surrounding counties who do not use the New River Regional Landfill is not expected to have a significant impact on the ability of those counties to accommodate the increased solid waste streams created by this development.

Under the Maximum Impact scenario, the project and its indirect and induced impacts will shorten the ability of the current cells at the New River Regional Landfill to accept solid waste by approximately one month. Under the Minimum Impact scenario, the project and its indirect/induced impacts will not affect the remaining length of time that the existing landfill cells will be able to accept solid waste. As with the Maximum Impact scenario, the Moderate Impact scenario suggests that the project, along with its indirect and induced impacts, will shorten the ability of the current New River Regional Landfill to receive solid waste by approximately one month.

**TABLE 17**

**ESTIMATED REMAINING CAPACITY OF  
EXISTING CELLS AT NEW RIVER LANDFILL  
UNDER THREE DIFFERENT SCENARIOS<sup>a</sup>**

YEAR	REMAINING CAPACITY (TONS)		
	MINIMUM IMPACT <sup>b</sup>	MODERATE IMPACT <sup>c</sup>	MAXIMUM IMPACT <sup>d</sup>
2004	742,997	740,049	737,102
2005	482,667	475,088	467,510
2006	219,010	204,007	189,003
2007	(47,972)	(74,590)	(101,209)
2008	(318,281)	(362,380)	(406,480)
2009	(591,917)	(661,325)	(730,733)
2010	(868,879)	(973,670)	(1,078,460)
2011	(1,149,637)	(1,302,413)	(1,455,188)
2012	(1,434,191)	(1,605,366)	(1,866,542)
2013	(1,722,541)	(2,020,628)	(2,318,715)
2014	(2,014,687)	(2,416,577)	(2,818,467)
2015	(2,310,629)	(2,841,303)	(3,371,978)

<sup>a</sup>The per capita waste generation rate for Alachua County through the year 2015 is calculated base on the .73 tons per capita per year standard, as per Solid Waste Element Policy 1.1.1 of the Alachua County Comprehensive Plan.

<sup>b</sup>The "Minimum Impact" column assumes that all of the region's future population growth attributable to the SpringHills DRI Substantial Deviation and population growth, as well as population growth attributable indirect and induced impacts located in counties served by the New River Regional Landfill, is included in the 2002 Florida Statistical Abstract medium population projections.

<sup>c</sup>The "Moderate Impact" column assumes that one-half of the region's future population growth attributable to the SpringHills DRI Substantial Deviation and population growth, as well as population growth attributable indirect and induced impacts located in counties served by the New River Regional Landfill, is included in the 2002 Florida Statistical Abstract medium population projections.

<sup>d</sup>The "Maximum Impact" column assumes that none of region's future population growth attributable to the SpringHills DRI Substantial Deviation and population growth, as well as population growth attributable indirect and induced impacts located in counties served by the New River Regional Landfill, is included in the 2002 Florida Statistical Abstract medium population projections.

Sources: University of Florida, Bureau of Economic and Business Research, 2002 Florida Statistical Abstract, Table 1.41. Gainesville, Fl. 2003.

Professional Engineering Consultants, Inc., SpringHills Application for Development Approval, Table 20.1, Orlando, Fl. August 2003.

Alachua County Comprehensive Plan, Solid Waste Element Policy 1.1.1. Gainesville, Fl. 1998.

Daryl O'Neil, Director, New River Solid Waste Authority, February 24, 2004.

## **IMPACT ON THE PUBLIC FACILITIES OF THE REGION**

### **ENERGY**

#### **APPLICABLE REGIONAL GOALS/POLICIES**

**Regional Goal 2.6.** Ensure adequate public utilities and facilities to serve business and industrial development throughout the region.

#### **APPLICANT COMMITMENTS**

None.

#### **SUMMARY OF IMPACTS**

Adverse impacts of regional significance on energy supply are not anticipated as a result of the project.

#### **IMPACT DETERMINATION**

Gainesville Regional Utilities (GRU) will provide the project site with electricity. GRU staff estimates projected peak-demand electrical demand for Phase I as 0.65 Megavolt Amperes (MVA) and 12.79 MVA for Phase II.<sup>14</sup>

GRU staff indicate that they have three distribution feeders with 9 MVA of available capacity that can be used to serve the project through the year 2003. GRU intends to construct an additional 12 MVA feeder a distribution substation (33.6 MVA) by the year 2008 to service the area containing the project site.<sup>15</sup> GRU provides no estimates of electricity demand or facility impacts caused by the caused by the indirect and induced impacts of the project. However, GRU notes that recently constructed and planned improvements to its electrical system are adequate to accommodate the electrical demands caused by direct impacts of the project<sup>16</sup>

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<sup>14</sup>Letter dated March 10, 2003 from Hamid Rezaei, P.E., Gainesville Regional Utilities Interim Senior Electrical Utility Engineer, to Christopher M. Zalapi, E.I., Professional Engineering Consultants, Orlando. See SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, August 2003, Question 29.

<sup>15</sup>Telephone conversation between Steven Dopp, Senior Planner, North Central Florida Regional Planning Council and Hamid Rezaei, P.E., Gainesville Regional Utilities, July 6, 2006.

<sup>16</sup>Letter dated March 10, 2003 from Hamid Rezaei, P.E., Gainesville Regional Utilities Interim Senior Electrical Utility Engineer, to Christopher M. Zalapi, E.I., Professional Engineering Consultants, Orlando.

## IMPACT ON THE PUBLIC FACILITIES OF THE REGION

### EDUCATION

#### APPLICABLE REGIONAL GOALS/POLICIES

**Regional Goal 2.6.** Ensure adequate public utilities and facilities to serve business and industrial development throughout the region.

#### APPLICANT COMMITMENTS

None.

#### SUMMARY OF IMPACTS

The direct impacts of the project are anticipated to generate 390 Alachua County students. Applying an equal distribution of students by grade to the Alachua County School Board classroom size standards for elementary, middle, and high schools, the direct impacts of the project will generate enough students to fill 9 elementary school classrooms, 4 middle school classrooms, and 5 high school classrooms. In terms of additional schools, the direct impacts of the project are anticipated to create a demand for 0.23 elementary schools, 0.07 middle schools, and 0.06 high schools.<sup>17</sup>

Alachua County School Board officials have indicated that, based upon existing available capacity projected increases in student stations, the direct impacts of the project will result in no unmet needs by the School Board. However, school board officials also note that the elementary, middle, and junior high schools which currently service the project site are operating at or above their design capacities. Therefore, it is likely that the school assignments of students district-wide may change in order to accommodate the direct impacts of the project.<sup>18</sup>

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<sup>17</sup>Telephone conversation March 2004 between Steven Dopp, Senior Planner, North Central Florida Regional Planning Council and Vickie McGrath, Alachua County School District. Elementary school = 775 students, middle school = 1,300 students; high school = 1,700 students.

<sup>18</sup>Letter dated February 2, 2004 from Mary L. Chambers, Superintendent, School Board of Alachua County, to Linda Portal, Planning Consultant. See Second Sufficiency Review Response for the SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, February 2004, Question 29.

The indirect and induced impacts of the project, are anticipated to generate an additional 1,517 students, 1,161 of which are anticipated to reside in Alachua County. Applying an equal distribution of students by grade to the Alachua County School Board classroom size standards for elementary, middle, and high schools, the indirect impacts of the project within Alachua County are anticipated to generate enough students to fill 26 elementary school classrooms, 11 middle school classrooms, and 13 high school classrooms. In terms of additional schools, the indirect and induced impacts of the project will generate enough students to fill 0.69 elementary schools, 0.21 middle schools, and 0.21 high schools.

Alachua County School Board officials have indicated that the indirect and induced impacts of the project are likely to result in a need for additional student stations. The Council estimates the capital costs of the additional student stations at \$9.6 million for elementary school stations, \$4.4 million for middle school stations, and \$7.7 million for high school stations.<sup>19</sup>

The indirect and induced impacts of the project are anticipated to generate sufficient number of students throughout the remainder of the region to fill 8 additional elementary school classrooms, 4 middle school classrooms, and 4 high school classrooms. In terms of additional schools, the indirect and induced impacts throughout the rest of the region will generate enough students to fill approximately 0.21 elementary schools, 0.06 middle schools, and 0.06 high schools.

### **IMPACT DETERMINATION**

The direct impacts of the project are as determined by the Applicant and verified by the Council and the Alachua County School Board. The school-age population attributable to the indirect and induced impacts of the project are determined by the Council based on the 1999-2000 Alachua County School Board average daily full-time equivalent students divided by the number of Alachua County households from the year 2000 census, which was then multiplied by the number of households attributable to the indirect and induced impacts of the project, the results of which are presented in Table 10.

Estimates of the number of additional classrooms and schools generated by the project are based on Alachua County School Board design standards for new school facilities.<sup>20</sup> Details regarding school-age population impacts are provided in Tables 18 through 20.

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<sup>19</sup>Analysis of impacts of indirect and induced impacts to existing and planned school capacity based on discussions between Council staff and the staff of the School Board of Alachua County Facilities Planning Office, March 2004. Capital facilities costs based on information provided by the School Board of Alachua County Facilities Planning Office. Land costs for schools based on recent comparables, as identified by the Alachua County Property Appraisers Office, March 2004.

<sup>20</sup>Jason Rodell and Ed Gable, Alachua County School Board, February and March, 2004.

**TABLE 18****SCHOOL-AGED POPULATION  
GENERATED BY DIRECT IMPACTS OF SPRINGHILLS<sup>a</sup>**

Area	Elementary School		Middle School		High School		Total	
	Students	Rooms	Students	Rooms	Students	Rooms	Students	Rooms
<b>Phase I</b>								
Alachua County	0	0	0	0	0	0	0	0
Remainder of Region	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Phase II</b>								
Alachua County	180	9	90	4	120	5	390	18
Remainder of Region	0	0	0	0	0	0	0	0
<b>Total</b>	<b>180</b>	<b>9</b>	<b>90</b>	<b>4</b>	<b>120</b>	<b>5</b>	<b>390</b>	<b>18</b>
<b>Project at Completion</b>								
Alachua County	180	9	90	4	120	5	390	18
Remainder of Region	0	0	0	0	0	0	0	0
<b>Total</b>	<b>180</b>	<b>9</b>	<b>90</b>	<b>4</b>	<b>120</b>	<b>5</b>	<b>390</b>	<b>18</b>

Totals may not add due to rounding.

Source: North Central Florida Regional Planning Council, June 2006.

**TABLE 19****SCHOOL-AGED POPULATION  
GENERATED BY INDIRECT AND INDUCED IMPACTS OF SPRINGHILLS<sup>a</sup>**

Area	Elementary School		Middle School		High School		Total	
	Students	Rooms	Students	Rooms	Students	Rooms	Students	Rooms
<b>Phase I</b>								
Alachua County	44	2	22	1	29	1	95	4
Remainder of Region	13	1	7	0	9	0	29	1
<b>Total</b>	<b>57</b>	<b>3</b>	<b>29</b>	<b>1</b>	<b>38</b>	<b>2</b>	<b>124</b>	<b>6</b>
<b>Phase II</b>								
Alachua County	494	26	246	11	328	13	1,068	50
Remainder of Region	150	8	75	3	100	4	325	15
<b>Total</b>	<b>644</b>	<b>33</b>	<b>321</b>	<b>15</b>	<b>428</b>	<b>17</b>	<b>1,393</b>	<b>65</b>
<b>Project at Completion</b>								
Alachua County	537	28	268	12	358	14	1,163	54
Remainder of Region	163	8	82	4	109	4	354	17
<b>Total</b>	<b>701</b>	<b>36</b>	<b>350</b>	<b>16</b>	<b>466</b>	<b>19</b>	<b>1,517</b>	<b>71</b>

Totals may not add due to rounding.

Source: North Central Florida Regional Planning Council, July 2006.

**TABLE 20**

**SCHOOL-AGED POPULATION  
GENERATED BY DIRECT, INDIRECT, AND INDUCED IMPACTS  
OF SPRINGHILLS<sup>a</sup>**

Area	Elementary School		Middle School		High School		Total	
	Students	Rooms	Students	Rooms	Students	Rooms	Students	Rooms
<b>Phase I</b>								
Alachua County	44	2	22	1	29	1	95	4
Remainder of Region	13	1	7	0	9	0	29	1
<b>Total</b>	<b>57</b>	<b>3</b>	<b>29</b>	<b>1</b>	<b>38</b>	<b>2</b>	<b>124</b>	<b>6</b>
<b>Phase II</b>								
Alachua County	674	35	336	15	448	18	1,458	68
Remainder of Region	150	8	75	3	100	4	325	15
<b>Total</b>	<b>824</b>	<b>43</b>	<b>411</b>	<b>19</b>	<b>548</b>	<b>22</b>	<b>1,783</b>	<b>83</b>
<b>Project at Completion</b>								
Alachua County	718	37	358	16	477	19	1,553	72
Remainder of Region	163	8	82	4	109	4	354	17
<b>Total</b>	<b>881</b>	<b>46</b>	<b>440</b>	<b>20</b>	<b>586</b>	<b>23</b>	<b>1,907</b>	<b>89</b>

Totals may not add due to rounding.

Source: North Central Florida Regional Planning Council, July 2006.

## IMPACT ON THE PUBLIC FACILITIES OF THE REGION

### RECREATION AND OPEN SPACE

#### APPLICABLE REGIONAL GOALS/POLICIES

**Regional Goal 2.6.** Ensure adequate public utilities and facilities to serve business and industrial development throughout the region.

**Regional Goal 4.5.** Protect natural resources of regional significance identified in this plan as "Planning and Resource Management Areas".

#### APPLICANT COMMITMENTS

The Applicant's proposed amendments to the SpringHills DRI local government development order proposes to amend Applicant Commitments 10, 11, 12, and 17, as follows:

- ~~10.(6)~~      ~~Ten acres of the project site have been identified as jurisdictional wetlands and 59 acres will be maintained as open space. The acreage will be owned and maintained by a non-public entity. The Applicant may implement requirements for open space ownership and maintenance responsibility through a Developer's Agreement with Alachua County. Preserved jurisdictional wetlands and project open space areas shall be owned and maintained by a non-public entity.~~
- ~~11.(7)~~      ~~Three acres of the project site will be maintained as a park. The acreage will be owned and maintained by a non-public entity. The Applicant may implement requirements for recreation ownership and maintenance responsibility through a Developer's Agreement with Alachua County (1st Request, pg. 107, 26.C & 26.G). Park areas shall be owned and maintained by a non-public entity.~~
- ~~17.(9)~~      ~~Wetlands W-1 through W-3, W-5 through W-7, W-9 through W-11, and W-13 through W-15 as described and mapped on Map F of in the ADA of the Application will shall be preserved in their natural state and protected unless otherwise not required by SJRWMD and Alachua County. Their hydroperiods will be maintained or, where practicable, enhanced, through the discharge of treated stormwater. Protective upland buffers consistent with the provisions of Chapter 359, Alachua County Unified Land Development Code will be established around these wetlands (ADA, pg 13-5, 3) Conservation easements shall be established and upland buffers shall be provided on the perimeter of the preserved wetlands, as required by SJRWMD and Alachua County rules and regulations.~~

Additionally, Applicant's proposed amendments to the SpringHills DRI local government development order proposes to delete Applicant Commitment 18, as follows:

- ~~18. The wetlands referenced in the previous Applicant commitment will be dedicated as conservation areas (via easement or fee simple dedication) in accordance with permitting criteria elements of the St. Johns River Water Management District's MSSW/ERP permitting program (ADA, pg 13-5, 3).~~

### **SUMMARY OF IMPACTS**

Adverse local impacts may occur as: 1) the ADA has not demonstrated that the county will, after project development, maintain a minimum of 3.00 acres of county-owned parks and/or recreation lands per 1,000 persons as called for by Alachua County Comprehensive Plan Recreation and Open Space Policy 1.1.2; and. 2) the county does not own park lands around the project site which meet the minimum recreation site classification system guidelines of the Alachua County Comprehensive Plan Recreation and Open Space Element.

### **IMPACT DETERMINATION**

The Applicant's proposed amendments to the SpringHills DRI local government development order amends Condition 5 addressing recreation and open space, as follows:

~~(5)(F)~~ Condition: Recreation and Open Space

~~This development shall maintain the County's adopted level of service for recreation of 3.0 acres of improved recreation site per 1,000 persons in the unincorporated area of the County. Prior to Phases III and IV 2009, the Applicant shall address in its annual report how the development is maintaining compliance with the County's recreation concurrency requirements through submittal of a parks and recreation assessment and mitigation plan. This plan shall be reviewed and approved by the Alachua County Department of Growth Management and the Alachua County Department of Public Works within 30 days of submittal by the Applicant. In the event that the level of service for recreation falls below the adopted standard, concurrency for parks and recreation can be mitigated using one of the following methods: approved methods in the Alachua County Comprehensive Plan.~~

- ~~1. Compliance with the requirements of Alachua County Comprehensive Plan Capital Improvements Element Policy 1.3.2-A(1-4); or~~
- ~~2. At the time the development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of actual construction of the required facilities or the provision of services within one year of the issuance of the development permit; or~~

~~3. The necessary facilities and services are guaranteed in an enforceable development agreement which requires commencement of construction of the facilities within one year of the issuance of the applicable development permit. Such enforceable development agreements may include, but are not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or Development Order issued pursuant to Chapter 380, Florida Statutes [9J-5.055(2)(2)].~~

~~No binding permits for Phases III and IV shall be issued until the parks and recreation assessment and mitigation plan has been approved by the Alachua County Department of Growth Management and the Alachua County Department of Public Works.~~

With the exception of a discussion regarding listed species, which can be found in the Vegetation and Wildlife section of this report, and modifications to the number of project acres devoted to parks, open space, and wetlands, Council analysis of recreation and open space impacts remains the same as in the Council report for the original SpringHills DRI ADA. It is repeated below.

It is anticipated that the recreation needs of the residents of the project will be only partially met by on-site facilities. Although the project calls for a three-acre park, a bicycle trail system, 86 acres of open space, and 10 acres of wetlands, these lands do not meet the minimum recreation site classification guidelines of the Alachua County Comprehensive Plan Recreation and Open Space Element. The county site classification guidelines call for a neighborhood park ranging from five to 15 acres in size within a ½ mile radius of the project site. The system also calls for a community park ranging from 15 to 75 acres in size within a three-mile radius of the project site. Under the county recreation site classification system, neighborhood parks are characterized as including a ballfield, courts, playgrounds, and picnic areas, while community parks are characterized as including active recreation facilities for several neighborhoods for organized events such as soccer, softball, football, and tennis.<sup>21</sup> The nearest county-owned park or recreation facility is the 194-acre San Felasco Park, which is located approximately 5.5 miles northeast of the NW 39th Avenue entrance to the project site along NW 43rd Way. The park contains a playground, a picnic area, and a nature trail.

The nearest publicly-owned activity-based park is the City of Gainesville Westside Park, which is located approximately seven miles southeast of the project site. Additionally, Santa Fe Community College, which is located approximately one mile from the project site, has a large open space area used by the college for baseball games and other athletic events and classes; however, these facilities are unavailable to the general public except for activities specifically approved by Santa Fe Community College. Therefore, it is concluded that there are insufficient public-owned park and recreation facilities within a reasonable distance from the project site to meet the park and recreation

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<sup>21</sup>Alachua County Comprehensive Plan Recreation and Open Space Element Policy 1.1.4 calls for the service areas, population served, typical size and typical facilities and site characteristics for different types of recreation sites as shown in Table 1 of the Recreation and Open Space Element be used by the County as guidelines for the development, location, characteristics and service areas of county parks and recreation facilities. The classification system characteristics described in this paragraph are from the referenced Table 1.

guidelines of the county plan. It is recommended that the City, the County, and the Applicant conduct a study to more accurately assess the park and recreation needs of this portion of the Gainesville urbanized area.

## **IMPACT OF THE PUBLIC FACILITIES OF THE REGION**

### **HEALTH CARE**

#### **APPLICABLE REGIONAL GOALS/POLICIES**

**Regional Goal 2.6.** Ensure adequate public utilities and facilities to serve business and industrial development throughout the region.

#### **APPLICANT COMMITMENTS**

None.

#### **SUMMARY OF IMPACTS**

Significant impacts to regional health care facilities are not anticipated as a result of the project. The direct, indirect, and induced impacts of the project are anticipated to require one additional part-time Advanced Life Support Unit in order to maintain the current level of service.

#### **IMPACT DETERMINATION**

No medical facilities will be provided on the project site. However, the SpringHills DRI Substantial Deviation ADA notes that the project site is located near (approximately three miles from) the North Florida Regional Medical Center, a 278-bed hospital with a 24-hour emergency room. Additionally, Shands at Alachua General Hospital, Shands at the University of Florida and a Veterans Administration Hospital are located within Alachua County.

The project site will be home to approximately 5,354 persons residing on the site, plus 5,324 employees. Assuming another 1,000 clients/customers on the site during normal business hours, the population of the project site should range between 5,354 to 10,843 persons at various times of the day by project completion. The nearest full-time Advanced Life Support Unit is located approximately 7.5 miles from the project site at Medic Station #9 (the intersection of US 441 and SR 121).

In a letter dated March 3, 2003 from Chief Will Gray May, Jr., to Linda Portal, Chief May states that the proposed SpringHills DRI Substantial Deviation will not increase demand on local emergency services beyond the demand already anticipated and identified for the currently approved DRI. In a letter dated August 5, 1998, from Chief Will Gray May, Jr., to Council staff regarding the project's demands on Alachua County Fire/Rescue resources, Chief May states that a redeployment of existing emergency medical resources will be required to assure that county-wide service levels are maintained, while providing for the additional service load of the Development of Regional Impact (DRI). Chief May further stated that it may be necessary to place new resources within or near the area of the project site at some point in the future, based upon Alachua County Fire/Rescue Department monitoring of the demands placed on Advanced Life Support Units by the DRI and the surrounding area.

As previously noted, the indirect and induced impacts of the project are estimated to result in a regional population increase of 9,422 persons one year after project completion. Of these, it is estimated that 7,224 will reside in Alachua County. The projected Alachua County population increase as a result of the direct, indirect, and induced impacts of the project will require additional demand for one additional part-time Advanced Life Support Unit to maintain the current ratio of Advanced Life Support Units per 1,000 persons, which is currently one full-time unit per 22,900 residents.

## **IMPACT ON THE PUBLIC FACILITIES OF THE REGION**

### **POLICE AND FIRE PROTECTION**

#### **APPLICABLE REGIONAL GOALS/POLICIES**

**Regional Goal 2.6.** Ensure adequate public utilities and facilities to serve business and industrial development throughout the region.

#### **APPLICANT COMMITMENTS**

None.

#### **SUMMARY OF IMPACTS**

Adverse impacts of regional significance to the fire and police resources of the area are not anticipated as a result of this project. The direct impacts created by the project will require Alachua County to add 5 additional sworn officers by project completion in order to maintain the current ratio of sworn officers to unincorporated area residents. The indirect and induced impacts of the project will require an additional 7 sworn officers to maintain the current ratio.

Local impacts created by the project will also require a new emergency services (fire) station initially housing one engine company within or near the project site to service both the project site and nearby areas. It is anticipated that assistance will be required from the City of Gainesville Fire Rescue Department for large fires occurring on the project site.

#### **IMPACT DETERMINATION**

SpringHills DRI Substantial Deviation is a large-scale, mixed-use development. When fully developed and occupied by permanent residents, the population of the project site will be approximately 5,354. If SpringHills DRI Substantial Deviation were a fully-developed incorporated municipality, it would rank as the third most populous city in the county, smaller than the City of Alachua but larger than the City of High Springs.

Law enforcement protection will be provided by the Alachua County Sheriff's Department. The 2002 Alachua County sworn officer per resident ratio was 1.07 officers per 1,000 residents.<sup>22</sup> Considering only the direct impacts of the project, an additional 4 officers will be required when SpringHills DRI Substantial Deviation is fully developed in order to maintain this ratio. Taking into account indirect and induced impacts, 7 more sworn officers will be required in order to maintain the 2002 ratio.

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<sup>22</sup>Telephone conversation between Steven Dopp, Senior Planner, North Central Florida Regional Planning Council and Al Weinkel, Director of Staff Services, Alachua County Sheriff's Office, March 19, 2004.

No fire station is planned for the project site. The nearest station is #16 on Fort Clarke Boulevard, which can respond to the project site in approximately 6 minutes.<sup>23</sup> In a letter dated March 3, 2003 from Chief Will Gray May, Jr., to Linda Portal, Chief May states that the proposed SpringHills DRI Substantial Deviation will not increase demand on local emergency services beyond the demand already anticipated and identified for the currently approved DRI.<sup>24</sup> In a letter dated August 5, 1998, from Chief Will Gray May, Jr., to the Council staff regarding the demands of the original project on Alachua County Fire/Rescue resources, Chief May states that a new emergency services station initially housing one engine company will be needed either within or near the project site to service both the project site and nearby areas (Chief May's 1998 letter is included in Appendix G).

Discussions between Council staff and Assistant Chief Elmond D. Taylor of the Gainesville Fire Rescue Department concurs with Chief May that the proposed SpringHills DRI Substantial Deviation will not increase demand on local emergency services beyond the demand already anticipated and identified for the currently approved DRI. Assistant Chief Taylor also noted that comments made by him on the original DRI are still applicable.<sup>25</sup> In a letter dated August 7, 1998, Assistant Chief Taylor concurred with Chief May's assessment of a need for an additional emergency services facility located either within or near the project site. Assistant Chief Taylor also noted that mutual aid assistance will likely be required from the City of Gainesville Fire Rescue Department by Gainesville Fire Rescue Stations 4, 5, or 7 for incidents requiring more than one apparatus for structure fires, mass casualties, hazardous materials, vehicle extraction, and multiple vehicle accidents. Assistant Chief Taylor also noted that a fire protection study of the area around and including the project site should be conducted to more accurately assess the fire suppression needs of this portion of the Gainesville urban area (Chief Taylor's 1998 letter is included in Appendix G).

Given the large size of the project and the continuing development of the general area around the project site, it is recommended that the City, County, and the Applicant jointly conduct a fire protection study of the area to more accurately assess the fire suppression needs of this portion of the Gainesville urban area as soon as possible. The study should include the identification of parcels either within the development or in the surrounding area for the appropriate location of facilities.

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<sup>23</sup>Telephone conversation between Steven Dopp, Senior Planner, North Central Florida Regional Planning Council and Chief Will Gray May, Jr., Emergency Services Director, Alachua County Fire Rescue Services, March 9, 2004.

<sup>24</sup>Letter dated Mary 3, 2003 to Linda Portal, Principal Planner, Portal Architecture from Chief Will Gray May, Jr., Emergency Services Director, Alachua County Fire Rescue Services. See SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, August 2003, Question 25.

<sup>25</sup>Telephone conversation between Steven Dopp, Senior Planner, North Central Florida Regional Planning Council and Assistant Chief Elmond D. Taylor, Gainesville Fire Rescue Department, March 10, 2004.

## **IMPACT ON PUBLIC TRANSPORTATION FACILITIES OF THE REGION**

### **APPLICABLE REGIONAL GOALS/POLICIES**

**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 5.1.6.** Develop recommended local government orders for Developments of Regional Impact which mitigate adverse impacts of the development upon regionally significant transportation facilities.

**Policy 5.1.7.** Mitigate adverse impacts of development upon regional transportation facilities.

**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.

**Policy 5.1.12.** Direct future transportation improvements to aid in the management of growth and that promotes economic development in designated areas.

**Regional Goal 5.5.** Increase the percentage of north central Florida residents using public transportation as a primary means of transportation.

**Policy 5.5.1.** Coordinate with the Gainesville Regional Transit System, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, the University of Florida, the City of Gainesville, and Alachua County to provide opportunities through their respective plans and programs for a greater likelihood of increased public transit ridership.

## **APPLICANT COMMITMENTS**

- (14) As indicated in the Transportation Methodology Document (Appendix 21-1), the Owner/Applicant has committed the funding for the proposed NW 98<sup>th</sup> Street Extension (NW 39<sup>th</sup> Avenue to NW 83<sup>rd</sup> Street Extension) and the NW 83<sup>rd</sup> Street Extension (NW 39<sup>th</sup> Avenue to Millhopper Road). As part of NW 98<sup>th</sup> Street Extension, SpringHills will construct a bridge over Interstate 75 that could accommodate four (4) lanes, however will be initially striped out as two (2) lanes. The NW 83<sup>rd</sup> Street Extension and the NW 98<sup>th</sup> Street Extension, shall be constructed by SpringHills within three (3) years of the initiation of the next phase of development, which is considered to be at the time of issuance of the first building permit for the next phase. The Applicant shall provide financial assurances in the form of a surety bond, performance bond, escrow agreement, letter of credit or other form of collateral to be approved by Alachua County (ADA Substantial Deviation Second Sufficiency Review Response Question 21 Update- Transportation Considerations for the SpringHills DRI Substantial Deviation Application for Development Approval February 2004, Volume 2, February 9, 2004, page 21.11).

## **SUMMARY OF IMPACTS**

The SpringHills DRI Substantial Deviation does not have a workable transportation plan - defined as all regional roadways and intersections operating at the adopted level of service standard. Even after evaluating four tiers of additional modifications, the traffic impacts of the SpringHills DRI Substantial Deviation cause three regional intersections on State Road 222 to operate below the adopted level of service standard in the Year 2013.

## **IMPACT DETERMINATION**

The Applicant's proposes to delete Section 4(6), Transportation Conditions, from the current SpringHills DRI local government development order and add new transportation conditions contained in Section 5.G of the Applicant's proposed amendments to the SpringHills DRI local government development order, as contained in the SpringHills DRI Substantial Deviation Second Sufficiency Response document, dated February 2004.

The Council conducted an evaluation of the transportation impacts of the project in accordance with an agreed-upon transportation methodology entitled, Final SpringHills DRI Transportation Methodology, which is contained in a document entitled SpringHills Second Sufficiency Review Response, February 2004, Volume 3, Appendix "21-1." The results of this evaluation are presented in the following sections.

**METHODOLOGY**

**STANDARDS AND LEVELS OF SERVICE**

**Alachua County**- The level of service standards that are used to evaluate the transportation impacts of this project within unincorporated Alachua County is contained in Alachua County’s adopted Comprehensive Plan- Transportation Element and shown in the following chart.

TYPE OF FACILITY		LEVEL OF SERVICE STANDARDS		
		URBANIZED	TRANSITIONING	RURAL
INTRASTATE	LIMITED ACCESS HIGHWAY	C	C	B
	CONTROLLED ACCESS	C	C	B
OTHER STATE ROADS	OTHER MULTILANE	D	C	B
	TWO-LANE	D	D	D
NONSTATE ROADS	COUNTY-MAINTAINED FACILITIES	D	D	D

**City of Alachua**- The level of service standards that are used to evaluate the transportation impacts of this project within the City of Alachua is contained in the City of Alachua’s adopted Comprehensive Plan- Transportation Element. According to this information, the standards are level of service C for all intrastate highways and State multilane highways, and level of service D on US 441 and for all other State roads and all County roads.

**City of Gainesville**- The level of service standards that are used to evaluate the transportation impacts of this project within the City of Gainesville is contained in the City of Gainesville’s adopted Comprehensive Plan- Transportation Element. According to this information, the standards are level of service C for all intrastate highways, level of service D for all other State roads and all County roads and level of service E for City roads. In addition, significant portions of the City are included within transportation concurrency exception areas (TCEAs).

**City of High Springs**- The level of service standards that are used to evaluate the transportation impacts of this project within the City of High Springs is contained in the City of High Springs' adopted Comprehensive Plan- Traffic Circulation Element. According to this information, the standards are:

1. level of service C for US 27/State Road 45, US 27/US 41/State Road 20 and US 41/US 441/State Road 45;
2. the applicable FDOT and Alachua County peak hour level of service standards for arterial roadways, collectors and limited access facilities under their respective control; and
3. level of service C for two-lane paved City roads [5,000 ADT] and for two-lane unpaved City roads [2,000 ADT].

**Columbia County**- The level of service standards that are used to evaluate the transportation impacts of this project within Columbia County is contained in the Columbia County's adopted Comprehensive Plan- Traffic Circulation Element. According to this information, the standards are level of service B for all intrastate highways, level of service C for US 27, US 41, US 90 and US 441, level of service D for all other State roads and all County roads.

## PROPOSED TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

The SpringHills DRI Substantial Deviation is required to discuss what provisions, including but not limited to sidewalks, bicycle paths, internal shuttles, ride sharing and public transit, will be made for the movement of people by means other than private automobile. According to page 21.51 of the SpringHills Second Sufficiency Review Response Question 21 Update-Transportation Considerations for the SpringHills DRI Substantial Deviation Application for Development Approval February 2004 (Volume 2) submitted February 9, 2004,

*“The SpringHills project will incorporate design elements that will encourage alternative modes of transportation for on-site and off-site movements. As previously mentioned, the development will be interconnected with an internal system of roadways, sidewalks, and bicycle facilities for the purpose of reducing traffic impacts to surrounding facilities. Roadways will be designed with wider outside lanes to accommodate bicycle travel. Enhanced pavement markings and signage will be incorporated to the design process to protect pedestrians and bicycles from conflicts with the motoring public. Bicycle racks will be provided to encourage bicycle travel throughout the project.*

*As agreed to by the Transportation Methodology Document, no additional transit reductions were integrated into the technical analysis provided in Chapter 21. However, the DRI proximity to adjoining urbanized developments makes it a possible candidate to be served by bus or shuttle service in the future. Therefore, the Owner/Applicant will provide a transit stop on-site if transit is extended to service the SpringHills DRI.”*

Currently, this area is served by two Regional Transit System (RTS) bus routes- Routes 10 and 43 which serve Santa Fe Community College. Route 10 travels west on NW 23<sup>rd</sup> Avenue and then north on NW 83<sup>rd</sup> Street. Route 43 travels west on NW 39<sup>th</sup> Avenue and then south on NW 83<sup>rd</sup> Street. The nearest bus service to the SpringHills DRI Substantial Deviation is Route 43 which serves the NW 39<sup>th</sup> Avenue and NW 83<sup>rd</sup> Street intersection.

It is reasonable to assume that transit service will be expanded to service this area by 2013 and will need infrastructure provided by the applicant. The above commitment to provide a single transit stop is not consistent with the proposed land use map submitted in March 2003 as part of the *SpringHills Notice of Proposed Change to the SpringHills DRI* where eight (8) stops were identified.

It will be difficult to provide cost-effective transit service to and from this development because of the project’s location. Consequently, the applicant does not identify any transportation demand management strategies that are expected to significantly affect needed roadway and intersection modifications. Transportation demand management strategies should be developed to augment the proposed mitigation plan.

## LAND USE MATRIX

The applicant has proposed a land use conversion matrix, or trip equivalency matrix, for the purpose of changing land uses to respond to market conditions without having to trigger the Notice of Proposed Change (NOPC) process. The matrices provided by the applicant are mathematical conversions of land uses based on trip generation rates by project area.

Currently, it is the policy of the Planning Council that the use of land use conversion tables is not an acceptable practice. Land use conversion tables provide an applicant the opportunity to change the scope and makeup of an approved project without fully considering or identifying the related transportation impacts resulting from the revisions.

Through the course of the SpringHills DRI Substantial Deviation sufficiency review, the Planning Council has maintained the policy that the application of a land use trip matrix is not an acceptable practice. As stated during the second sufficiency review comments,

*“The North Central Florida Regional Planning Council maintains the policy that the application of a land use trip matrix is not an acceptable practice. Discussions between the Applicant and the Council were held on May 7, 2003 regarding this issue. At that meeting, the Council agreed to consider a revised trip matrix that limited land use conversions by quadrant and by quantity. After the Council’s review of the Applicant’s revised land use matrix, additional information was requested to clarify and document the Applicant’s proposed conversion methodology.”*

To date, the Applicant has not responded to the Council’s request. As such, the Council has not changed the policy regarding land use conversion tables and will not approve the conversion table as provided in the Applicant’s sufficiency response.

Although some of the Council’s comments are incorporated in the latest submittal, our main concerns were not addressed by the applicant. Specifically, the Council requested that the applicant provide a discussion of how the conversion rates were derived and what units they represent. Additionally, more detailed information regarding internal capture, trip distribution and trip length was requested for our review, but the applicant did not respond to this request for information.

Regardless of how land use conversion tables are generated, the use of these tables do not address the nature of a converted trip. The tables may work mathematically, but only in the sense of trip generation rates. In reality, they cannot replicate impacts to the transportation network in terms of trip distribution and trip length, nor do they adequately account for changes in internal capture and pass-by trip rates.

As an example, the calculation of internal and pass-by trip rates are exponential and increase or decrease consistent with the size of retail development. However, the land use trip matrix can only show a linear relationship between uses (i.e., one dwelling unit = X commercial SF) and, therefore, does not account for the variability of the applied capture rates.

Decreases in the amount of internal capture and pass-by trips through land use conversions result in the addition of project trips that will use the external (public) roadway network. However, the facility impacts of these additional trips are not reflected in the traffic impact analysis.

Additionally, changes to the proposed land use makeup can significantly affect attraction and production rates as calculated by transportation computer models (the Florida Standard Urban Transportation Model Structure (FSUTMS) model). Land use conversion tables imply that project traffic distribution patterns remain constant, when in actuality the patterns could be significantly different and require a different set of transportation modifications to address changes in transportation demands.

Even though the applicant did not address the Council's concerns, the land use conversion matrix was evaluated as part of the Council's review of the Second Review Sufficiency Response submitted in February, 2004. In the latest submittal, the applicant proposes a minimum/maximum range for the exchange of land uses where the overall exchange is allowed up to 10 percent of the land use or no more than the state substantial deviation numerical thresholds (whichever is less) for each quadrant.

However, Section 380.06 (19 (b), Florida Statutes, does not delineate between quadrants and the entire project for land use conversions. Any conversion from one land use to another is summed together. When the cumulative totals exceeds the maximum thresholds for a given land use, a substantial deviation is triggered, regardless of what quadrant the conversion took place.

As part of the SpringHills DRI Substantial Deviation review process, the Council did agree to review this policy and to consider a restricted conversion table for the proposed development. However, our primary concerns were not addressed by the applicant and no information has been provided that supports the proposed conversion matrices. Given this, the Council staff does not agree to the use of land use conversion tables and does not support the exchange of uses within the SpringHills DRI Substantial Deviation.

**TABLE 21**

**COMPARISON OF MAXIMUM PROPOSED LAND USE EXCHANGES  
TO STATE SUBSTANTIAL DEVIATION THRESHOLDS**

<b>ITE Code</b>	<b>Land Use</b>	<b>Units</b>	<b>% Change</b>	<b>Unit Change</b>	<b>10% of Prop LU</b>	<b>Florida Statutes Unit Threshold</b>
210	Single	DU's	10.08%	52	52	10% or 55 units (total). Whichever is greater
220	Apartments	DU's	5.64%	100	172	
310	Hotel	Room	10.08%	63	62	10% or 83 units. Whichever is greater
710	Office	SF	10.00%	12,500	12,500	10% or 66K GSF. Whichever is greater
820	Commercial	SF	4.63%	72,050	155500	10% or 55K GSF. Whichever is greater
150	Warehouse	SF	10.00%	46,000	46,000	10% or 35 Acres. Whichever is greater

Source: Florida Statutes, Chapter 380.06(19)(b)  
SpringHills Second Sufficiency Review Response, Appendix 21-10

**PLANNED OR PROGRAMMED MODIFICATIONS OR NEW FACILITIES WHICH  
WILL HAVE AN INFLUENCE ON THE PROPOSED DEVELOPMENT**

This section discusses planned or programmed modifications or new facilities which will have an influence on the proposed development within the study area. The document entitled *SpringHills Second Sufficiency Review Response Question 21 Update- Transportation Considerations for the SpringHills DRI Substantial Deviation Application for Development Approval February 2004 (Volume 2)* (submitted February 9, 2004) does not identify any planned or programmed modifications or new facilities which will have an influence on the proposed development within the study area except for the commitments discussed earlier to construct the proposed extension of NW 98<sup>th</sup> Street and NW 83<sup>rd</sup> Street.

## REGIONAL ROAD NETWORK - ROAD SEGMENTS

The North Central Florida Regional Planning Council's (NCFRPC) *Strategic Regional Policy Plan* defines the regional road network as including the following facilities:

- All Interstate Highways
- All U.S. Highways
- All State Roads
- Hurricane Evacuation Routes
- All local roads which link Regional Facilities or DRIs to interstate, U.S., or state highways

Illustration III shows the regional road network within the study area. This network includes all segments of regional roads that are being significantly impacted by the SpringHills DRI Substantial Deviation. These include the following:

- Interstate 75- Newberry Road north to US 441 in the City of Alachua
- US 441- Interstate 75 west to Alachua County Line
- State Road 20- US 441 west to NW 9<sup>th</sup> Street
- State Road 222- Interstate 75 east to US 441
- State Road 26- W. 154<sup>th</sup> Street east to NW 98<sup>th</sup> Street
- State Road 26- Interstate 75 east to NW 8<sup>th</sup> Avenue

Illustration IV shows the inset area that is used in some of the remaining report maps. This scale map is needed in order to adequately identify intersection information in the immediate SpringHills DRI Substantial Deviation area.

ILLUSTRATION III

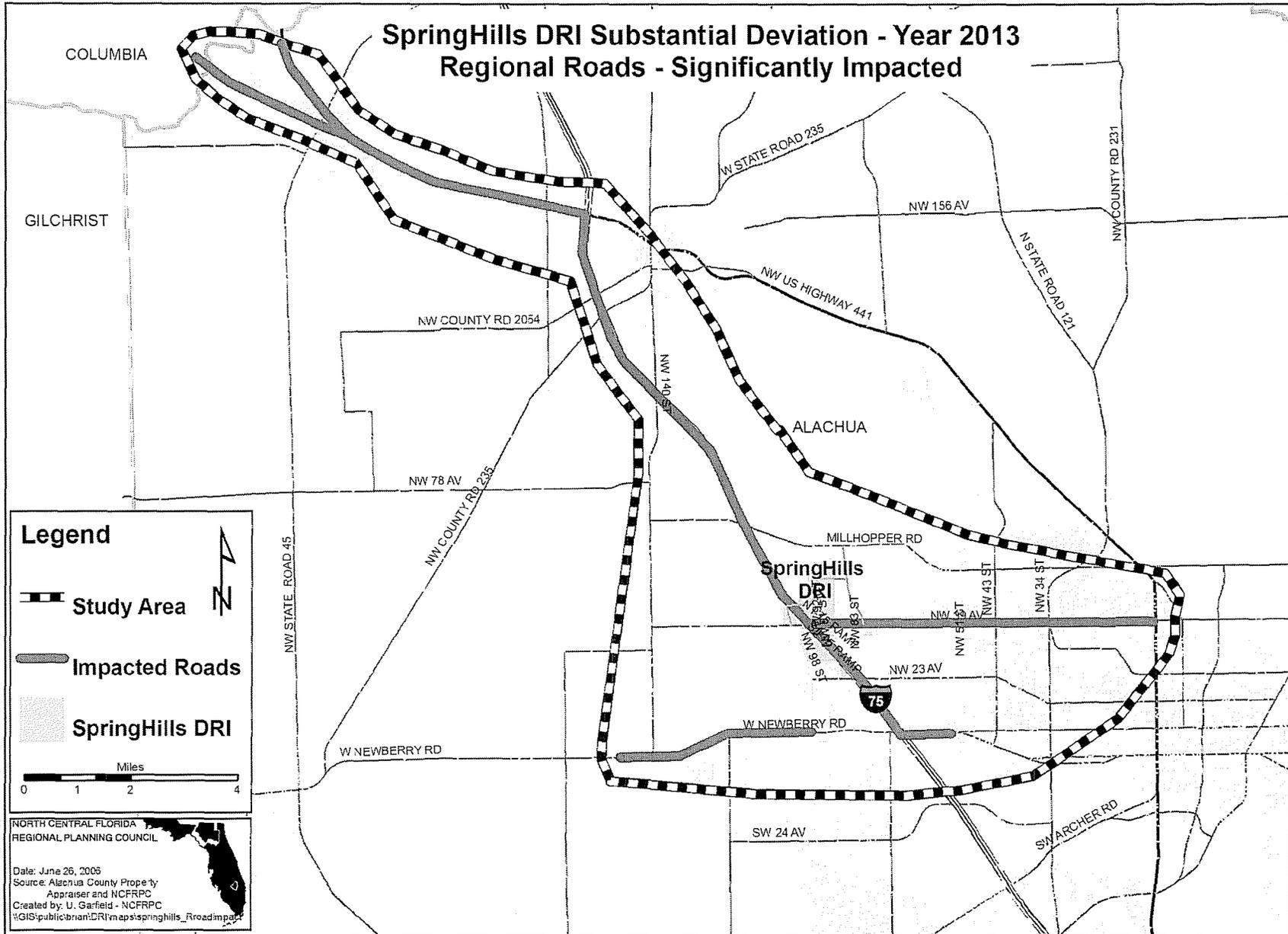
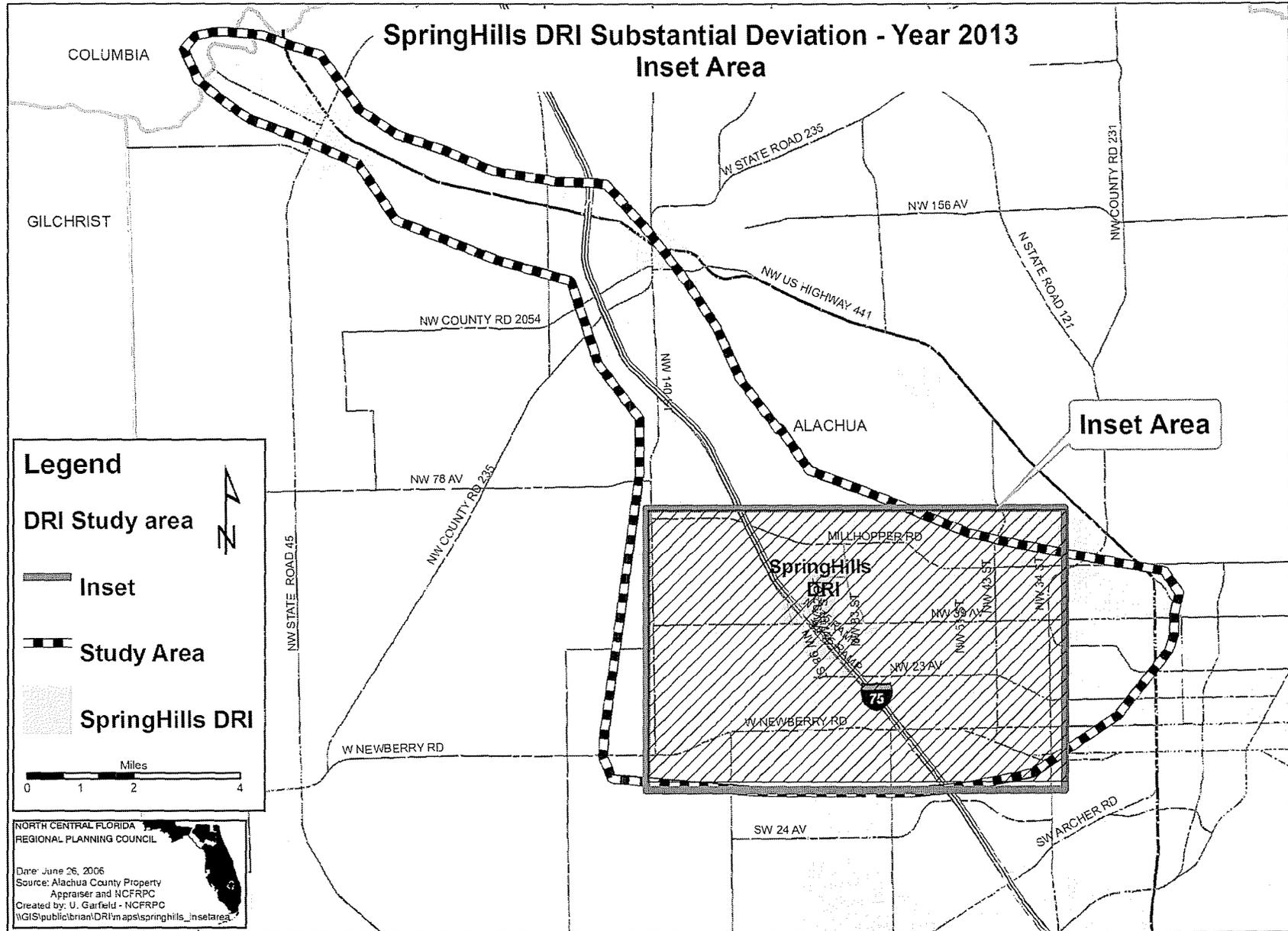


ILLUSTRATION IV



## REGIONAL ROAD NETWORK - INTERSECTIONS/INTERCHANGES

The procedures that are used to determine if modifications are needed at regional intersections include testing to determine if the impacts are both significant and adverse. These terms are defined as follows:

**significant**- DRI traffic is determined to be *significant* if it uses five percent or more of the adopted peak hour level of service maximum service volume of the facility.

**adverse**- An *adverse* impact is when the facility is projected to be operating below the adopted level of service standard.

The procedures used to analyze intersections include the following three tests:

- Test 1** - Is a signalized intersection located on a portion of the State Highway System significantly impacted by a DRI?
- Test 2** - Is the total DRI traffic in the intersection from Test 1 five percent or more of the total intersection capacity at the adopted level of service (LOS) standard?
- Test 3** - For intersections that meet both Test 1 and 2, is a failing turn movement five percent or more of the total lane group capacity for that movement at the adopted LOS?

If the results of the above tests are a significant and adverse impact, the DRI is required to mitigate the turning movement or movements that are adversely affected.

### **Intersections/interchanges Analyzed**

A detailed traffic operations analysis has been performed for the regionally significant intersections listed below and shown in Illustration V.

Interstate 75 at US 441 (Alachua County) Northbound Ramps  
at US 441 (Alachua County) Southbound Ramps  
at State Road 222 (NW 39<sup>th</sup> Avenue) Northbound Ramps  
at State Road 222 (NW 39<sup>th</sup> Avenue) Southbound Ramps  
at State Road 26 (Newberry Road) Northbound On Ramps  
at State Road 26 (Newberry Road) Northbound Off Ramps

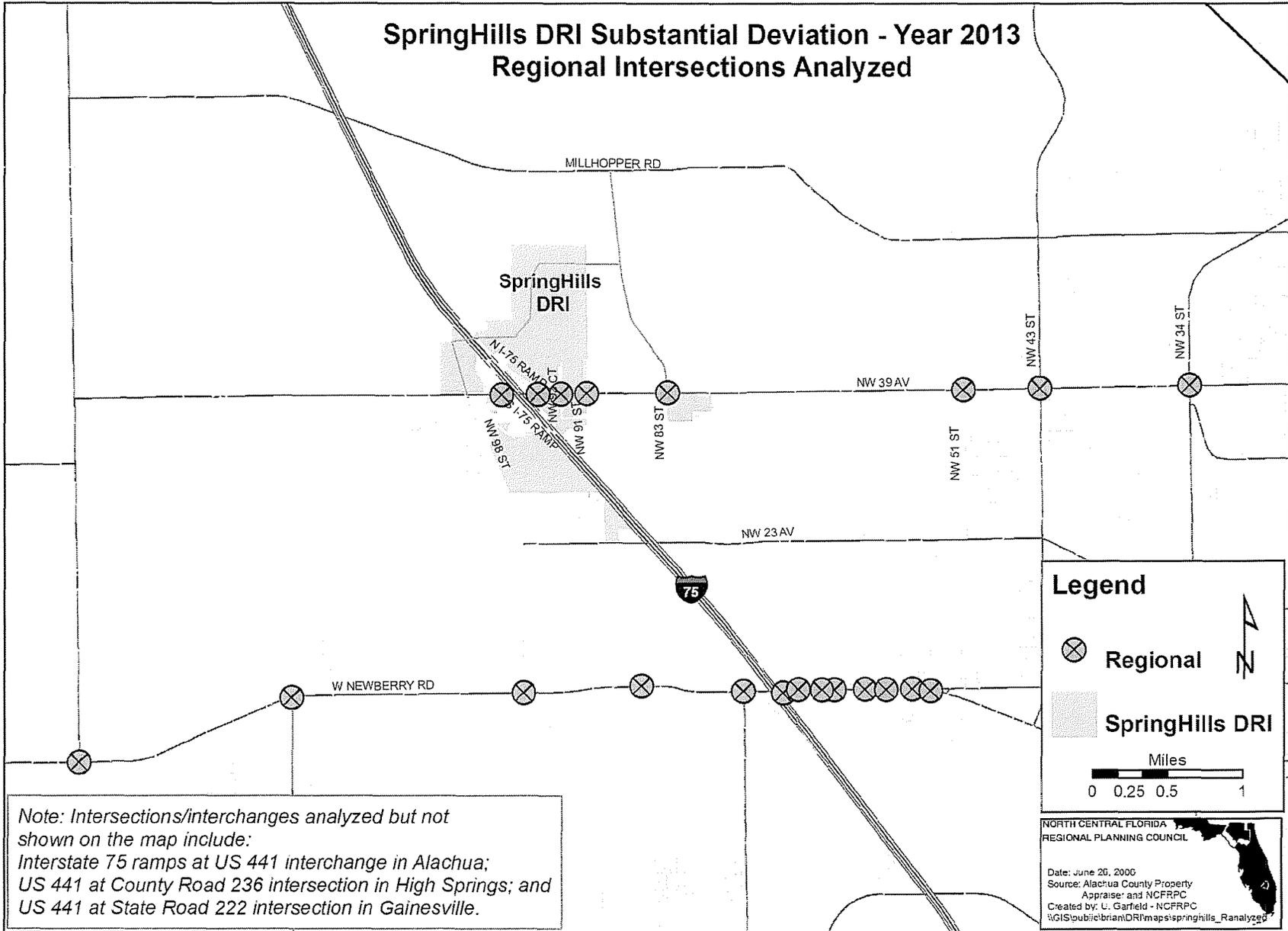
US 441 at County Road 236 (High Springs)  
at State Road 222 (NW 39<sup>th</sup> Avenue)

State Road 222 at NW 92<sup>nd</sup> Court  
(NW 39<sup>th</sup> Avenue) at NW 91<sup>st</sup> Street  
at NW 83<sup>rd</sup> Street  
at NW 51<sup>st</sup> Street  
at NW 43<sup>rd</sup> Street  
at State Road 121 (NW 34<sup>th</sup> Street)

State Road 26 at County Road 241  
(Newberry Road) at W. 122<sup>nd</sup> Street  
at W. 98<sup>th</sup> Street  
at Fort Clarke Boulevard  
at W. 75<sup>th</sup> Street  
at W. 69<sup>th</sup> Terrace  
at Oaks Mall  
at W. 66<sup>th</sup> Street  
at W. 62<sup>nd</sup> Street  
at W. 60<sup>th</sup> Street  
at W. 57<sup>th</sup> Street  
at W. 55<sup>th</sup> Street

ILLUSTRATION V

SpringHills DRI Substantial Deviation - Year 2013  
Regional Intersections Analyzed



## **LOCAL ROAD NETWORK - ROADWAY SEGMENTS**

Illustration VI, shows local roads which are significantly impacted by this project. This network includes all segments of local roads that are being significantly impacted by the SpringHills DRI Substantial Deviation. These include the following:

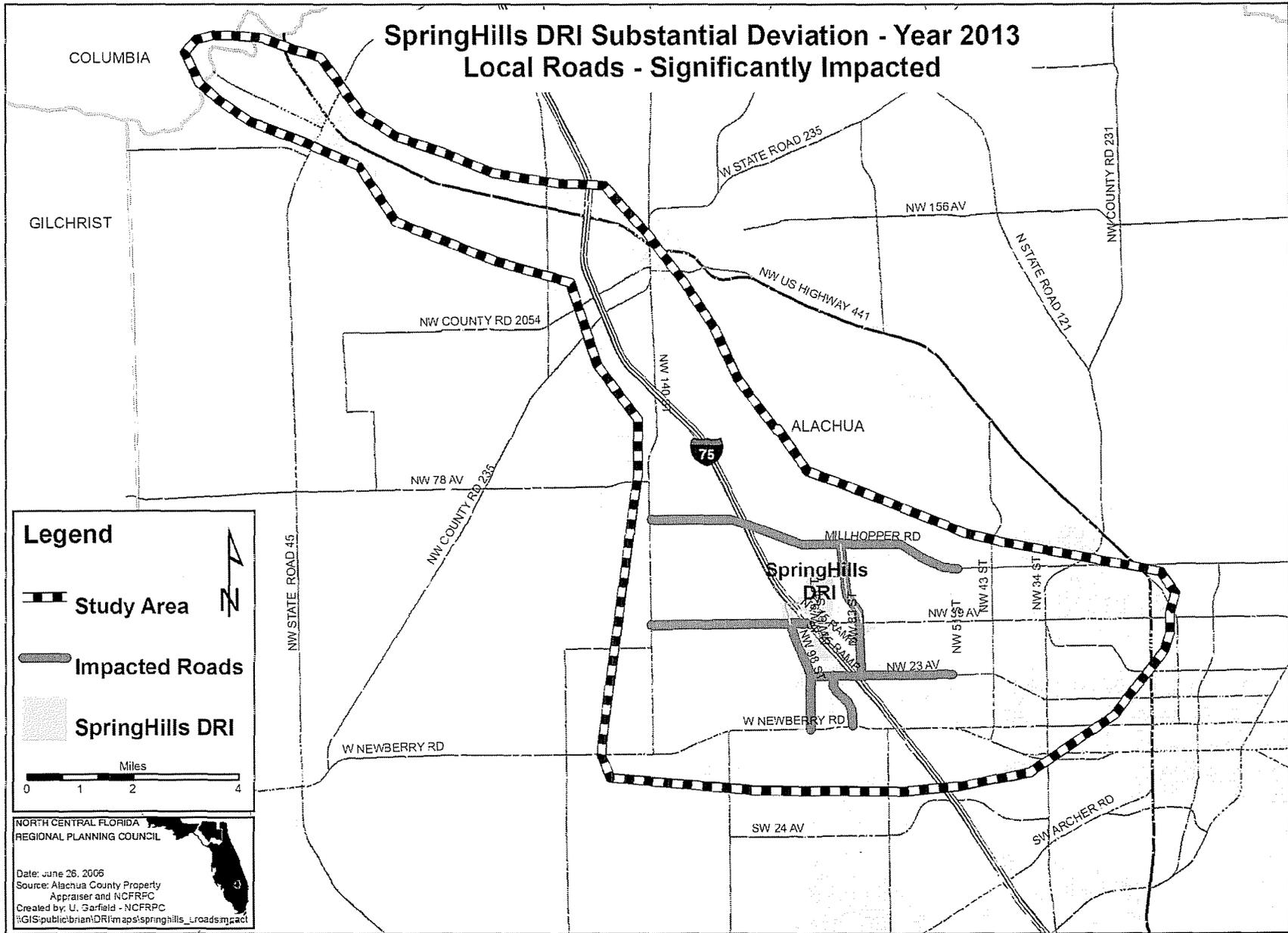
Millhopper Road	County Road 241 east to just west of NW 43 <sup>rd</sup> Street
NW 39 <sup>th</sup> Avenue	County Road 241 east to Interstate 75
NW 23 <sup>rd</sup> Avenue	NW 98 <sup>th</sup> Street east to NW 55 <sup>th</sup> Street
NW 98 <sup>th</sup> Street	NW 39 <sup>th</sup> Avenue south to Newberry Road
Ft. Clarke Blvd	NW 23 <sup>rd</sup> Avenue south to Newberry Road
NW 83 <sup>rd</sup> Street	NW 39 <sup>th</sup> Avenue south to NW 23 <sup>rd</sup> Avenue

## **LOCAL ROAD NETWORK - INTERSECTIONS**

A detailed traffic operations analysis has been performed for each of the locally significant intersections listed below and shown in Illustration VII.

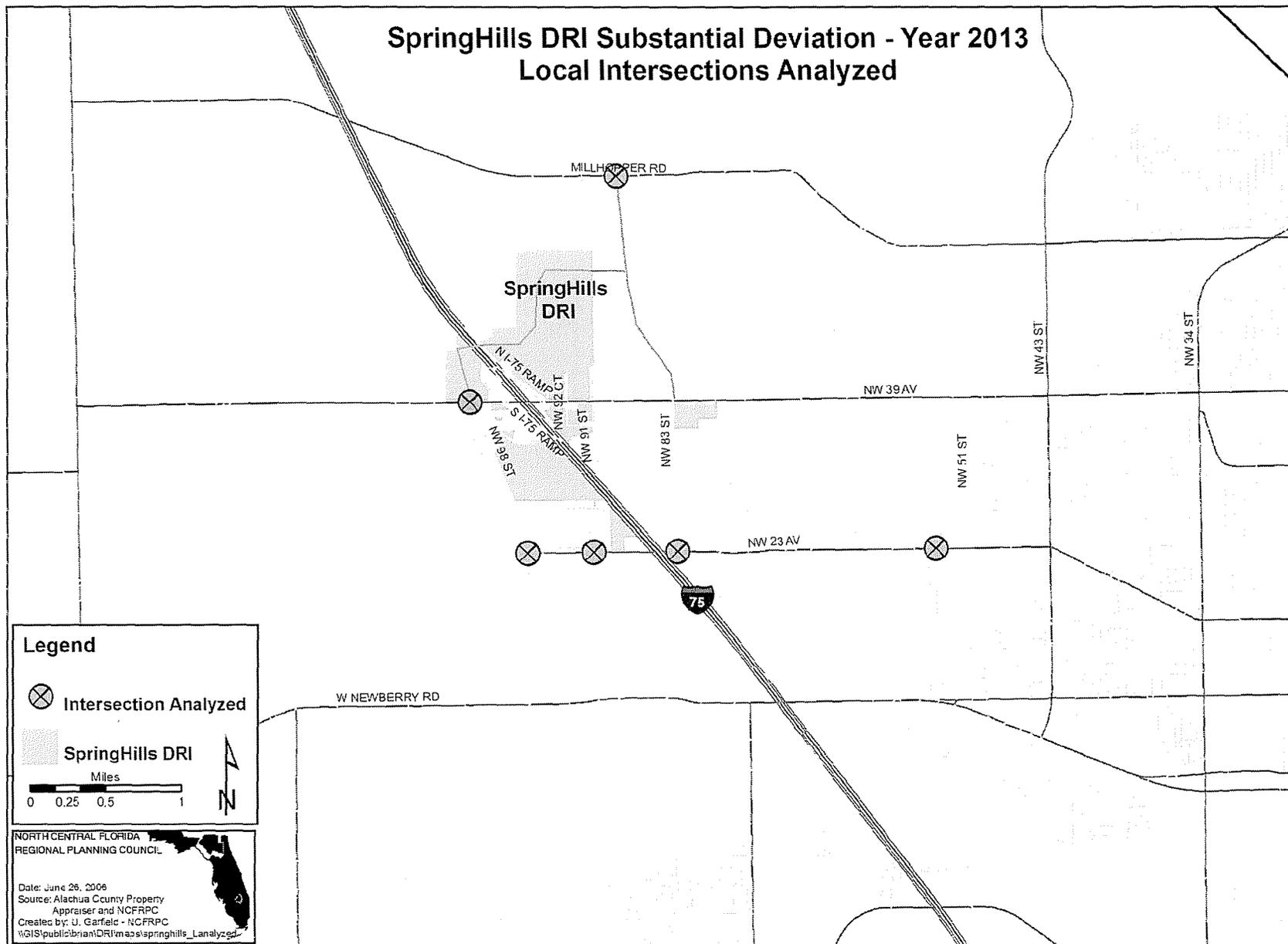
County Road 222 (NW 39 <sup>th</sup> Avenue)	at NW 98 <sup>th</sup> Street
NW 23 <sup>rd</sup> Avenue	at NW 98 <sup>th</sup> Street
NW 23 <sup>rd</sup> Avenue	at Fort Clarke Boulevard
NW 23 <sup>rd</sup> Avenue	at NW 83 <sup>rd</sup> Street
NW 23 <sup>rd</sup> Avenue	at NW 55 <sup>th</sup> Street
NW 83 <sup>rd</sup> Street Extension	at Millhopper Road

ILLUSTRATION VI



# ILLUSTRATION VII

## SpringHills DRI Substantial Deviation - Year 2013 Local Intersections Analyzed



## **SUMMARY OF IMPACTS**

### **TRANSPORTATION MODIFICATIONS NEEDED AS A RESULT OF THIS PROJECT**

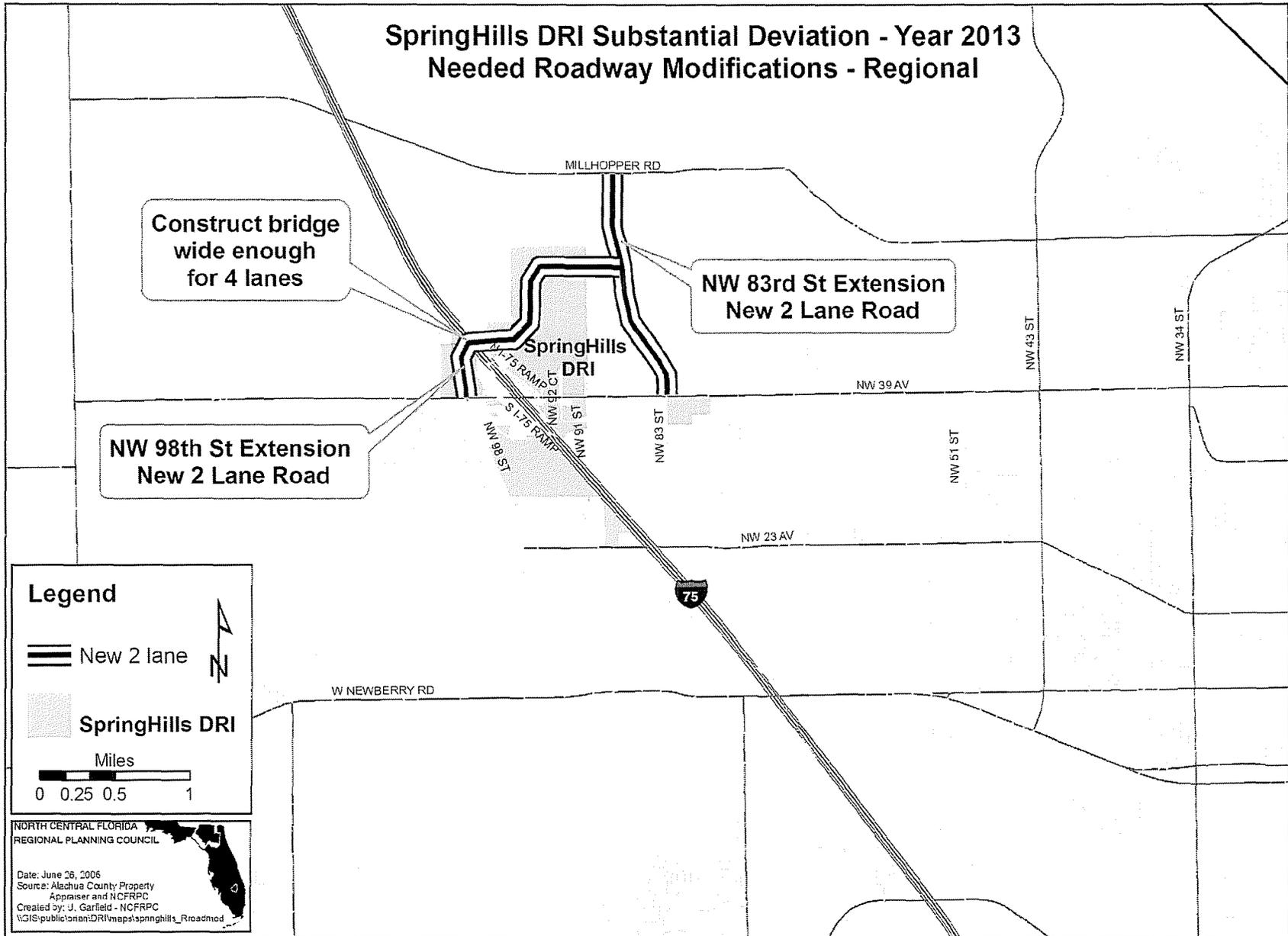
This section discusses transportation modifications that are needed to maintain an acceptable level of service for both roadway segments and intersections through the Year 2013.

### **REGIONAL IMPACTS - ROADWAY SEGMENTS**

Illustration VIII and Table 22 identify needed roadway segment modifications on the Regional Road Network through the Year 2013. This illustration and table include modifications that have been identified earlier in this report as projects that the applicant has committed to construct.

ILLUSTRATION VIII

SpringHills DRI Substantial Deviation - Year 2013  
Needed Roadway Modifications - Regional



**TABLE 22**

**NEEDED ROADWAY MODIFICATIONS- REGIONAL  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

YEAR 2013 MODIFICATION	APPLICANT'S ESTIMATED TOTAL COST [IN 2002 DOLLARS]	ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]
<b>REGIONAL ROADWAYS- APPLICANT IDENTIFIED</b>		
NW 98 <sup>th</sup> Street Extension- NW 39 <sup>th</sup> Avenue to NW 83 <sup>rd</sup> Street Extension- construct two-lane roadway	\$6,095,088	\$14,027,909*
Construction of eastbound left and northbound thru turning lanes in the County Road 222/NW 98 <sup>th</sup> Street intersection	-	<b>Has not been determined</b>
NW 98 <sup>th</sup> Street Extension Overpass- construct bridge over Interstate 75	\$3,600,000	\$3,355,000*
NW 98 <sup>th</sup> Street Extension- NW 39 <sup>th</sup> Avenue to NW 83 <sup>rd</sup> Street Extension- 120 feet of right-of-way	\$3,822,314	<b>Has not been determined</b>
NW 83 <sup>rd</sup> Street Extension- NW 39 <sup>th</sup> Avenue to County Road 232- construct two-lane roadway	\$5,417,856	\$12,235,419*
Construction of eastbound left and northbound thru turning lanes in the State Road 222/NW 83 <sup>rd</sup> Street intersection	-	<b>Has not been determined</b>

\* Does not include right-of-way (ROW) for drainage or minor ROW acquisition at intersection corners.

Source: SpringHills Second Sufficiency Review Response Question 21 Update- Transportation Considerations For the SpringHills DRI Substantial Deviation Application for Development Approval February 2004 (Volume 2) submitted February 9, 2004, page 21.47.

\\Marlie\public\MS06\DR1\Springhills\regional roadways additional ncfpc-identifiedMODreg.wpd

**REGIONAL IMPACTS - INTERSECTIONS ON REGIONAL FACILITIES**

Regional intersections are analyzed based upon the peak hour directional traffic. Intersection information is included in the following sections for two significantly impacted regional roadways- State Road 26 (Newberry Road) and State Road 222 (NW 39<sup>th</sup> Avenue).

**State Road 26 (Newberry Road)**

Appendix A contains detailed intersection information for State Road 26 (Newberry Road) from SW 122<sup>nd</sup> Street east to NW 66<sup>th</sup> Street. Based upon this information, Illustration IX and Table 23 identify the intersections on State Road 26 where the proposed SpringHills DRI Substantial Deviation traffic is significant on Newberry Road (where the percent of total is equal to or greater than five percent).

Table 23 also identifies the significantly and adversely (operating below the adopted level of service standard) affected turning movements, as well as the proposed modifications that are needed to allow these facilities to operate at an acceptable level of service. The applicant did not provide a ramp analysis for the State Road 26 at Interstate 75 southbound ramps. Therefore, it cannot be determined if the SpringHills DRI Substantial Deviation traffic is significant in this interstate ramp and if this ramp is adversely impacted.

In addition, there is not enough right-of-way along this portion of State Road 26 to address some of the significantly and adversely affected turning movements at the following locations:

1. State Road 26 at Interstate 75 northbound on ramps;
2. State Road 26 at NW 69<sup>th</sup> Terrace;
3. State Road 26 at Oaks Mall; and
4. State Road 26 at NW 66<sup>th</sup> Street.

Table 24 lists all of the proposed regional intersection modifications that have been identified as needed for State Road 26 where SpringHills DRI Substantial Deviation traffic is both significant and adverse. However, the SpringHills DRI Substantial Deviation is only required to mitigate for the peak hour peak direction modifications listed in Table 24 for the Interstate 75 northbound off ramps and at NW 69<sup>th</sup> Terrace. These intersection modifications are listed in Table 25.

ILLUSTRATION IX

SpringHills DRI Substantial Deviation - Year 2013  
Regional Intersections Significantly Impacted

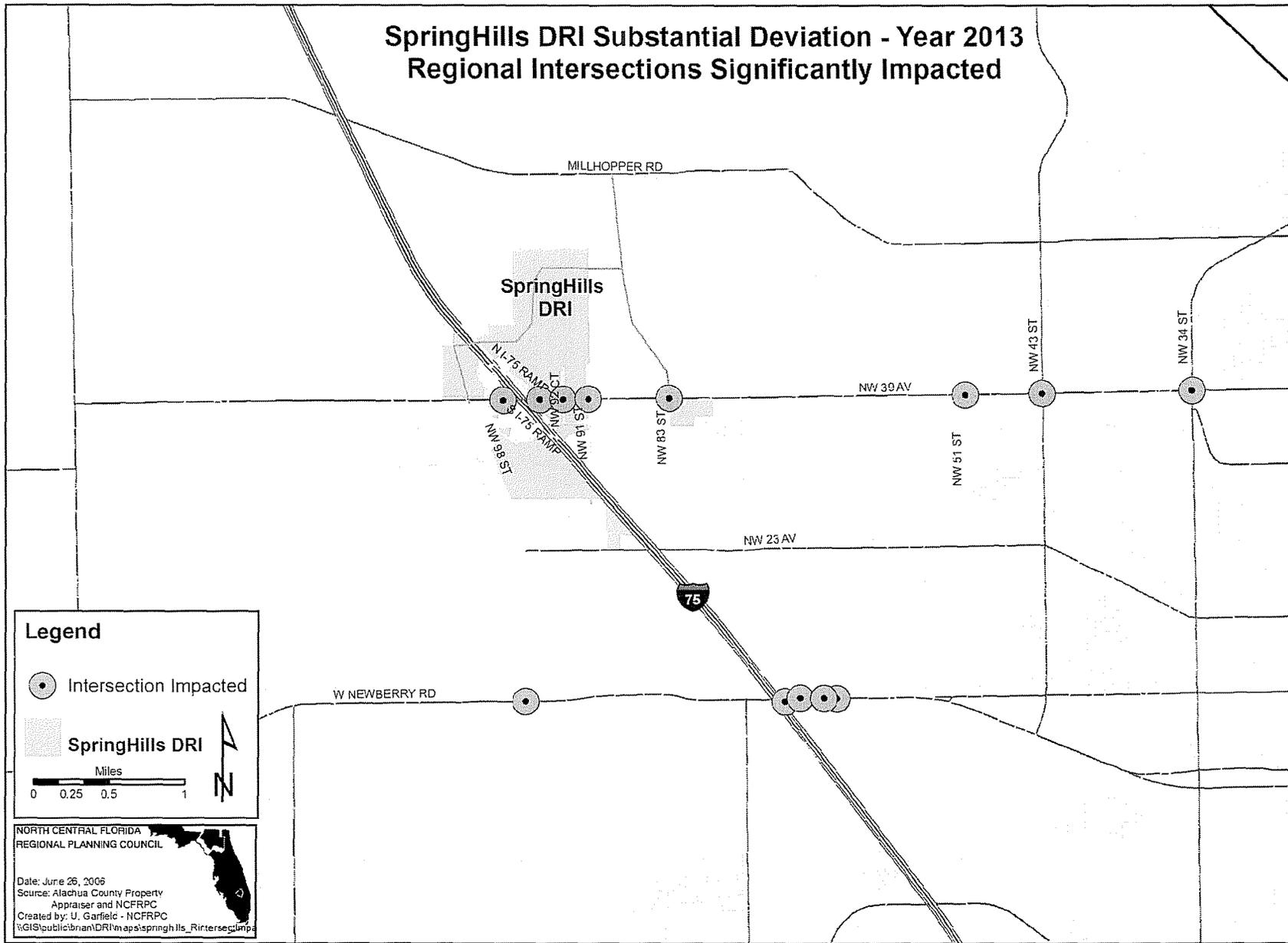


TABLE 23

INTERSECTIONS ON SIGNIFICANTLY IMPACTED ROADWAYS- STATE ROAD 26 (NEWBERRY ROAD)  
 SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013

INTERSECTION	TOTAL INTERSECTION CAPACITY	TOTAL DRI INTERSECTION VOLUME	PERCENT OF TOTAL	SIGNIFICANTLY AND ADVERSELY AFFECTED TURN MOVEMENTS	REQUIRED MODIFICATIONS
SR 26 at SW County Road 241	4,556	177	3.9%	None.	No modifications required.
SR 26 at SW 122 <sup>nd</sup> St.	5,920	261	4.4%	None.	No modifications required.
SR 26 at NW 98 <sup>th</sup> St.	6,419	326	6.3%	EBL, SBLT, and SBR.	Add EBL (Dual), WBR, and SBL.
SR 26 at Ft Clarke Blvd.	4,161	105	2.5%	None.	No modifications required.
SR 26 at NW 75 <sup>th</sup> St.	5,612	259	4.6%	None.	No modifications required.
SR 26 at I-75 SB Ramps	7,780	Not provided by Applicant.	Unknown	Unknown.	Unknown.
SR 26 at I-75 NB Off Ramps	6,992	522	7.5%	WBT	Add NBL (Dual) and NBR (Dual).

**TABLE 23 Continued**

<b>INTERSECTION</b>	<b>TOTAL INTERSECTION CAPACITY</b>	<b>TOTAL DRI INTERSECTION VOLUME</b>	<b>PERCENT OF TOTAL</b>	<b>SIGNIFICANTLY AND ADVERSELY AFFECTED TURN MOVEMENTS</b>	<b>REQUIRED MODIFICATIONS</b>
SR 26 at I-75 NB On Ramps	9,257	520	5.6%	EBL.	Insufficient ROW to address deficiency.
SR 26 at NW 69 <sup>th</sup> Terr.	7,723	880	11.4%	EBL, WBTR, and SBR.	Add WBR, NBL (Dual), and SBL (Dual). Insufficient ROW to address EBL.
SR 26 at Oaks Mall	7,535	685	9.1%	NBLT	Insufficient ROW to address deficiencies.
SR 26 at NW 66 <sup>th</sup> St.	9,393	747	8.0%	EBL	Insufficient ROW to address deficiency.
SR 26 at NW 62 <sup>nd</sup> St.	7,825	337	4.2%	None.	No modifications required.
SR 26 at NW 60 <sup>th</sup> St.	7,000	238	3.4%	None.	No modifications required.
SR 26 at NW 57 <sup>th</sup> St	7,119	224	3.1%	None.	No modifications required.
SR 26 at NW 55 <sup>th</sup> St	8,777	225	2.6%	None.	No modifications required.

Source: SpringHills Second Sufficiency Review Response Question 21 Update- Transportation Considerations for SpringHills DRI Substantial Deviation Application for Development Approval February (2004) submitted February 9, 2004, Appendix 21-9 and NCFRPC Staff.

**TABLE 24**

**REQUIRED REGIONAL MODIFICATIONS- STATE ROAD 26  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

<b>INTERSECTION</b>	<b>PERCENT SIGNIFICANT</b>	<b>SIGNIFICANT AND ADVERSE TURNING MOVEMENTS</b>	<b>REQUIRED MODIFICATIONS</b>	<b>SPRINGHILLS DRI PEAK HOUR PEAK DIRECTION MODIFICATION</b>
NW 98 <sup>th</sup> Street	6.3	EBL, SBLT, and SBR	Add EBL (Dual), WBR, and SBL	None.
Interstate 75 Southbound Ramps	SpringHills DRI trips not provided.	Unknown	Unknown	Unknown
Interstate 75 Northbound Off Ramps	7.5	WBT	Add NBL (Dual) and NBR (Dual)	Add NBL (Dual) and NBR (Dual)
Interstate 75 Northbound On Ramps	5.6	EBL	Insufficient right-of-way (ROW) to address deficiency	None.
NW 69 <sup>th</sup> Terrace	11.4	EBL, WBTR, and SBR	ADD NBL (Dual) and SBL (Dual). Insufficient right-of-way to address other deficiencies	WBR- will require ROW acquisition and analysis of business impacts
Oaks Mall Road	9.1	NBLT	Insufficient ROW to address deficiency	None.
NW 66 <sup>th</sup> Street	8.0	EBL	Insufficient ROW to address deficiency	None.

Source: North Central Florida Regional Planning Council, City of Gainesville Public Works, and Alachua County Public Works staff.

TABLE 25

REQUIRED REGIONAL MODIFICATIONS- STATE ROAD 26  
 SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013

STATE ROAD 26 INTERSECTION	REQUIRED MODIFICATIONS	ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]*
<b>APPLICANT/NCFRPC IDENTIFIED MODIFICATIONS</b>		
NW 69 <sup>th</sup> Terrace <i>Significant and Adverse Movement: WBTR</i>	Add WBR	-
<b>ADDITIONAL NCFRPC IDENTIFIED MODIFICATIONS</b>		
I-75 SB Ramps <i>Not provided by the applicant.</i>	Unknown.	Unknown.
I-75 NB Off Ramps <i>Significant and Adverse Movement: WBT</i>	Add NBL (Dual)	-
	Add NBR (Dual)	-
<b>TOTAL</b>		-

\* To be provided later by Alachua County Public Works Department staff.

Source: SpringHills Second Sufficiency Review Response Question 21 Update-  
 Transportation Considerations for SpringHills DRI Substantial Deviation  
 Application for Development Approval February (2004) submitted  
 February 9, 2004, Appendix 21-9.

North Central Florida Regional Planning Council, City of Gainesville  
 Public Works Department, and Alachua County Public Works Department  
 staff.

### **State Road 222 (NW 39<sup>th</sup> Avenue)**

This section analyzes intersections on State Road 222 (NW 39<sup>th</sup> Avenue) from Interstate 75 east to State Road 121 (NW 34<sup>th</sup> Street). Appendix B contains detailed intersection information for State Road 222.

The information in this section was developed by analyzing the intersections on State Road 222 in a coordinated fashion, rather than using the individual intersection approach as presented by the applicant in the February 2004 SpringHills DRI submittal. The reason this approach is used is because the signal density on State Road 222 is five intersections per mile on the segment of State Road 222 adjacent to the proposed project (I-75 to NW 83<sup>rd</sup> Street).

Coordinated intersections allow for greater efficiency of movement and lower vehicle delays as vehicles move from one end of the corridor to the other. This is accomplished through establishing a master intersection and a single cycle length for intersections within close proximity of the main intersection. By adjusting cycle offsets, there is a logical progression of movement, and the phases change in sequence to minimize delays to the turning movements. Analyzing intersections individually in a high signal density area does not allow for this efficiency of movement and may create a scenario where a 'fix' for one intersection adversely affects the operation of another intersection.

The issue of the isolated intersection approach employed by the applicant and the need for a coordinated analysis was originally pointed out in the First Sufficiency Response (April 2003). Since a coordinated analysis was not presented in the Second Sufficiency Response (February 2004), the NCFRPC staff, with assistance from City of Gainesville Public Works Department staff, re-analyzed the State Road 222 corridor with coordinated signals using the methodology described in the following sections. The applicant's consultant was provided this information and data throughout this reanalysis process.

### **Existing Intersection Conditions**

Table 26 shows current overall intersection traffic conditions without the SpringHills DRI Substantial Deviation project. The current intersection level of service (LOS) along State Road 222 (NW 39<sup>th</sup> Avenue) without the project ranges from LOS A to F, with the intersections of NW 83<sup>rd</sup> Street, NW 43<sup>rd</sup> Street and NW 34<sup>th</sup> Street operating below the adopted level of service standard.

**TABLE 26**

**INTERSECTION LEVEL OF SERVICE EXISTING CONDITIONS  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2003**

<b>STATE ROAD 222 INTERSECTION</b>	<b>OVERALL INTERSECTION LEVEL OF SERVICE</b>
Interstate 75 Southbound Ramps <i>(AM Peak Period)</i>	B
Interstate 75 Northbound Ramps <i>(AM Peak Period)</i>	D
NW 92 <sup>nd</sup> Court <i>(AM Peak Period)</i>	A
NW 91 <sup>st</sup> Street <i>(AM Peak Period)</i>	B
NW 83 <sup>rd</sup> Street <i>(AM Peak Period)</i>	F
NW 83 <sup>rd</sup> Street <i>(PM Peak Period)</i>	D
NW 51 <sup>st</sup> Street <i>(PM Peak Period)</i>	C
NW 43 <sup>rd</sup> Street <i>(PM Peak Period)</i>	F
NW 34 <sup>th</sup> Street <i>(PM Peak Period)</i>	E

Source: SpringHills Second Sufficiency Review Response Question 21 Update-  
Transportation Considerations for SpringHills DRI Substantial Deviation  
Application for Development Approval February (2004) submitted February 9,  
2004, Appendix 21-9.

North Central Florida Regional Planning Council staff.

## **Year 2013 Intersection Conditions Without the Project**

Table 27 shows what overall intersection traffic conditions will be like in the Year 2013 without the SpringHills DRI Substantial Deviation project. The entire analysis of this scenario can be found in Appendix B.

The projected intersection level of service (LOS) in Year 2013 along State Road 222 (NW 39<sup>th</sup> Avenue) without the project ranges from LOS A to F, with the intersections of NW 83<sup>rd</sup> Street, NW 43<sup>rd</sup> Street and NW 34<sup>th</sup> Street operating below the adopted level of service standard. In addition, turning movements that are operating below the adopted level of service standard are identified in the NW 51<sup>st</sup> Street intersection (northbound left and southbound left). The entire analysis of this scenario can be found in Appendix B.

**TABLE 27**

**INTERSECTION LEVEL OF SERVICE WITHOUT SPRINGHILLS DRI  
 SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

<b>STATE ROAD 222 INTERSECTION</b>	<b>OVERALL INTERSECTION LEVEL OF SERVICE</b>
Interstate 75 Southbound Ramps <i>(AM Peak Period)</i>	A
Interstate 75 Northbound Ramps <i>(AM Peak Period)</i>	B
NW 92 <sup>nd</sup> Court <i>(AM Peak Period)</i>	B
NW 91 <sup>st</sup> Street <i>(AM Peak Period)</i>	B
NW 83 <sup>rd</sup> Street <i>(AM Peak Period)</i>	E
NW 83 <sup>rd</sup> Street <i>(PM Peak Period)</i>	E
NW 51 <sup>st</sup> Street <i>(PM Peak Period)</i>	D
NW 43 <sup>rd</sup> Street <i>(PM Peak Period)</i>	F
NW 34 <sup>th</sup> Street <i>(PM Peak Period)</i>	F

Source: North Central Florida Regional Planning Council staff.

Note: The traffic volumes used to evaluate this scenario do not include the 37.5 percent reduction in background traffic allowed in the subsequent scenarios. This reduction was employed to reduce the occurrence of double counting that may be associated with the development of the SpringHills DRI Substantial Deviation.

### **Year 2013 Intersection Conditions With the Project and Without Modifications**

Table 28 shows what overall intersection traffic conditions will be in the Year 2013 along State Road 222 (NW 39<sup>th</sup> Avenue) with the SpringHills DRI Substantial Deviation project and without any intersection modifications. The entire analysis of this scenario can be found in Appendix B.

**TABLE 28**

**INTERSECTION LEVEL OF SERVICE WITH SPRINGHILLS DRI\*  
 SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

STATE ROAD 222 INTERSECTION	OVERALL INTERSECTION LEVEL OF SERVICE
Interstate 75 Southbound Ramps <i>SpringHills Intersection Significance- 12.0%</i> <i>(AM Peak Period)</i>	B
Interstate 75 Northbound Ramps <i>SpringHills Intersection Significance- 16.1%</i> <i>(AM Peak Period)</i>	C
NW 92 <sup>nd</sup> Court <i>SpringHills Intersection Significance- 24.5%</i> <i>(AM Peak Period)</i>	D
NW 91 <sup>st</sup> Street <i>SpringHills Intersection Significance- 11.2%</i> <i>(AM Peak Period)</i>	D
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 12.9%</i> <i>(AM Peak Period)</i>	F
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 28.2%</i> <i>(PM Peak Period)</i>	F
NW 51 <sup>st</sup> Street <i>SpringHills Intersection Significance- 15.0%</i> <i>(PM Peak Period)</i>	E
NW 43 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 7.3%</i> <i>(PM Peak Period)</i>	F
NW 34 <sup>th</sup> Street <i>SpringHills Intersection Significance- 6.5%</i> <i>(PM Peak Period)</i>	F

\* Does not include any intersection modifications beyond those necessary to construct the NW 98<sup>th</sup> Street and NW 83<sup>rd</sup> Street extensions.

Source: SpringHills Second Sufficiency Review Response Question 21 Update- Transportation Considerations for SpringHills DRI Substantial Deviation Application for Development Approval February (2004) submitted February 9, 2004, Appendix 21-9.

North Central Florida Regional Planning Council staff.

**Year 2013 Intersection Conditions With the Project and With Tier 1- Minor Intersection Modifications**

Table 29 shows what overall intersection traffic conditions will be in the Year 2013 with the SpringHills DRI Substantial Deviation project along State Road 222 (NW 39<sup>th</sup> Avenue) with the project and with modifications that could be made within the existing right-of-way (referred to as Tier 1). Tier 1 modifications are defined as follows:

*Modifications that can be constructed within the existing curb line for curb and gutter street sections or pavement can be added and roadside swales reworked for non curb and gutter street sections. Tier 1 modifications require no (or minimal) right-of-way acquisitions, utility relocations and landscape removal. Also, Tier 1 modifications do not have any impact on businesses/residences adjacent to the street. Tier 1 modifications typically would not require relocation of traffic signal poles. However, the addition of traffic signal heads and/or signs on existing span wire and/or mast arm installations will require a structural review of the poles at each intersection. Replacement of traffic signal poles for Tier 1 improvements is not included in the cost estimates for this analysis. However, the replacement of traffic signal poles could be required in order to actually construct a Tier 1 improvement.*

Table 30 lists the proposed Tier 1 intersection modifications. Under Tier 1 conditions, the intersection level of service is operating below the adopted level of service standard at NW 92<sup>nd</sup> Court (LOS E), NW 83<sup>rd</sup> Street (LOS E in the morning and LOS F in the afternoon), NW 43<sup>rd</sup> Street (LOS F), and NW 34<sup>th</sup> Street (LOS F). In addition, all of the intersections along this corridor (from Interstate 75 southbound Ramps east to NW 34<sup>th</sup> Street) have failing movements except for the Interstate 75 southbound and northbound ramps. The SpringHills DRI Substantial Deviation is projected to significantly and adversely affect these intersections and a majority of the failing movements. Table 31 list the modifications that the SpringHills DRI Substantial Deviation is responsible for constructing. The entire analysis of the Tier 1 scenario can be found in Appendix B.

Tier 1 modifications do not produce a workable transportation plan- defined as all regional intersections movements (where the applicant is significant) operating at the adopted level of service standard. Therefore, the following section discusses what additional intersection modifications can be made by purchasing additional right-of-way and adding additional turn lanes (defined as Tier 2 modifications).

TABLE 29

**INTERSECTION LEVEL OF SERVICE WITH TIER 1 MODIFICATIONS  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

STATE ROAD 222 INTERSECTION	OVERALL INTERSECTION LEVEL OF SERVICE
Interstate 75 Southbound Ramps <i>SpringHills Intersection Significance- 12.0%</i> <i>(AM Peak Period)</i>	B
Interstate 75 Northbound Ramps <i>SpringHills Intersection Significance- 16.1%</i> <i>(AM Peak Period)</i>	C
NW 92 <sup>nd</sup> Court <i>SpringHills Intersection Significance- 24.5%</i> <i>(AM Peak Period)</i>	E
NW 91 <sup>st</sup> Street <i>SpringHills Intersection Significance- 11.2%</i> <i>(AM Peak Period)</i>	B
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 11.8%</i> <i>(AM Peak Period)</i>	E
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 27.3%</i> <i>(PM Peak Period)</i>	F
NW 51 <sup>st</sup> Street <i>SpringHills Intersection Significance- 14.5%</i> <i>(PM Peak Period)</i>	D
NW 43 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 7.3%</i> <i>(PM Peak Period)</i>	F
NW 34 <sup>th</sup> Street <i>SpringHills Intersection Significance- 6.5%</i> <i>(PM Peak Period)</i>	F

Source: SpringHills Second Sufficiency Review Response Question 21 Update- Transportation Considerations for SpringHills DRI Substantial Deviation Application for Development Approval February (2004) submitted February 9, 2004, Appendix 21-9.

North Central Florida Regional Planning Council staff.

**TABLE 30**

**TIER 1 LIST OF NEEDED MODIFICATIONS- STATE ROAD 222  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

<b>STATE ROAD 222 INTERSECTION</b>	<b>PROPOSED MODIFICATION</b>	<b>ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]*</b>
NW 92 <sup>nd</sup> Court <i>SpringHills Intersection Significance- 24.5% (AM Peak Period)</i>	Add EBL (Dual)	-
	Add WBL (Dual)	-
	Replace 2 mast arms poles	\$125,000
NW 91 <sup>st</sup> Street <i>SpringHills Intersection Significance- 11.2% (AM Peak Period)</i>	Add NBL (Dual)	-
	Add NBTR	-
	Add SBL (Dual)	-
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 27.3% (PM Peak Period)</i>	Add EBL (Dual)	-
	Add WBL (Dual)	-
NW 51 <sup>st</sup> Street <i>SpringHills Intersection Significance- 14.5% (PM Peak Period)</i>	Add NBL (Dual)	-
NW 43 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 7.3% (PM Peak Period)</i>	Extend SBR	-
NW 34 <sup>th</sup> Street <i>SpringHills Intersection Significance- 6.5% (PM Peak Period)</i>	Add EBL (Dual)	-
	Add NBTR	-
	Add SBL (Dual)	-
<b>TIER 1 TOTAL</b>		-

\* To be provided later by Alachua County Public Works Department staff.

Source: SpringHills Second Sufficiency Review Response Question 21 Update-  
Transportation Considerations for SpringHills DRI Substantial Deviation  
Application for Development Approval February (2004) submitted February 9,  
2004, Appendix 21-9.

North Central Florida Regional Planning Council, City of Gainesville Public  
Works Department, and Alachua County Public Works Department staff.

**TABLE 31**

**TIER 1 REQUIRED REGIONAL MODIFICATIONS- STATE ROAD 222  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

STATE ROAD 222 INTERSECTION	REQUIRED MODIFICATIONS	ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]*
<b>APPLICANT/NCFRPC IDENTIFIED MODIFICATIONS</b>		
NW 92 <sup>nd</sup> Court <i>Significant and Adverse Movement: EBTR</i>	Add EBL (Dual)	-
	Northbound receiving lane for EBL (Dual)	-
	Add WBL (Dual)	-
	Southbound receiving lane for WBL (Dual)	-
	Replace 2 mast arm poles	\$125,000
NW 91 <sup>st</sup> Street <i>Significant and Adverse Movement: None</i>	Add NBL (Dual)	-
	Add SBL (Dual)	-
NW 83 <sup>rd</sup> Street <i>Significant and Adverse Movement: EBTR</i>	Add EBL (Dual)	-
	Northbound receiving lane for EBL (Dual)	-
	Add WBL (Dual)	-
NW 34 <sup>th</sup> Street <i>Significant and Adverse Movement: WBTR</i>	Add EBL (Dual)	-
	Northbound receiving lane for EBL (Dual)	-

\* To be provided later by Alachua County Public Works Department staff.

**Table 31 is continued on the next page.**

**TABLE 31 Continued**

<b>STATE ROAD 222 INTERSECTION</b>	<b>REQUIRED MODIFICATIONS</b>	<b>ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]*</b>
<b>ADDITIONAL NCFRPC IDENTIFIED MODIFICATIONS</b>		
NW 91 <sup>st</sup> Street <i>Significant and Adverse Movement: None</i>	Add NBTR	-
NW 43 <sup>rd</sup> Street <i>Significant and Adverse Movement: WBTR</i>	Extend SBR	-
NW 34 <sup>th</sup> Street <i>Significant and Adverse Movement: WBTR</i>	Add NBTR	-
	Add SBL (Dual)	-
<b>TIER 1 TOTAL</b>		-

\* To be provided later by Alachua County Public Works Department staff.

Source: SpringHills Second Sufficiency Review Response Question 21 Update-Transportation Considerations for SpringHills DRI Substantial Deviation Application for Development Approval February (2004) submitted February 9, 2004, Appendix 21-9.

North Central Florida Regional Planning Council, City of Gainesville Public Works Department, and Alachua County Public Works Department staff.

**Year 2013 Intersection Conditions With the Project and With Tier 1- Minor Intersection Modifications and Tier 2- Major Intersection Modifications**

Table 32 shows what overall intersection traffic conditions will be in the Year 2013 with the SpringHills DRI Substantial Deviation project along State Road 222 (NW 39<sup>th</sup> Avenue) with the project and with modifications that could be made within the existing right-of-way and the acquisition of additional right-of-way (referred to as Tiers 1 and Tier 2). Tier 2 modifications are defined as follows:

*Modifications that require right-of-way acquisitions, utility relocations, landscape removals and will impact adjacent businesses/residences. Tier 2 modifications would typically require relocation of the curb and gutter and possibility storm drainage relocations. Also, Tier 2 modifications could be constructed in conjunction with new roadway construction at the intersection. Tier 2 modifications include all traffic signal modifications including replacement of concrete strain and mast arm poles. Any traffic signal reconstruction must meet Metropolitan Transportation Planning Organization design standards and traffic signal control equipment must be upgraded to Traffic Management System standards.*

Table 33 lists the proposed Tier 2 intersection modifications. Under Tiers 1 and 2 conditions, the intersection level of service is operating below the adopted level of service standard in the afternoon at NW 83<sup>rd</sup> Street (LOS E), NW 43<sup>rd</sup> Street (LOS F) and NW 34<sup>th</sup> Street (LOS F).

In addition, failing turning movements can be found in the intersections of NW 92<sup>nd</sup> Court, NW 83<sup>rd</sup> Street, NW 51<sup>st</sup> Street, NW 43<sup>rd</sup> Street and NW 34<sup>th</sup> Street. The SpringHills DRI Substantial Deviation is projected to significantly and adversely affect these intersections and many of the failing movements. Table 34 list the modifications that the SpringHills DRI Substantial Deviation is responsible for constructing. The entire analysis of the Tiers 1 and 2 scenario can be found in Appendix B.

Tiers 1 and 2 modifications do not produce a workable transportation plan- defined as all regional intersections movements (where the applicant is significant) operating at the adopted level of service standard. Therefore, the following section discusses what additional transportation modifications can be made to accommodate traffic demand on NW 39<sup>th</sup> Avenue (defined as Tier 3 modifications).

**TABLE 32**

**INTERSECTION LEVEL OF SERVICE WITH TIER 1 AND 2 MODIFICATIONS  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

<b>STATE ROAD 222 INTERSECTION</b>	<b>OVERALL INTERSECTION LEVEL OF SERVICE</b>
Interstate 75 Southbound Ramps <i>SpringHills Intersection Significance- 12.1% (AM Peak Period)</i>	B
Interstate 75 Northbound Ramps <i>SpringHills Intersection Significance- 16.2% (AM Peak Period)</i>	C
NW 92 <sup>nd</sup> Court <i>SpringHills Intersection Significance- 18.0% (AM Peak Period)</i>	C
NW 91 <sup>st</sup> Street <i>SpringHills Intersection Significance- 8.4% (AM Peak Period)</i>	B
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 9.2% (AM Peak Period)</i>	C
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 17.9% (PM Peak Period)</i>	E
NW 51 <sup>st</sup> Street <i>SpringHills Intersection Significance- 12.7% (PM Peak Period)</i>	D
NW 43 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 7.0% (PM Peak Period)</i>	F
NW 34 <sup>th</sup> Street <i>SpringHills Intersection Significance- 5.0% (PM Peak Period)</i>	F

Source: SpringHills Second Sufficiency Review Response Question 21 Update-  
Transportation Considerations for SpringHills DRI Substantial Deviation  
Application for Development Approval February (2004) submitted February 9,  
2004, Appendix 21-9.

North Central Florida Regional Planning Council staff.

**TABLE 33**

**TIER 2 LIST OF NEEDED MODIFICATIONS- STATE ROAD 222  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

STATE ROAD 222 INTERSECTION	PROPOSED MODIFICATION	ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]*
<b>TOTAL TIER 1 MODIFICATIONS FROM TABLE 9</b>		-
NW 92 <sup>nd</sup> Court <i>SpringHills Intersection Significance- 18.0%</i> <i>(AM Peak Period)</i>	Add EBR	-
	Add WBR	-
	Replace 2 mast arm poles	\$125,000
NW 91 <sup>st</sup> Street <i>SpringHills Intersection Significance- 8.4%</i> <i>(AM Peak Period)</i>	Add EBR	-
	Add WBR	-
	Replace mast arms	\$250,000
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 17.9%</i> <i>(PM Peak Period)</i>	Add EBR (Dual)	-
	Add WBR (Dual)	-
	Add NBL (Dual)	-
	Add NBR	-
	Replace mast arms	\$250,000
NW 51 <sup>st</sup> Street <i>SpringHills Intersection Significance- 12.7%</i> <i>(PM Peak Period)</i>	Add EBR	-
	Replace mast arms	\$250,000

\* To be provided later by Alachua County Public Works Department staff.

**Table 33 is continued on the next page.**

**TABLE 33 Continued**

<b>STATE ROAD 222 INTERSECTION</b>	<b>PROPOSED MODIFICATION</b>	<b>ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]*</b>
NW 43 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 7.0%</i> <i>(PM Peak Period)</i>	Add NBL (Dual)	-
	Add SBL (Dual)	-
	Replace mast arms	\$250,000
NW 34 <sup>th</sup> Street <i>SpringHills Intersection Significance- 5.0%</i> <i>(PM Peak Period)</i>	Add EBR	-
	Add WBR	-
	Replace mast arms	\$250,000
Installation of Traffic Management System (TMS) signal controllers, cabinets, and communication equipment (fiber optic cable).		\$650,000
<b>TIER 1 AND 2 TOTAL</b>		-

\* To be provided later by Alachua County Public Works Department staff.

Source: SpringHills Second Sufficiency Review Response Question 21 Update-Transportation Considerations for SpringHills DRI Substantial Deviation Application for Development Approval February (2004) submitted February 9, 2004, Appendix 21-9.

North Central Florida Regional Planning Council, City of Gainesville Public Works Department, and Alachua County Public Works Department staff.

**TABLE 34**

**TIER 2 REQUIRED REGIONAL MODIFICATIONS- STATE ROAD 222  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

<b>STATE ROAD 222 INTERSECTION</b>	<b>REQUIRED MODIFICATIONS</b>	<b>ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]*</b>
<b>APPLICANT/NCFRPC IDENTIFIED MODIFICATIONS</b>		
NW 43 <sup>rd</sup> Street <i>Significant and Adverse Movement: WBT</i>	Add NBL (Dual)	-
	Reconstruct intersection with mast arms	\$250,000
NW 34 <sup>th</sup> Street <i>Significant and Adverse Movement: WBL</i>	Add EBR	-
	Add WBR	-
	Reconstruct intersection with mast arms	\$250,000
<b>ADDITIONAL NCFRPC IDENTIFIED MODIFICATIONS</b>		
NW 43 <sup>rd</sup> Street <i>Significant and Adverse Movement: WBT</i>	Add SBL (Dual)	-
Installation of Traffic Management System (TMS) signal controllers, cabinets, and communication equipment (fiber optic cable).		\$650,000
<b>TOTAL TIER 1 MODIFICATIONS FROM TABLE 31</b>		-
<b>TIER 2 TOTAL</b>		-

\* To be provided later by Alachua County Public Works Department staff.

Source: SpringHills Second Sufficiency Review Response Question 21 Update-  
Transportation Considerations for SpringHills DRI Substantial Deviation  
Application for Development Approval February (2004) submitted  
February 9, 2004, Appendix 21-9.

North Central Florida Regional Planning Council, City of Gainesville  
Public Works Department, and Alachua County Public Works Department  
staff.

### **Year 2013 Intersection Conditions With the Project and With Tier 1- Minor Intersection Modifications, Tier 2- Major Intersection Modifications and Tier 3- Six-Lane NW 39<sup>th</sup> Avenue**

Tier 3 modifications include widening State Road 222 (NW 39<sup>th</sup> Avenue) to six lanes from Interstate 75 northbound ramps to east of NW 34<sup>th</sup> Street along with the previously identified Tiers 1 and 2 modifications. Table 35 shows what overall intersection traffic conditions will be in the Year 2013 with the SpringHills DRI Substantial Deviation project along NW 39<sup>th</sup> Avenue with Tier 1, Tier 2 and Tier 3 modifications.

Table 36 lists the proposed Tier 3 intersection modifications. Under these conditions, the intersection level of service is operating below the adopted level of service standard in the afternoon at NW 43<sup>rd</sup> Street (LOS F).

In addition, failing turning movements can be found in the intersections of NW 83<sup>rd</sup> Street, NW 51<sup>st</sup> Street, NW 43<sup>rd</sup> Street and NW 34<sup>th</sup> Street. The SpringHills DRI Substantial Deviation is projected to significantly and adversely affect these intersections and many of the failing movements. The entire analysis of the Tiers 1, 2, and 3 scenario can be found in Appendix B.

Tiers 1, 2 and 3 modifications do not produce a workable transportation plan- defined as all regional intersections movements (where the applicant is significant) operating at the adopted level of service standard. Therefore, the following section discusses what additional transportation modifications can be made to accommodate traffic demand on NW 39<sup>th</sup> Avenue (defined as Tier 4 modifications).

**TABLE 35**

**INTERSECTION LEVEL OF SERVICE WITH TIER 1, 2 AND 3 MODIFICATIONS  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

STATE ROAD 222 INTERSECTION	OVERALL INTERSECTION LEVEL OF SERVICE
Interstate 75 Southbound Ramps <i>SpringHills Intersection Significance- 12.4%</i> <i>(AM Peak Period)</i>	B
Interstate 75 Northbound Ramps <i>SpringHills Intersection Significance- 16.5%</i> <i>(AM Peak Period)</i>	C
NW 92 <sup>nd</sup> Court <i>SpringHills Intersection Significance- 20.5%</i> <i>(AM Peak Period)</i>	C
NW 91 <sup>st</sup> Street <i>SpringHills Intersection Significance- 9.7%</i> <i>(AM Peak Period)</i>	A
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 7.7%</i> <i>(AM Peak Period)</i>	B
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 15.5%</i> <i>(PM Peak Period)</i>	E
NW 51 <sup>st</sup> Street <i>SpringHills Intersection Significance- 11.6%</i> <i>(PM Peak Period)</i>	C
NW 43 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 6.5%</i> <i>(PM Peak Period)</i>	F
NW 34 <sup>th</sup> Street <i>SpringHills Intersection Significance- 4.6%</i> <i>(PM Peak Period)</i>	D

Source: SpringHills Second Sufficiency Review Response Question 21 Update- Transportation Considerations for SpringHills DRI Substantial Deviation Application for Development Approval February (2004) submitted February 9, 2004, Appendix 21-9.

North Central Florida Regional Planning Council staff.

**TABLE 36**

**TIER 3 LIST OF NEEDED MODIFICATIONS- STATE ROAD 222  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

FACILITY	PROPOSED MODIFICATION	ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]*
<b>ROADWAY MODIFICATIONS</b>		
NW 39 <sup>th</sup> Avenue	Widen to six lanes from I-75 NB Ramps to east of NW 34 <sup>th</sup> Street	-
<b>STATE ROAD 222 INTERSECTION MODIFICATIONS</b>		
NW 92 <sup>nd</sup> Court <i>SpringHills Intersection Significance- 20.5% (AM Peak Period)</i>	Tier 1 Modifications	-
NW 91 <sup>st</sup> Street <i>SpringHills Intersection Significance- 9.7% (AM Peak Period)</i>	Tier 1 Modifications	-
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 15.5% (PM Peak Period)</i>	Tier 1 and 2 Modifications	-
NW 51 <sup>st</sup> Street <i>SpringHills Intersection Significance- 11.6% (PM Peak Period)</i>	Tier 1 and 2 Modifications	-
NW 43 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 6.5% (PM Peak Period)</i>	Tier 1 and 2 Modifications	-
NW 34 <sup>th</sup> Street <i>SpringHills Intersection Significance- 4.6% (PM Peak Period)</i>	Tier 1 and 2 Modifications	-
Installation of TMS equipment identified in Tier 2		\$650,000
<b>TIER 1, 2, AND 3 TOTAL</b>		-

\* To be provided later by Alachua County Public Works Department staff.

Source: SpringHills Second Sufficiency Review Response Question 21 Update- Transportation Considerations for SpringHills DRI Substantial Deviation Application for Development Approval February (2004) submitted February 9, 2004, Appendix 21-9.

North Central Florida Regional Planning Council, City of Gainesville Public Works Department, and Alachua County Public Works Department staff.

## **Year 2013 Intersection Conditions With the Project and With Tier 1- Minor Intersection Modifications, Tier 2- Major Intersection Modifications, Tier 3- Six-Lane NW 39<sup>th</sup> Avenue and Tier 4- Extensive Intersection Modifications**

Tier 4 modifications include extensive reconstruction of the intersections of NW 39<sup>th</sup> Avenue at NW 83<sup>rd</sup> Street and NW 43<sup>rd</sup> Street to increase the capacity of the intersections to accommodate high traffic volumes. The modifications that are included in Tier 4 is the construction of four thru lanes (northbound- two lanes/southbound- two lanes) with shared right turns ending just north of the intersection, the construction of eight thru lanes (eastbound- four lanes/westbound- four lanes) on NW 39<sup>th</sup> Avenue at NW 43<sup>rd</sup> Street ending just east and west of the intersection, and the construction of six thru lanes (northbound- three lanes/southbound- three lanes) on NW 43<sup>rd</sup> Street at NW 39<sup>th</sup> Avenue. Table 37 shows what overall intersection traffic conditions will be in the Year 2013 with the SpringHills DRI Substantial Deviation project along NW 39<sup>th</sup> Avenue with Tier 1, Tier 2, Tier 3 and Tier 4 modifications.

Table 38 lists the proposed Tier 4 intersection modifications. Under Tiers 1, 2, 3 and 4 conditions, every intersection along this corridor is operating at or above the adopted level of service standard in the peak periods. However, failing turn movements can be found in the intersection of NW 83<sup>rd</sup> Street (northbound left, northbound thru/right, southbound left, and southbound thru/right), the intersection of NW 51<sup>st</sup> Street (northbound left, northbound thru/right and southbound left), the intersection of NW 43<sup>rd</sup> Street (eastbound left, westbound right, northbound left, northbound thru, northbound right, southbound left, and southbound right), and the intersection of NW 34<sup>th</sup> Street (eastbound left, westbound left, and southbound thru). The SpringHills DRI Substantial Deviation is projected to significantly and adversely affect some of the failing movements. The entire analysis of the Tiers 1, 2, 3 and 4 scenario can be found in Appendix B.

Tiers 1, 2, 3 and 4 modifications produce a workable transportation plan- defined as all regional intersections movements (where the applicant is significant) operating at the adopted level of service standard.

### **CONCLUSIONS- REGIONAL INTERSECTIONS**

This transportation analysis tried to identify needed roadway and intersection modifications that would result in a workable transportation plan for the SpringHills DRI Substantial Deviation. This included the four levels of transportation modifications discussed in the preceding sections- Tiers 1, 2, 3, and 4 modifications.

Tiers 1, 2, and 3 modifications do not produce a workable transportation plan- defined as all regional intersections (where the applicant is significant) operating at the adopted level of service standard. The Tier 4 modifications do produce a workable transportation plan. However, both Tier 3 and Tier 4 are policy constrained by the City of Gainesville with respect to the widening of NW 39<sup>th</sup> Avenue to six lanes and adding additional through lanes at the NW 39<sup>th</sup> Avenue/NW 43<sup>rd</sup> Street intersection.

TABLE 37

INTERSECTION LEVEL OF SERVICE WITH TIER 1, 2, 3 AND 4 MODIFICATIONS  
 SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013

STATE ROAD 222 INTERSECTION	OVERALL INTERSECTION LEVEL OF SERVICE
Interstate 75 Southbound Ramps <i>SpringHills Intersection Significance- 12.4%</i> <i>(AM Peak Period)</i>	B
Interstate 75 Northbound Ramps <i>SpringHills Intersection Significance- 16.5%</i> <i>(AM Peak Period)</i>	C
NW 92 <sup>nd</sup> Court <i>SpringHills Intersection Significance- 20.1%</i> <i>(AM Peak Period)</i>	C
NW 91 <sup>st</sup> Street <i>SpringHills Intersection Significance- 9.7%</i> <i>(AM Peak Period)</i>	A
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 7.7%</i> <i>(AM Peak Period)</i>	C
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 14.6%</i> <i>(PM Peak Period)</i>	D
NW 51 <sup>st</sup> Street <i>SpringHills Intersection Significance- 11.9%</i> <i>(PM Peak Period)</i>	D
NW 43 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 5.7%</i> <i>(PM Peak Period)</i>	D
NW 34 <sup>th</sup> Street <i>SpringHills Intersection Significance- 4.6%</i> <i>(PM Peak Period)</i>	D

Source: SpringHills Second Sufficiency Review Response Question 21 Update-  
 Transportation Considerations for SpringHills DRI Substantial Deviation  
 Application for Development Approval February (2004) submitted February 9,  
 2004, Appendix 21-9.

North Central Florida Regional Planning Council staff.

**TABLE 38**

**TIER 4 LIST OF NEEDED MODIFICATIONS- STATE ROAD 222  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

FACILITY	PROPOSED MODIFICATION	ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]*
<b>ROADWAY MODIFICATIONS</b>		
State Road 222 (NW 39 <sup>th</sup> Avenue) Modifications identified in Table 36		-
<b>STATE ROAD 222 INTERSECTION MODIFICATIONS</b>		
NW 92 <sup>nd</sup> Court <i>SpringHills Intersection Significance- 20.5% (AM Peak Period)</i>	Tier 1 Modifications	-
NW 91 <sup>st</sup> Street <i>SpringHills Intersection Significance- 9.7% (AM Peak Period)</i>	Tier 1 Modifications	-
NW 83 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 15.1% (PM Peak Period)</i>	Tier 1 and 2 Modifications	-
	Construct 4 thru lanes (NB- 2/SB- 2) with shared right turns ending just north of the intersection.	-
NW 51 <sup>st</sup> Street <i>SpringHills Intersection Significance- 11.6% (PM Peak Period)</i>	Tier 1 and 2 Modifications	-
NW 43 <sup>rd</sup> Street <i>SpringHills Intersection Significance- 6.5% (PM Peak Period)</i>	Tier 1 and 2 Modifications	-
	Construct 8 thru lanes (EB- 4/WB- 4) ending just east and west of the intersection.	-
	Construct 6 thru lanes (NB- 3/SB- 3) ending just north and south of the intersection.	-
NW 34 <sup>th</sup> Street <i>SpringHills Intersection Significance- 4.6% (PM Peak Period)</i>	Tier 1 and 2 Modifications	-
Installation of TMS equipment identified in Tier 2		\$650,000
<b>TIER 1, 2, 3 AND 4 TOTAL</b>		-

\* To be provided later by Alachua County Public Works Department staff.

## CONCLUSIONS- ASSURANCES

It is important that assurances are provided to guarantee that needed regional transportation facilities are constructed. As noted earlier, the applicant has stated that they have committed the funding for the proposed NW 98<sup>th</sup> Street Extension (NW 39<sup>th</sup> Avenue to NW 83<sup>rd</sup> Street Extension) and the NW 83<sup>rd</sup> Street Extension (NW 39<sup>th</sup> Avenue to Millhopper Road). This commitment also includes the construction of a bridge over Interstate 75 that could accommodate four (4) lanes of traffic.

The Federal Highway Administration (FHWA) must approve the construction of the East/West Extension over Interstate 75. According to a Florida Department of Transportation (FDOT) letter dated March 3, 2004:

*“We are aware that the developer made sincere efforts to commit construction of the overpass (over I-75) up front. We commend the applicant for this effort. However, the process of approving and constructing the overpass will take time and coordination effort with the FDOT and FHWA are certainly necessary. We therefore, emphasize the need to provide time certain conditions in the DO to address the commitments. Specifying the time for constructing the extension of NW 98<sup>th</sup> and NW 83<sup>rd</sup> is crucial to mitigate the impacts.”*

Therefore, it is recommended that proposed transportation conditions 1.b and 1.e, as presented in the recommendations section of this report be included in the SpringHills DRI Substantial Deviation local government development order.

### **Proposed East/West Connector, Extension of NW 83<sup>rd</sup> Street and the Extension of NW 91<sup>st</sup> Street**

The Proposed East/West Connector, the Extension of NW 83<sup>rd</sup> Street and the Extension of NW 91<sup>st</sup> Street have been included in the analysis for all phases beginning with Phase II. Therefore, it is recommended that proposed transportation conditions 1.b, 1.c, 1.d, and 1.e as presented in the Recommendations section of this report be included in the SpringHills DRI Substantial Deviation local government development order.

## CONCLUSIONS- COST ESTIMATES AND PROPORTIONATE SHARE

According to page 19 of a document entitled SpringHills Development of Regional Impact Comprehensive Plan Amendment Application and Supporting Data/Analysis dated December 2004, the applicant has proposed that Alachua County amend its Comprehensive Plan to include a new policy that would allow for the use of “proportionate share. Proposed Policy 1.1.8.1.8 states:

*“Establish a proportionate fair share system specifically for the SpringHills DRI enabling*

*payment of the proportionate share cost to mitigate the adversely impacted transportation system. This proportionate fair share system shall apply only to property located within the SpringHills DRI.”*

If this policy amendment is approved by Alachua County, the cost estimates that are used to calculate the applicant’s proportionate share must be as accurate as possible. According to the Florida Department of Transportation, the applicant’s estimated costs of modifications are underestimated.

*“the Department finds the assessed costs of the intersection improvements underestimated.” Since the applicant is requesting that Alachua County approve the use of proportionate share, it is important that the costs for all needed modifications be as accurate as possible. Therefore, we recommend that Alachua County require the applicant to work with the Alachua County Public Works Department and the Florida Department of Transportation to verify all project costs before the applicant’s final proportionate share is approved by Alachua County.”*

Therefore, it is recommended that the transportation facilities cost estimates contained in the applicant-proposed amendments to the SpringHills DRI Substantial Deviation local government development order be updated as presented in the subsection of this report entitled, Other Development Order Recommendations.

## **IMPACTS TO LOCAL ROADWAY SEGMENTS**

Illustration X and Table 39 identify needed roadway segment modifications on the Local Road Network through the Year 2013. This includes the widening of Fort Clarke Boulevard to four lanes from NW 23<sup>rd</sup> Avenue south to Newberry Road and the widening of NW 83<sup>rd</sup> Street to four lanes from NW 39<sup>th</sup> Avenue south to NW 23<sup>rd</sup> Avenue. Also included are three needed receiving lanes for dual left turns that are identified as needed in Table 39.

## **IMPACTS TO INTERSECTIONS ON LOCAL FACILITIES**

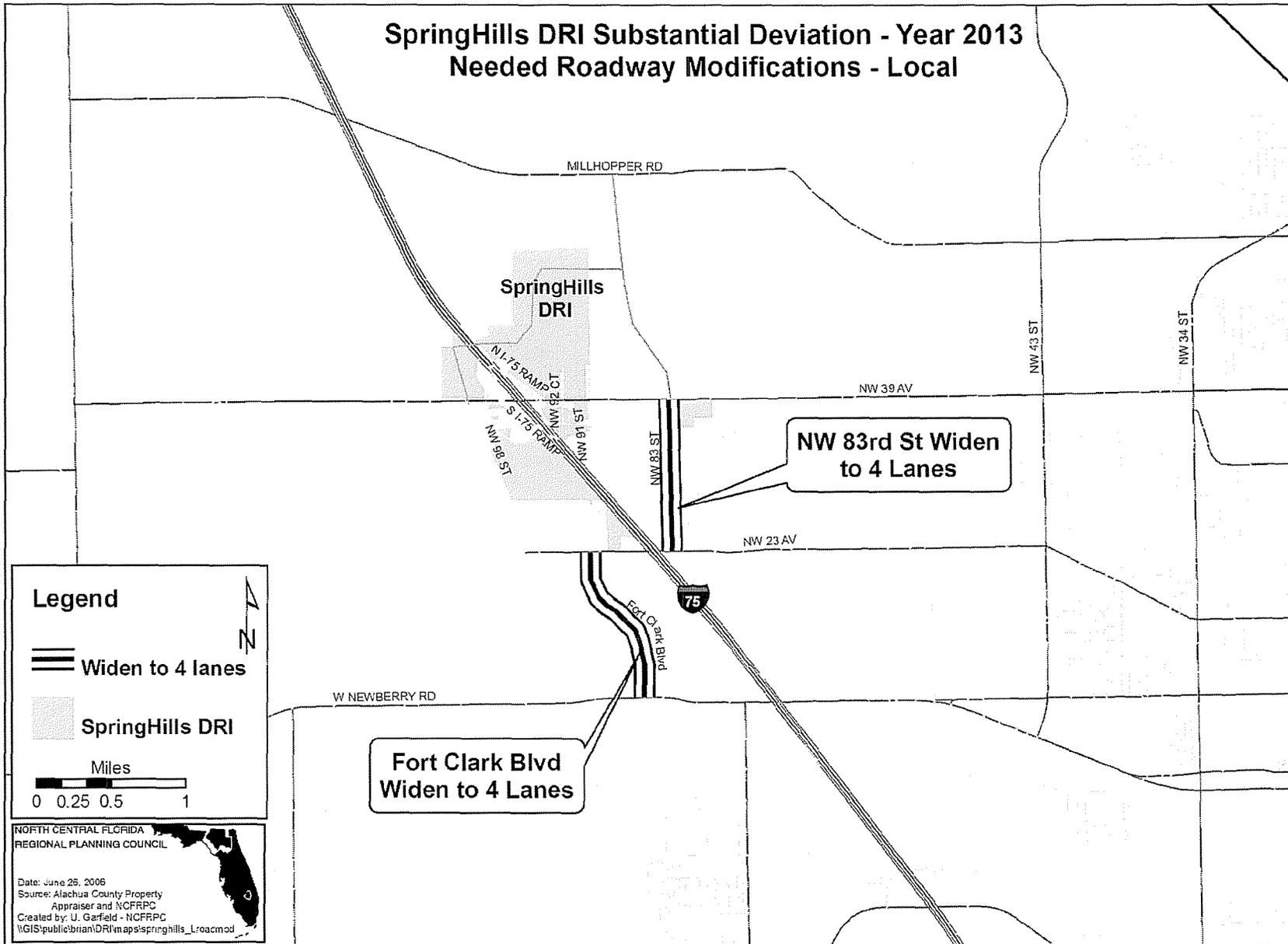
Local intersections are analyzed based upon the peak hour directional traffic. Appendix D contains detailed intersection information for or two significantly impacted local roadways- Fort Clarke Boulevard and NW 83<sup>rd</sup> Street.

Illustration XI and Table 40 identifies the intersections on local facilities where the proposed SpringHills DRI Substantial Deviation traffic is significant (where the percent of total is equal to or greater than five percent). Table 40 also identifies the significantly and adversely affected turning movements, as well as the proposed modifications that are needed to allow these facilities to operate at the adopted level of service standard.

Table 41 lists the proposed local intersection modifications that are needed.

ILLUSTRATION X

SpringHills DRI Substantial Deviation - Year 2013  
Needed Roadway Modifications - Local



**Legend**

== Widen to 4 lanes

SpringHills DRI

Miles

0 0.25 0.5 1

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL

Date: June 26, 2006  
Source: Alachua County Property  
Appraiser and NCFRPC  
Created by: J. Garfield - NCFRPC  
\\GIS\public\brian\DRIn\aps\springhills\_Lroadmod

**TABLE 39**

**NEEDED ROADWAY MODIFICATIONS- LOCAL  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

<b>YEAR 2013 MODIFICATION</b>	<b>APPLICANT'S ESTIMATED TOTAL COST [IN 2002 DOLLARS]</b>	<b>ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]</b>
<b>LOCAL ROADWAYS- APPLICANT-IDENTIFIED</b>		
NW 83 <sup>rd</sup> Street- NW 23 <sup>rd</sup> Avenue to NW 39 <sup>th</sup> Avenue- widen from two to four lanes	\$3,375,480	\$8,965,121*
Fort Clark Boulevard- State Road 26 (Newberry Road) to NW 23 <sup>rd</sup> Avenue- widen from two to four lanes	\$3,713,028	\$9,354,642*

\* Does not include right-of-way (ROW) for drainage or minor ROW acquisition at intersection corners.

Source: SpringHills Second Sufficiency Review Response Question 21 Update-  
Transportation Considerations For the SpringHills DRI Substantial Deviation  
Application for Development Approval February 2004 (Volume 2) submitted  
February 9, 2004, page 21.46.

Alachua County Public Works Department Staff.

\\Marlie\public\MS06\DRI\Springhills\local\_roadways additional ncfpc-identifiedMODreg.wpd

ILLUSTRATION XI

SpringHills DRI Substantial Deviation - Year 2013  
Local Intersections Significantly Impacted

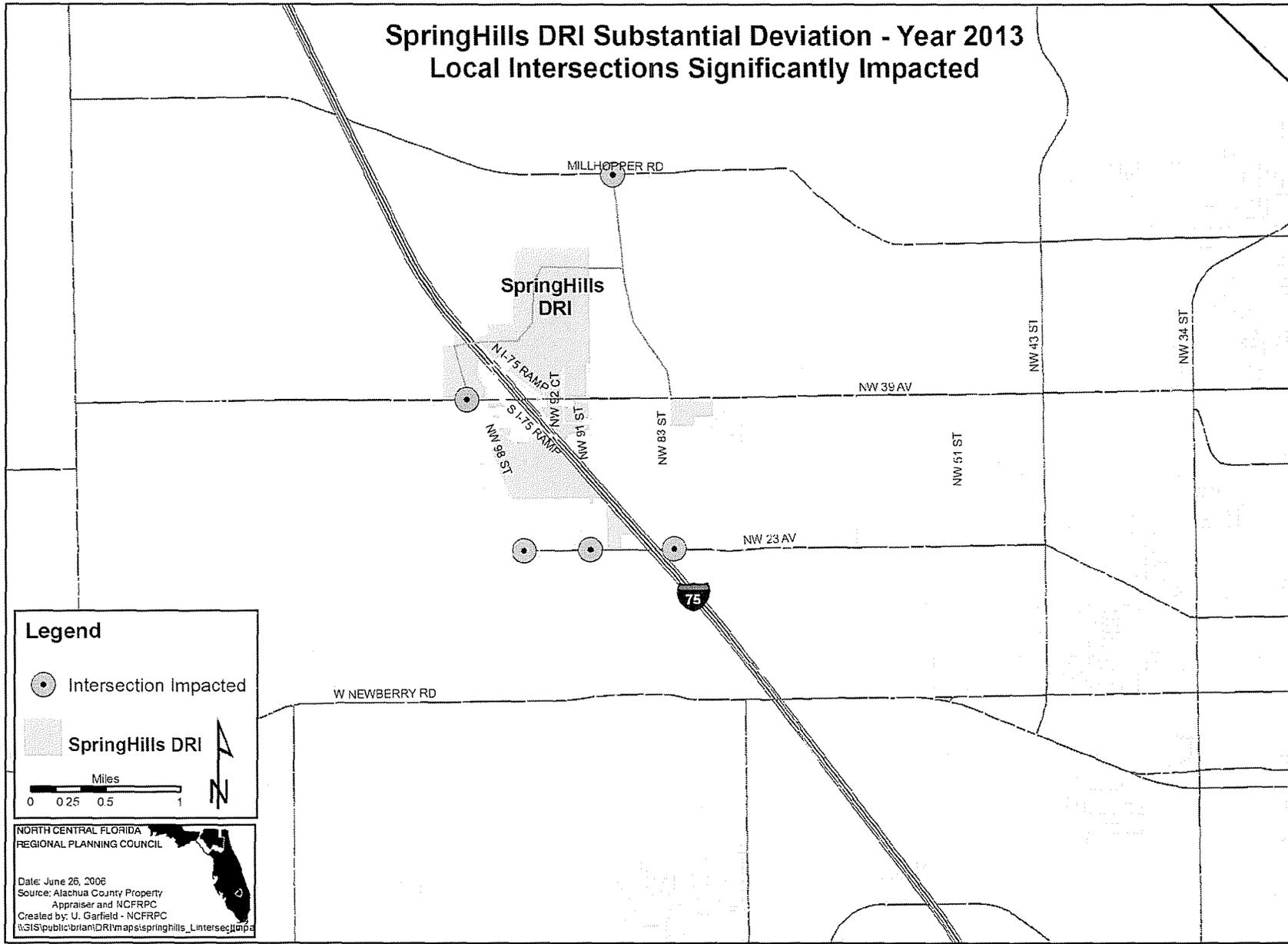


TABLE 40

INTERSECTIONS ON SIGNIFICANTLY IMPACTED ROADWAYS- LOCAL  
 SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013

INTERSECTION	TOTAL INTERSECTION CAPACITY	TOTAL DRI INTERSECTION VOLUME	PERCENT OF TOTAL	SIGNIFICANTLY AND ADVERSELY AFFECTED TURN MOVEMENTS	REQUIRED MODIFICATIONS
NW 23 <sup>rd</sup> Ave at NW 98 <sup>th</sup> St	3,558	721	20.3%	WBTR and SBL.	Add WBL (Dual).
NW 23 <sup>rd</sup> Ave at Ft. Clarke Blvd	5,056	329	6.5%	None.	No modifications required.
NW 23 <sup>rd</sup> Ave at NW 83 <sup>rd</sup> St	4,028	248	6.2%	EBL, SBL, and SBR.	Add EBL (Dual), SBL (Dual), and SBR (Dual).
NW 23 <sup>rd</sup> Ave at NW 55 <sup>th</sup> St	4,682	107	2.3%	None.	No modifications required.
NW 39 <sup>th</sup> Ave at NW 98 <sup>th</sup> St	5,652	898	17.1%	EBL.	Add NBR.
Millhopper Road at NW 83 <sup>rd</sup> St Ext	2,951	226	7.7%	None.	No modifications required.

Source: SpringHills Second Sufficiency Review Response Question 21 Update- Transportation Considerations for SpringHills DRI Substantial Deviation Application for Development Approval February (2004) submitted February 9, 2004, Appendix 21-9 and NCFRPC Staff.

**TABLE 41**

**REQUIRED INTERSECTION MODIFICATIONS- LOCAL ROADS  
SPRINGHILLS DRI SUBSTANTIAL DEVIATION- YEAR 2013**

INTERSECTION	REQUIRED MODIFICATIONS	ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]*
<b>APPLICANT/NCFRPC IDENTIFIED MODIFICATIONS</b>		
State Road 222 at NW 92 <sup>nd</sup> Court <i>Significant and Adverse Movements: SBL and SBR.</i>	Add EBR	-
	Add WBR	-
	Reconstruct intersection with mast arms	\$125,000
State Road 222 at NW 91 <sup>st</sup> Street <i>Significant and Adverse Movement: SBL</i>	Add EBR	-
	Add WBR	-
	Reconstruct intersection with mast arms	\$250,000
State Road 222 at NW 83 <sup>rd</sup> Street <i>Significant and Adverse Movements: SBL and SBTR</i>	Add EBR	-
	Add WBR	-
	Add NBL (Dual)	-
	Reconstruct intersection with mast arms	\$250,000
State Road 222 at NW 51 <sup>st</sup> Street <i>Significant and Adverse Movements: NBL</i>	Add EBR	-
	Reconstruct intersection with mast arms	\$250,000

\* To be provided later by Alachua County Public Works Department staff.

**Table 41 is continued on the next page.**

**TABLE 41 Continued**

INTERSECTION	REQUIRED MODIFICATIONS	ALACHUA COUNTY ESTIMATED COST [IN 2006 DOLLARS]*
<b>ADDITIONAL NCFRPC IDENTIFIED MODIFICATIONS</b>		
State Road 26 at NW 69 <sup>th</sup> Terrace <i>Significant and Adverse Movement: SBR</i>	Add SBR (Dual)	-
State Road 26 at Oaks Mall <i>Significant and Adverse Movements: NBLT</i>	Insufficient right-of-way to address deficiencies.	Costs cannot be determined.
NW 23 <sup>rd</sup> Avenue at NW 98 <sup>th</sup> Street <i>Significant and Adverse Movement: WBL</i>	Add WBL (Dual)	-
	Southbound receiving lane for WBL (Dual)	-
State Road 222 at NW 83 <sup>rd</sup> Street <i>Significant and Adverse Movements: SBL and SBTR</i>	Add NBR	-
	Add SBL (Dual)	-
	Add SBR	-
State Road 222 at NW 51 <sup>st</sup> Street <i>Significant and Adverse Movements: NBL</i>	Add NBL (Dual)	-
<b>TOTAL</b>		-

\* To be provided later by Alachua County Public Works Department staff.

Source: SpringHills Second Sufficiency Review Response Question 21 Update-Transportation Considerations for SpringHills DRI Substantial Deviation Application for Development Approval February (2004) submitted February 9, 2004, Appendix 21-9.

North Central Florida Regional Planning Council, City of Gainesville Public Works Department, and Alachua County Public Works Department staff.

## **IMPACT ON HOUSING OF THE REGION**

### **APPLICABLE REGIONAL GOALS/POLICIES**

**REGIONAL GOAL 1.1.** Reduce the percentage of the region's very low-, low-, and moderate-income households spending 30.0 percent or more of their annual household income on housing.

**Policy 1.1.1.** Encourage the development of policies within local government comprehensive plans which provide incentives or otherwise provide for the construction of affordable housing units in a manner which results in a dispersal of affordable housing units throughout the urban areas of the local government's jurisdiction.

**Policy 1.1.8.** Encourage the use of the East Central Florida Housing Methodology in lieu of the Adequate Housing Standard Rule 9J-2.048, FAC, for the determination of adequate (affordable) housing demand and supply in the review of developments of regional impact.

### **APPLICANT COMMITMENTS**

None.

### **SUMMARY OF IMPACTS**

As per Rule 9J-2.048, Florida Administrative Code, and The East Central Florida Regional Planning Council Housing Methodology, published June 1999, the direct impacts of Phase II of the SpringHills DRI Substantial Deviation will create a significant affordable housing impact of 206 dwelling units affordable to households of various salary income ranges identified as very low-income households. This significant impact can be mitigated in accordance with Rule 0J-2.048, Florida Administrative Code, and The East Central Florida Regional Planning Council Housing Methodology, published June 1999, by deleting the Applicant's proposed affordable housing condition (Condition H) from the amended local government development order and replacing it with the affordable housing condition contained in the Recommendations section of this report.

### **IMPACT DETERMINATION**

The Applicant's proposed amendments to the SpringHills DRI local government development order deletes Condition 7 addressing affordable housing, and replaces it with Condition H, which reads as follows:

#### H. Condition: Housing

- (1) As part of the ADA process, the Applicant has determined, using the ECFRPC's affordable housing demand, supply, and need methodology (Fishkind 2003) that the affordable housing demand is met by offsite for-sale and rental units. Therefore, no onsite mitigation will be necessary.

Rule 9J-2.048, FAC, and The East Central Florida Regional Planning Council Housing Methodology, developed April 1996 and revised June 1999 (ECFRPC methodology) requires Developments of Regional Impact to mitigate any and all significant demand for housing units affordable to the households of very low-, low-, and moderate-income persons employed on the project site. Furthermore, the rule requires the DRI to mitigate significant affordable housing so that households within the lowest salary income ranges within the very low-, low-, and moderate-income classes can live in housing they can afford.

The Applicant, the Florida Department of Community Affairs, and the Council agreed to use the ECFRPC methodology at the pre-application conference held for the project on July 15, 2002. The ECFRPC methodology is one of two allowable methodologies under Rule 9J-2.048, FAC. However, the ECFRPC methodology is not a complete, stand-alone, methodology. For example, it relies on terms and phrases which are only defined in the Rule 9J-2.048, FAC, methodology (hereafter referred to as the “standard methodology”). Furthermore, unlike the standard methodology, the ECFRPC methodology does not provide a means for matching demand to supply. Therefore, when the ECFRPC methodology is used, the standard methodology still applies, except where the ECFRPC methodology differs with the standard methodology, in which case the ECFRPC methodology applies.

The analysis included herein is that of the Council, and not that provided by the Applicant in the SpringHills DRI Substantial Deviation ADA. The analysis provided herein uses the information contained in the Substantial Deviation ADA. The determination of affordable housing demand is the same as provided in the Substantial Deviation ADA. The number of employees, the distribution of employees by salary income range, the conversion of workers to households, the income classes, and the salary income ranges are the same as provided in the Substantial Deviation ADA. On the supply side, the affordable housing supply area, the identified for-sale (vacant) units, selected mortgage rates, affordable average home prices and monthly rents by salary income range are the same as provided in the Substantial Deviation ADA. However, the Council analysis varies from the analysis included in the Substantial Deviation ADA in the following five ways:

1. The affordable rental complex survey was modified by the Council to reflect requirements of Rule 9J-2.048, FAC, and the ECFRPC methodology;
2. The 5 percent rental unit set-aside was changed by the Council; to reflect the requirements of Rule 9J-2.048, FAC, and the ECFRPC methodology;
3. The matching of affordable housing demand to affordable housing supply was changed by the Council to reflect the requirements of Rule 9J-2.048, FAC, and the ECFRPC methodology;
4. The dollar amount of mitigation identified in the Substantial Deviation ADA was modified to reflect the mitigation requirements of Rule 9J-2.048(8)(a)3, FAC; and

5. The dollar amount of mitigation identified by the Council in accordance with the requirements of Rule 9J-2.048(8)(a)3, FAC, using the Applicant's 2002 for-sale affordable housing supply survey was increased to reflect year 2005 housing costs.

## **RENTAL COMPLEX SURVEY**

Changes were made by the Council to the off-site rental complex survey provided in the Substantial Deviation ADA to identify the available supply of affordable vacant for-rent units. For example, the rental complex survey results for rental complex #2 was changed by the Council as the rental complex survey did not identify the total number of units at the complex.<sup>26</sup> Additionally, the Applicant's rental complex survey did not identify the total number of vacant units for rental complex #21. Instead, the survey noted 8 total units with a 5 percent vacancy rate. Since a 5 percent vacancy rate equals less than one unit (0.4 units), rental complex #21 was deleted from the identified supply. Other Council modifications to the Applicant's rental complex survey are discussed in the notes to Table 42, below, and in Appendix H.

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<sup>26</sup>Rental complexes are referred to by number, rather than name, for purposes of this report. The names of the rental complexes, along with their identification numbers, are included in the rental housing supply survey submitted with the Substantial Deviation ADA.

**TABLE 42**  
**IDENTIFIED FOR-RENT DWELLING UNITS AND RENTAL COMPLEX VACANCY**  
**RATE WITHIN THE AFFORDABLE HOUSING SUPPLY AREA**

Rental Complex Number	Total Units	Vacant Units
1	8	2
2	0	0
3	72	6
4	74	2
5	130	3
6	360	38
7	93	3
8	16	1
9	260	42
10	78	0
11	-	-
12	0	0
13	40	2
14	64	8
15	54	0
16	60	6
17	96	8
18	560	26
19	100	0
20	90	0
21	8	0
22	140	4
23	28	1
24	100	4
25	152	17
26	168	2

Rental Complex Number	Total Units	Vacant Units
27	-	-
28	100	1
29	124	3
30	28	1
31	240	8
32	136	1
33	60	5
34	12	1
35	180	20
36	0	0
37	100	3
38	70	4
39	188	13
40	38	4
41	253	12
42	80	0
43	300	29
44	184	25
45	310	39
46	36	0
47	264	40
48	210	18
49	92	3
50	254	20
51	117	6
52	-	-
53	200	31
54	107	0

Rental Complex Number	Total Units	Vacant Units
55	172	0
56	288	70
57	105	10
58	150	4
59	366	47
60	168	8
61	233	11
62	316	9
63	508	0
64	146	7
65	41	2
66	0	0
67	140	0
68	186	0
69	4	0
70	96	0
71	18	0
72	72	0
73	268	6
74	-	-
75	366	3
76	16	2
77	8	1
78	6	0
79	141	4
80	130	1
81	144	0
82	1	0

Rental Complex Number	Total Units	Vacant Units
83	72	6
84	20	2
85	280	10
86	8	1
87	4	1
88	94	0
89	208	8
90	79	1
91	91	4
92	100	6
93	144	0
94	146	3
95	80	4
96	127	1
97	322	4
98	8	1
99	24	1
100	80	6
Total	12,410	706
Vacancy Rate		5.69%
Total Rental Units greater than the 5.0% Set-aside		86

Sources: Table 24.6, Second Sufficiency Review Response for the SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, February 2004; SpringHills DRI Rental Housing Supply Survey Worksheets, February 2004; and North Central Florida Regional Planning Council, July 2006.

Notes: - Denotes Complexes excluded by the Applicant as they rent by the bedroom, not by the dwelling unit, and therefore are not considered adequate housing for households.

The Rental Complex #2 detailed affordable housing survey sheet does not identify the total number of units. Therefore, it was excluded from Table 42 and could not be counted as part of the available affordable housing supply.

The Rental Complex #12 detailed affordable housing survey sheet indicates 1 vacant unit but does not identify the total number of units. Therefore, the complex was excluded from Table 42 and could not be counted as part of the available affordable housing supply.

The Rental Complex #18 detailed affordable housing survey sheet indicates 560 total units with a 96.8% vacancy rate. However, Table 24.6 of Appendix 24 of Second Sufficiency Review Response for the SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, February 2004, indicates a 100% occupancy rate for this rental complex. In a March 11, 2004 telephone conversation between Steven Dopp, Senior Planner, North Central Florida Regional Planning Council and Kathleen of rental complex #18 management, revealed a 95.5% occupancy rate as of February 4, 2004, which was the date of the Applicant's survey for this rental unit complex. Therefore, a 95.5% occupancy rate was used in Table 42 to determine the number of vacant rental units for this rental complex.

Rental Complex #36 was removed by Council staff as it was under construction at the time of the survey and therefore not allowed to be counted as per ECFRPC methodology. Additionally, the Applicant's rental housing supply survey did not identify any vacant units at this complex.

The Rental Complex #61 and #64 detailed survey sheets indicate a 5% vacancy rate but no breakdown of vacant units by rent or by bedroom. Council staff has added 11 vacant units to the Applicant's vacant unit column of Complex 61 and 7 vacant units for Complex #64 to reflect the 5% vacancy rates identified in the detailed survey sheets. However, since information was not provided as to their monthly rent, none of these units can be counted as part of the available affordable housing supply.

Rental Complex #66 is identified by the Applicant as having 288 units, but management of the complex would not give out vacancy information. Therefore, the Council has removed the units from the total units identified by the Applicant and cannot be counted as part of the available affordable housing supply.

Rental Complex #72 information as reported in Table 24.6.

The Rental Complex #99 detailed survey sheet indicates a 5% vacancy rate but provides no breakdown of vacant units by rent or by bedroom. Council staff has added 1 vacant unit to the Applicant's vacant unit column to reflect the 5% vacancy rate identified in the detailed survey sheets. However, since information was not provided as to their monthly rent, the vacant unit cannot be counted as part of the available affordable housing supply.

## **THE 5 PERCENT RENTAL UNIT SET-ASIDE**

The ECFRPC methodology and the standard methodology require the first five percentage points of identified for-rent dwelling units be reserved as transitional units. Therefore, the first five percent of *total* surveyed rental units cannot be counted as part of the available affordable housing supply. Should the rental survey identify a 6 percent vacancy rate, only 1 percentage point worth of the vacant units can be counted as part of the available affordable housing supply. The first five percentage points of vacant units must be set aside as transitional housing. Should the rental survey identify a 4 percent vacancy rate, none of the vacant rental units can be included as part of the available affordable housing supply, since the vacancy rate is less than the required 5 percent reservation. The Applicant did not reserve the first five percentage points of vacant rental housing for transitional housing. Instead, the Applicant reduced the number of identified *vacant* rental units by 5 percent, and allocated the remaining 95 percent of *vacant* rental units to the available affordable housing supply. This approach is not in accordance with the agreed-upon methodology. Page 3 of the ECFRPC methodology calls for treating vacant units, as follows:

...for multi-family units, the first five percent of vacancies (as a percent of total units) are to be considered transitional vacancies and should not be counted toward the existing supply.

The ECFRPC methodology is a refinement of the standard methodology with regards to the 5 percent set-aside. The standard methodology requires that the first 5 percent of all units, including both for-sale and for-rent units, be set aside. Rule 9J-2.048(5)(c)8, FAC, states:

An adequate housing supply survey shall not include...Vacant housing dwelling units that are needed to maintain a vacancy rate of 5 percent.

Council staff has reviewed the Applicant's survey information to determine a vacancy rate for all surveyed rental complexes in accordance with the ECFRPC methodology. The Applicant's rental survey information was then modified to reflect the findings of the previously-discussed rental complex survey verification and validation process. The modified rental unit survey produced a 5.69 percent vacancy rate. Therefore, as per the ECFRPC methodology, only 86 of the identified vacant rental units can be counted as part of the affordable housing supply (12,410 units x .05 set-aside = 620 units. 706 identified vacant units - 620 unit set-aside = 86 units available to meet affordable housing demand).

## **MATCHING AFFORDABLE HOUSING SUPPLY TO DEMAND**

As previously noted, the ECFRPC methodology does not provide guidance for matching affordable housing supply to affordable housing demand. Therefore, the criteria of the standard methodology contained in Rule 9J-2.048, FAC, applies. The standard methodology requires the matching of demand to supply by salary income range within the very low-, low- and moderate-income classes. Therefore, as can be seen in Table 43, 52 households within \$12,500 to \$14,999 salary income range, and 151 households in the \$15,000 to \$17,281 salary income range cannot afford the available housing supply. Although 112 for-sale units are available within the very low-income class, and are affordable to households within higher salary income ranges within the very low-income class, they are not affordable to the identified demand. To quote Rule 9J-2.048(6), FAC, Determination of Adequate (affordable) Housing Need:

Adequate housing need is the projected number of adequate housing units necessary to accommodate each salary income range category within the development's very low-, low-, and moderate-income employee households for each project phase or stage of development, and which are projected either not to be able to be provided in a timely manner on the development site or which will be unavailable within a reasonably accessible distance of the development site. The adequate housing need for a project is equal to the difference of the adequate housing demand minus the demand which can be met by the adequate housing supply in each salary income range category, plus any existing very low, low and moderate housing to be displaced by the development.

The Applicant has matched supply to demand by adding the affordable housing supply for all income salary ranges by income class (i.e., the very low-, low-, and moderate-income classes) and subtracting this sum from the sum of the total affordable housing demand for all salary ranges within the broader income classes. This approach is not in accordance with 9J-2.048(6), FAC, which requires the subtraction of affordable housing supply from demand within each salary income range contained within the broader very low-, low-, and moderate-income classes. Nor does the ECFRPC methodology modify the approach to matching affordable housing demand to affordable housing supply specified in Rule 9J-2.048(6), FAC. Therefore, the Council has matched affordable housing demand to affordable housing supply in accordance with the 9J-2.048(6), FAC, the results of which are presented in Table 43.

The following explanation is provided for Table 43. Affordable housing demand, as expressed by number of households, is subtracted from affordable housing supply for each salary income range. The result is shown in the Surplus/(Deficiency) columns. For the \$8,250 - 9,999 salary income range, 66 off-site for-sale dwelling units are subtracted from 43 households. The subtraction reveals a surplus supply of 23 dwelling units affordable to this salary income range. Since this is the lowest salary income range, the surplus 23 units are also affordable to households in all other salary income ranges. The 23 surplus units are noted in both the Discrete and Cumulative columns.

In the next income range (\$10,000 - \$12,499), the number of households exceeds the affordable housing supply by 5. Therefore, the previously identified 23 net surplus units is reduced by 5 units from the prior salary income range, showing a cumulative surplus of 18 units

The next salary income range (\$12,500 - \$14,999) has a net deficiency of 75 dwelling units. Demand for these households can be partially supplied by the 18 remaining surplus units, since they are affordable to households within the higher salary income range. A deficit of 75 units is noted in the Discrete column while the Cumulative column drops from a surplus of 18 units to a deficit of 57 units.

The \$15,000 - \$17,281 salary income range has a 149 unit deficiency and is so noted in the Discrete column. No available affordable housing supply exists for these units. Therefore, the Cumulative Deficit is increased to 206 units.

The \$17,282 - \$18,351 salary income range has a surplus supply of 117 dwelling units. These units cannot be used to meet the unmet cumulative demand as they are not affordable to households in the lower salary income ranges. Therefore, the cumulative deficit remains at 206. However, only 13 of these units are available for mitigation purposes as 104 are used to meet the affordable housing deficit of the \$18,352 - \$19,999 salary income range.

This process is repeated through all salary income ranges within the three income classes (very low-, low- and moderate-income). The column entitled For-Sale Units Available for Mitigation identifies dwelling units located within the Affordable Housing Supply Area which have not been used to meet affordable housing demand. They are surplus units which can be used to mitigate the identified significant affordable housing need as per the ECFRPC methodology and as per Rule 9J-2.048(8)(a)3, FAC. In the case of the \$17,282 - \$18,351 salary range, 13 units are identified as available to be used to mitigate the identified affordable housing need should Table 43 reveal a significant affordable housing impact.

**TABLE 43  
PHASE II AFFORDABLE HOUSING DEMAND AND SUPPLY**

AFFORDABLE HOUSING DEMAND		AFFORDABLE HOUSING SUPPLY			SURPLUS/ (DEFICIENCY)		FOR-SALE UNITS AVAILABLE FOR MITIGATION	FOR-RENT UNITS AVAILABLE FOR MITIGATION
SALARY INCOME RANGE	NUMBER OF HOUSEHOLDS	FOR-SALE OFF-SITE	FOR RENT OFF-SITE	SUPPLY ON-SITE	DISCRETE	CUMULATIVE		
<b>Very Low-income Class</b>								
\$8,250 - 9,999	43	66	0	0	23	23	-	-
10,000 - 12,499	82	76	1	0	(5)	18	-	-
12,500 - 14,999	172	97	0	0	(75)	(57)	-	-
15,000 - 17,281	274	123	2	0	(149)	(206)	-	-
17,282 - 18,351	17	129	5	0	117	(206)	13	-
18,352 - 19,999	146	37	5	0	(104)	(206)	-	5
20,000 - 21,913	84	194	14	0	124	(206)	109	14
21,914 - 22,926	32	78	59	0	46	(206)	0	59
22,927 - 24,049	51	4	0	0	(47)	(206)	-	-
<b>Low-income Class</b>								
24,050 - 24,999	54	98	0	0	44	(206)	44	-
25,000 - 26,923	45	166	0	0	121	(206)	121	-
26,924 - 28,172	68	130	0	0	62	(206)	62	-
28-173 - 29,999	38	68	0	0	30	(206)	30	-
30,000 - 31,931	48	193	0	0	145	(206)	128	-
31,932 - 33,181	108	91	0	0	(17)	(206)	-	-
33,182 - 34,999	80	80	0	0	0	(206)	0	-
35,000 - 36,939	76	171	0	0	95	(206)	95	-
36,940 - 37,809	58	111	0	0	53	(206)	21	-
37,810 - 38,480	42	10	0	0	(32)	(206)	-	-
<b>Moderate-income Class</b>								
38,481 - 39,999	26	53	0	0	27	(206)	27	-
40,000 - 41,949	18	147	0	0	129	(206)	129	-
41,950 - 43,199	33	65	0	0	32	(206)	32	-
42,000 - 44,999	12	41	0	0	29	(206)	29	-
45,000 - 46,480	7	150	0	0	143	(206)	123	-
46,481 - 47,300	20	-	0	0	(20)	(206)	-	-
47,301 - 48,985	4	112	0	0	108	(206)	71	-
48,986 - 50,235	37	-	0	0	(37)	(206)	-	-
50,236 - 51,966	2	105	0	0	103	(206)	99	-
51,967 - 53,216	31	27	0	0	(4)	(206)	-	-
53,217 - 54,999	1	16	0	0	15	(206)	15	-
55,000 - 57,499	0	77	6	0	83	(206)	79	-
57,500 - 57,720	26	22	0	0	(4)	(206)	-	-
<b>Housing Supply Available to Mitigate the Affordable Housing Need.</b>							1,227	78

Source: North Central Florida Regional Planning Council, July 2006.

Note: Salary Income Ranges, Number of Households, and For-Sale Off-Site Affordable Housing Supply are as reported in Tables 24.2 and 24.4, SpringHills DRI Substantial Deviation, Application for Development Approval, August 2003, Volume 1, and Table 24.4 of Appendix 24 of Second Sufficiency Review Response for the SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, February 2004.

Table 43 reveals a Phase II unmet demand, or affordable housing need, of 206 dwelling units affordable to households within the very low-income class. This level of affordable housing need meets the significant affordable housing impact criteria of Rule 9J-2.048(7), FAC. The referenced rule is, as follows:

A development shall be considered to have a significant impact on the ability of the development's very low-, low-, and moderate-income employee households to find adequate housing reasonably accessible to their place of employment when, for any phase or stage of the development, the development's cumulative adequate housing need is projected to exceed 5 percent of the applicable DRI residential threshold for the affected local government, or 50 units, whichever is larger.<sup>27</sup>

### **MITIGATION OF SIGNIFICANT AFFORDABLE HOUSING DEMAND**

Both the ECFRPC methodology and the standard methodology require the Applicant to mitigate all affordable housing needs of the development should the development cross the significant affordable housing impact threshold.

The standard methodology allows up to 50 percent of the affordable housing need can be met through vacant dwelling units located beyond the affordable housing supply area. The approach is similar to that used to identify the existing affordable housing supply and is applied to that area which is the smaller geographic area of the combination of geographic areas representing a 15-mile driving distance or a 25-minute commute from the project site, but excluding the affordable housing supply area. The Applicant did not submit an affordable housing supply survey for the affordable housing mitigation area. Therefore, none of the affordable housing need can be mitigated using this technique.

Rule 9J-2.048(c), FAC, provides a mitigation credit for developer-provided affordable housing units. However, the developer is not providing, either on-site or off-site, adequate housing units affordable to the identified unmet housing demand. Therefore, this provision of the Rule cannot be used.

The mitigation requirements of Rule 9J-2.048(8)(a), FAC, are, as follows:

Mitigation of a development's significant impact on adequate housing through development order mechanisms that ensure the provision of units guaranteed to be affordable initially, in the case of owner-occupied housing, or remain affordable for a minimum period of fifteen years, in the case of rental housing, in one of the following ways:

1. Construction of adequate housing units onsite, or reasonably accessible to the development site, sufficient to equal in number the adequate housing need identified for each salary income range within that stage or phase's very low-, low- and moderate-income employee households; or

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<sup>27</sup>In the case of Alachua County, the DRI residential threshold is 1,000 units, of which five percent is 50 units.

2. Payment to an appropriate affordable housing trust fund of funds dedicated to, and sufficient in amount to result in, the rehabilitation of unoccupied substandard housing or construction of reasonably accessible adequate housing units equal in number to the adequate housing need identified for each salary income range within that stage or phase's very low-, low-, and moderate-income employee households; or
3. Dedicated direct rent or ownership subsidies to the development's very low-, low- and moderate-income employees sufficient in amount to satisfy the adequate housing need identified for each salary income range within that stage or phase's very low-, low-, and moderate-income employee households from available, non-affordable, but otherwise adequate housing units reasonably accessible to the development site.

Page 24-1 of Second Sufficiency Review Response for the SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, February 2004, states that adequate off-site affordable housing supply has been identified to meet the needs of all of the affordable housing demand of the project. Therefore, the Applicant proposes no mitigation for its affordable housing impacts.

Since the identified affordable housing need was not determined in accordance with the agreed-upon methodology, the Council has determined the amount and cost of mitigation. While any one or combination of the three methods identified above can be used to mitigate the affordable housing need, the Council has calculated the cost of mitigation using Rule 9J-2.048(8)(a)3, FAC, since this was the only method for which sufficient information was provided in the SpringHills DRI Substantial Deviation ADA to allow the Council to calculate mitigation costs in accordance with the ECFRPC methodology (as well as the standard methodology).

Table 44 identifies the amount of money needed to mitigate the significant affordable housing need in accordance with Rule 9J-2.048(8)(a)3, FAC. The table identifies what households which comprise the unmet affordable housing need can afford to pay compared to the price of the least-expensive, although unaffordable but available for-sale and rental housing supply identified in Table 43. The difference between these two sums is the amount of money which will make the least expensive available housing supply affordable to the unmet affordable housing demand.

Table 42 identified a total of 86 rental units available for meeting the affordable housing demand. However, only 8 of these units were affordable to the identified affordable demand, as shown in Table 43. Therefore, the lowest-priced vacant 78 rental units, plus the lowest-priced vacant 128 for-sale units, were used to mitigate the significant affordable housing need as presented in Table 44.

In Table 44, the median annual income of the salary income ranges containing unmet affordable housing need is multiplied by the number of households to determine what the unmet demand can afford to pay. The for-sale units available for mitigation are multiplied by the median home price to determine the cost of the lowest-priced available for-sale housing supply. The rental units available for mitigation are multiplied by the median monthly rent, which is then multiplied by 12 to represent annual rent. The annual rent is then multiplied by 15 years, as required by Rule 9J-2.048(8)(a), FAC, to determine the cost of the lowest-priced available rental supply.

The difference between the sums of what the unmet demand can afford and the price of the lowest-priced available supply, are presented in the last row on the table, and is the amount of money to be provided by the Applicant to bridge the difference, which, in this case, is \$3,968,180.

**TABLE 44  
MITIGATION OF PHASE II AFFORDABLE HOUSING NEED**

AFFORDABLE HOUSING UNMET NEED			MITIGATION OF UNMET NEED VIA FOR-SALE UNITS						MITIGATION OF UNMET NEED VIA RENTAL UNITS					REMAINING UNMITIGATED NEED	
SALARY INCOME RANGE	MEDIAN ANNUAL INCOME	NUMBER OF HOUSEHOLDS	NUMBER OF HOUSEHOLDS MITIGATED VIA FOR-SALE UNITS	MEDIAN HOME PRICE	WHAT HOUSEHOLDS CAN AFFORD	FOR-SALE UNITS AVAILABLE FOR MITIGATION	FOR-SALE UNITS USED FOR MITIGATION	PRICE OF FOR-SALE UNITS USED FOR MITIGATION	NUMBER OF HOUSEHOLDS MITIGATED VIA RENTAL UNITS	MEDIAN RENT	RENT UNITS AVAILABLE	RENT UNITS USED	RENT HOUSEHOLDS CAN AFFORD FOR 15 YEARS		PRICE OF RENT FOR 15 YEARS
<b>Very Low-income</b>															
\$8,250 - 9,999	\$9,125			34,783		0				171					(206)
10,000 - 12,499	11,250			43,232		0				211					(206)
12,500 - 14,999	13,750	57		53,327		0			57	258			2,647,080		(206)
15,000 - 17,281	16,250	149	128	62,545	\$8,005,760	0			21	305			1,152,900		(206)
17,282 - 18,351	18,313			69,846		13	13	\$907,998		343					(193)
18,352 - 19,999	18,750			70,006		0				352	5	5		316,800	(188)
20,000 - 21,913	21,250			78,346		109	109	\$8,539,714		398	14	14		1,002,960	(65)
21,914 - 22,926	22,578			81,542		0				423	59	59		4,492,260	(6)
22,927 - 24,049	23,275			81,967		0				436					(6)
<b>Low-income</b>															
24,050 - 24,999	24,525			85,698		44	6	\$514,188							0
25,000 - 26,923	26,250			91,514		121									0
26,924 - 28,172	27,595			95,665		62									0
28-173 - 29,999	28,750			98,975		30									0
30,000 - 31,931	31,250			108,193		128									0
31,932 - 33,181	32,613			112,421		0									0
33,182 - 34,999	33,750			115,655		0									0
35,000 - 36,939	36,250			123,994		95									0
36,940 - 37,809	37,630			128,299		21									0
37,810 - 38,480	37,990			128,998		0									0
<b>Total</b>		206	128		\$8,005,760	623	128	\$9,961,900	78		78	78	3,799,980	5,812,020	
<i>Difference between what unmet demand can afford and cost of the lowest-priced units used for mitigation</i>															\$3,968,180

Source: North Central Florida Regional Planning Council, June 2006.

Note: Salary Income Ranges, Average Annual Income, and Average Home Price are as reported in Tables 24.2 and 24.4, SpringHills DRI Substantial Deviation, Application for Development Approval, August 2003, Volume 1. The Moderate-income class is not shown as such units are not needed to mitigate affordable housing impacts.

## **UPDATING THE DOLLAR AMOUNT OF MITIGATION TO REFLECT YEAR 2006 HOUSING COSTS**

The for-sale portion of the affordable housing survey provided in the SpringHills DRI Substantial Deviation ADA was based on year 2002 Alachua County sales data, while the rental unit survey was conducted in February of 2004. Neither the standard methodology or the ECFRPC methodology provide a means by which to update affordable housing mitigation costs for out-of-date affordable housing surveys. However, the cost of housing has increased considerably in Alachua County since 2002. Therefore, the amount of mitigation money determined, based on the information contained in the SpringHills DRI Substantial Deviation ADA is unlikely to be sufficient to provide sufficient mitigation to meet the mitigation requirements of Rule 9J-2.048(8)(a)3, FAC. The Council has updated the required mitigation amount identified in Table 44 to reflect the increase in average housing costs and wages within the County to reflect 2005 conditions.<sup>28</sup>

As indicated in Table 45, below, residential housing prices increased by 41.54 percent within the Gainesville Metropolitan Area between 2002 and 2005. Wages also increased, but not at the same rate, rising by only 19.73 percent. Therefore, in order to account for increases in housing prices and wages between 2002 and 2005, the sum of \$3,968,180, which is the difference between what unmet demand can afford and price of units used for mitigation in 2002 as identified in Table 44, should be increased to \$5,939,429, as indicated in Table 45.

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<sup>28</sup>For rental units, adjustments to what households could afford to pay began with year 2002, since the wage data used in the Applicant's affordable housing analysis reflects year 2002 conditions. However, the adjustment to the price of rental housing began in year 2004, since the rental survey was conducted in February 2004. The average percentage increase in rents for southeastern U.S. urban areas between 2004 and 2005 was 2.8%, according to the U.S. Department of Labor, Bureau of Labor Statistics. Therefore, the price of the available rental supply was increased by 2.8%.

**TABLE 45**

**UPDATE TO THE DOLLAR AMOUNT OF MITIGATION TO REFLECT  
YEAR 2005 HOUSING COSTS AND WAGES**

	YEAR			
	2002	2003	2004	2005
Median Sales Price of Existing Single Family Homes for the Gainesville, Florida Metropolitan Area				
Dollar Amount	\$130,000	\$145,000	\$159,000	\$184,000
Increase Since 2002 (cumulative)	\$0	\$15,000	\$29,000	\$54,000
Pct. Increase Since 2002 (cumulative)	0.00%	11.54%	22.31%	41.54%
Average Annual Wage for Alachua County Jobs (All Ownerships)				
Dollar Amount	\$27,686	\$28,869	\$30,932	\$33,149
Increase Since 2002 (cumulative)	\$0	\$1,183	\$3,246	\$5,463
Pct. Increase Since 2002 (cumulative)	0.00%	4.27%	11.72%	19.73%
Mitigation, as Adjusted, For-Sale Units				
Price of Available Supply	\$9,961,900	\$11,111,350	\$12,184,170	\$14,099,920
What Demand Can Afford to Pay	\$8,005,760	\$8,347,840	\$8,944,382	\$9,585,456
Difference	\$1,956,140	\$2,763,510	\$3,239,788	\$4,514,464
Mitigation, as Adjusted, Rental Units				
Price of Available Supply	-	-	\$5,812,020	\$5,974,757
What Demand Can Afford to Pay	\$3,799,980	\$3,962,350	\$4,245,502	\$4,549,792
Difference			\$1,566,518	\$1,424,965
Total Mitigation, as Adjusted				\$5,939,429

Sources: For year 2002 housing data, Table 941, Median Sales Price of Existing One-Family Homes by Selected Metropolitan Area: 2002-2004, Statistical Abstract of the United States, U.S. Census Bureau, U.S. Department of Commerce (Note: Table 941 derives its information from the National Association of Realtors). For 2002 through 2005 housing data, National Association of Realtors, Median Sales Price of Existing Single-Family Homes for Metropolitan Areas. For rental data, 12 Months Percent Change, Rent of Primary Residence, Southern Urban, Not Seasonally Adjusted Series I.D. CUUR0300SEHA, CUUS0300SEHA, Bureau of Labor Statistics, U.S. Department of Commerce.

For Average Annual Alachua County Wage (All Ownerships), 2002, 2003, 2004, and 2005 County Summary Sheets from Agency for Workforce Innovation, Labor Market Statistics, Covered Employment and Wages Program (ES202), in cooperation with the U.S. Department of Labor, Bureau of Labor Statistics.

## **IMPACT ON THE ENVIRONMENT AND NATURAL RESOURCES OF THE REGION**

### **AIR**

#### **APPLICABLE REGIONAL GOALS/POLICIES**

None.

#### **APPLICANT COMMITMENTS**

- (13) Fugitive dust emissions created by the construction phase of the project will be mitigated by the contractor by employing approved dust control measures to minimize wind erosion and particulate air pollution. Such measures include grassing or mulching cleared areas that are awaiting building activities, covering open-top haul trucks during transit, and maintaining internal haul roads. Open burning of wastes will be handled in accordance with Rule 62-256, FAC (ADA Substantial Deviation, Vol.1, pg 22.1, August 2003).

#### **SUMMARY OF IMPACTS**

Localized air pollution will be generated primarily as a result of vehicular emissions during operation of the project, and through dust created during construction activities. Air pollution associated with wind erosion during construction activity on the project site is not anticipated to have significant adverse impacts to regional air quality as a result of the Applicant's commitment to employing approved dust control measures as discussed under Applicant Commitments, above. Impacts to air quality associated with vehicle emissions are not anticipated to result in significant adverse impacts to air quality, based on the air quality analysis included in the SpringHills DRI Substantial Deviation ADA.

Significant adverse impacts to the air quality of the region are not anticipated as a result of the construction and subsequent operation of the project. Localized air pollution will be generated primarily as a result of vehicular emissions during construction and operation of the project, and through dust created during construction activities. These sources of air pollution will be reduced through the road/intersection improvements identified in the transportation section and by the Applicant Commitments listed above to reduce fugitive dust.

#### **IMPACT DETERMINATION**

The SpringHills DRI Substantial Deviation ADA notes that eight intersections were identified for air quality screenings for Phase II total vehicle trips, including background traffic. The intersections were screened using the latest version of the Florida Department of Transportation screening model (COSCREEN98, revised 2000 and 2002). The model contains and also automatically runs MOBILE5a and CAL3QH to estimate worst-case carbon monoxide concentrations at receptors. If an intersection fails the COSCREEN98 screening test, detailed computer modeling must be

conducted for that intersection to assess air quality. Failing the screening test only means that the intersection is a candidate for detailed computer modeling, not that there is or will be a future air quality problem. Passing the screening test means that there is almost no possibility of an air quality problem,. Each of the eight intersections passed the COSCREEN98 test. The modeling results are presented in Table 46, below.

**TABLE 46**

**AIR QUALITY MODELING RESULTS  
PHASE II (2013) TOTAL TRIPS**

N-S STREET	E-W STREET	MAX. APPR. VOL. VPH	8-HR CO CONC. PPM <sup>1</sup>	SCREENING RESULT <sup>3</sup>
NW 91st St.	State Road 222	2,341	7.9	Pass
NW 83rd St.	State Road 222	2,042	7.5	Pass
NW 92nd Ct.	State Road 222	2,981	8.6 <sup>2</sup>	Pass
NW 43rd St.	State Road 222	2,005	7.5	Pass
State Road 121	State Road 222	1,572	6.5	Pass
NW 98th St.	State Road 26	1,406	6.4	Pass
I-75 south ramps	State Road 222	1,426	7.0 <sup>2</sup>	Pass
I-75 north ramps	State Road 26	2,056	8.2 <sup>2</sup>	Pass

Source: Table 22.2, SpringHills DRI Substantial Deviation Application for Development Approval, August 2003, Volume 1.

- 1 Predicted 8-hour result from COSCREEN98 (rev), including 2.0 parts per million background.
- 2 For intersections near I-75, prediction includes effects of I-75 thru-traffic.
- 3 The 8-hour CO standard is 9.5 parts per million (rounded); a value of 9.5 is a modeled exceedence, but a value of 9.4 is not.

Note: VPH is based on total trips (project + background) in 2013; it is the maximum of any of the approach legs at this intersection.

**IMPACT ON THE ENVIRONMENT AND NATURAL RESOURCES OF THE REGION**  
**VEGETATION AND WILDLIFE**

**APPLICABLE REGIONAL GOALS/POLICIES**

**Regional Goal 4.4.** Protect all listed species located in north central Florida.

**Regional Policy 4.4.4.** Endangered species and their habitats shall be protected.

**Regional Policy 4.4.5.** When a land use designation change is proposed or an increase in allowable land use density or intensity is proposed, species of special concern, and their habitat, known to exist on site shall be protected. Protection should include, but not necessarily be limited to, the following:

- a) conservation easements;
- b) on- and off-site mitigation banks;
- c) tax breaks;
- d) transferable densities;
- e) management agreements; and,
- f) agriculture and silviculture best management practices.

**Regional Policy 4.4.8.** Direct those land uses that are not consistent with the protection and maintenance of listed species and their habitats away from such resources.

**Regional Policy 4.4.10.** Detailed surveys and/or specific site assessments for listed plant and animal species, as well as habitat used by listed species shall be conducted in accordance with Rule 9J-2.041, Florida Administrative Code, for developments undergoing regional review as a Development of Regional Impact in order to evaluate the impacts of such developments on said species and habitats.

**APPLICANT COMMITMENTS**

The Applicant's proposed amendments to the SpringHills DRI local government development order proposes to amend Condition 8, as follows:

~~(8)~~I. Conditions: Vegetation and Wildlife

- ~~a)~~ The Applicant shall provide evidence to Alachua County, the North Central Florida Regional Planning Council, and the Florida Department of Community Affairs that an off-site gopher tortoise habitat mitigation park, consisting of at least 7.46 acres, has been acquired by the Florida and Wildlife Conservation Commission in the name of this DRI for the purpose of mitigating the project's adverse impacts to gopher tortoise habitat.

b)(1) ~~Prior to the initiation of Phase II, the Applicant shall conduct surveys of all upland forest habitat located on Map D in the ADA document for the presence of listed plant species. Prior to the development within upland forest habitat identified in the Applicant's survey of all upland forest habitat identified on Map D in the Application, Applicant will survey upland forest habitat for the presence of listed plant species.~~

Activities affecting ~~all on-site~~ listed plant species found ~~on-site~~ in the survey shall satisfy the requirements of Chapter 581.185, Florida Statutes, Rule 5B-40 FAC, and be consistent with the goals and policies of the North Central Florida Strategic Regional Policy Plan and the Alachua County Comprehensive Plan. The Applicant shall develop a plan for the mitigation of plan for adverse impacts to all listed plant species identified ~~on the project site~~ in the survey.

e)(2) No land clearing, removal of vegetation, or other development activities of Phases II, ~~III, and IV~~ shall occur until Conditions (8)a. ~~and (8).b. above have~~ has been addressed. ~~At such time as the~~ The plan has been finalized, ~~the Applicant shall submit it and submitted~~ to Alachua County, the North Central Florida Regional Planning Council NCFRPC, and the Florida Department of Community Affairs DCA, for substantial deviation determination pursuant to Chapter 380.06(19), Florida Statutes. Unless the listed plant species survey and mitigation plan, as determined by the North Central Florida Regional Planning Council, substantially complies with each item in subsection (8).b above, the plan shall constitute a substantial deviation.

d) ~~Category I non-native plant species as published in the Florida Exotic Pest Plant Council's annual list of Florida's most invasive species shall be prohibited in new landscaping throughout the project site.~~

## **SUMMARY OF IMPACTS**

Adverse impacts to listed wildlife species and their habitat have been mitigated through the purchase of a 7.46-acre, off-site mitigation park for gopher tortoise habitat owned and maintained by the Florida Fish and Wildlife Conservation Commission. Therefore, the deletion of Condition 8 a. from the local government development order is appropriate.

Proposed amendments to Condition (8)c remove any mechanism by which the Council can assure that the submitted listed species plant mitigation plan meets the requirements of Chapter 581.185, F.S., Rule 5B-40 FAC, and is consistent with the goals and policies of the North Central Florida Strategic Regional Policy Plan and the Alachua County Comprehensive Plan. Without this control mechanism, adverse impacts may occur to listed plant species found on the project site.

Therefore, adverse impacts to listed species or their habitats are not anticipated provided Condition (8)b retains the requirement for completion of the survey prior to the initiation of Phase II, and Condition (8)c retains a controlling mechanism whereby the Council must review the mitigation plan and that unless the listed plant species survey and mitigation plan, as determined by the Council, substantially complies with each item in subsection (8)b above, the plan shall constitute a substantial deviation.

The proposed deletion of Condition (8)d will allow the planting of Category I non-native plant species as published in the Florida Exotic Pest Plant Council's annual list of Florida's most invasive species throughout the project site. The original Council recommendation for this condition limited the geographic area of the prohibition to the northern portion of the Northeast Quadrant slated for single-family residential development. The geographic area of the condition was expanded in the local government development order to include the entire project site.

Adverse impacts are anticipated to occur to San Felasco Hammock State Preserve should Condition (8)d. be deleted. Birds are likely to carry seeds from exotic species planted in the yards of single family residences from this portion of the project site to San Felasco Hammock State Preserve, resulting in the proliferation of unwanted exotic plants within the preserve.

Adverse impacts to San Felasco Hammock State Preserve are not anticipated provided Condition (8)d be retained. Since Substantial Deviation Master Development Plan (Map H) is substantially different from the current Master Development Plan, it is recommended that Condition (8)d be revised to more clearly specify the geographic area to which the original Council condition applied. The recommended revised condition is presented in the Recommendations section of this report.

## **IMPACT DETERMINATION**

Council analysis of vegetation and wildlife impacts remains the same as in the Council report on the original ADA. It is repeated below. Council analysis of impacts to San Felasco Hammock State Preserve also remains the same as in the Council report of the original DRI. In this case, the analysis was included under a section of the original Council SpringHills DRI report addressing recreation and open space. That portion of the original Council recreation and open space analysis affecting San Felasco Hammock State Preserve is also repeated below.

## **VEGETATION AND WILDLIFE**

The Applicant determined that the most likely wildlife to be found on the project site was the gopher tortoise and associated commensals (i.e., Florida gopher frog, pine snake, and eastern indigo snake). A gopher tortoise survey was conducted in accordance with the criteria contained in Wildlife Methodology Guidelines. Approximately 213 acres of potential gopher tortoise habitat were discovered on the project site. The gopher habitat survey identified five gopher tortoise burrows.

The ADA characterizes the existing gopher tortoise population as very sparse, noting that the site does not contain any high-quality gopher tortoise habitat due to ongoing agricultural activities. The ADA also notes that the forested areas on-site available for gopher tortoise colonization exhibit a closed canopy, which restricts the ground cover on which the tortoise feeds and limits their reproductive viability due to the role of sunlight in egg incubation. The ADA concludes that the on-site gopher tortoise colony will decline whether or not the project is constructed.

The Council's environmental consultant, Water and Air Research, Inc. (WAR), has noted an existing stormwater retention pond located in the northwest quadrant of the development provides foraging and resting habitat for wading birds and migratory shorebirds. An Alachua County Environmental Protection Department memorandum dated July 14, 1998, notes that species observed in this area include the little blue heron, snowy egret, and roseate spoonbill, all of which are identified as state species of special concern. Adverse impacts are not anticipated to these listed species as the ADA proposes to retain the stormwater retention pond as open space.

The ADA identifies three protected plant species on the site; cinnamon fern, royal fern, and netted chain fern. The ADA characterizes these species as occurring in small numbers. Additionally, the ADA notes that a small amount of poppy mallow, which is primarily located in the public right-of-way of NW 39th Avenue, may also be located on the project site. Both cinnamon fern and royal fern are classified as Commercially Exploited (C) by the Florida Department of Agriculture and Consumer Services (FDACS). The netted chain fern and poppy mallow are classified by FDACS as Threatened.

WAR has expressed concerns that the ADA has not provided sufficient documentation to ensure that listed plant species known to occur within Alachua County hardwood forest habitats are not located on the project site. Therefore, WAR recommends additional surveys be conducted for listed plant species within the upland forest communities located on the project site. A copy of the WAR letter is included in Appendix G.

## **RECREATION AND OPEN SPACE**

The project site is located near the San Felasco Hammock State Preserve, a natural resource of regional significance as identified and mapped in the North Central Florida Strategic Regional Policy Plan. In the northeast quadrant of the project site, the northwest corner of the Applicant's property is, at its nearest point, approximately 700 feet east of the southwest corner of the state preserve. Potential adverse impacts could occur to San Felasco Hammock State Preserve through the planting of exotic plants within the single family residential area located in the northern portion of the northeast quadrant of the project site. Birds are likely to carry seeds from exotic species planted in the yards of single family residences from this portion of the project site to San Felasco Hammock State Preserve, resulting in the proliferation of unwanted exotic plants within the preserve.<sup>29</sup>

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<sup>29</sup> Telephone conversation between Council staff and Craig Parenteau, Environmental Specialist, District II, Division of Recreation and Parks, Florida Department of Environmental Protection, October 9, 1998.

Regular controlled burns occur within the San Felasco Hammock State Preserve. Smoke from the controlled burns is likely to drift onto the project site. Prospective buyers of the single family residences located in the northern portion of the northeast quadrant of the project site should be informed prior to purchase of the potential for smoke drift from the preserve in order to reduce potential conflicts.

## **IMPACT ON THE ENVIRONMENT AND NATURAL RESOURCES OF THE REGION**

### **WETLANDS**

#### **APPLICABLE REGIONAL GOALS/POLICIES**

**Regional Goal 4.6.** Maintain the quantity and quality of the region's surfacewater systems in recognition of their importance to the continued growth and development of the region.

#### **APPLICANT COMMITMENTS**

The Applicant's proposed amendments to the SpringHills DRI local government development order proposes to amend Applicant Commitments 17, and 18, as follows:

- ~~17.~~<sup>(9)</sup> Wetlands W-1 through W-3, W-5 through W-7, W-9 through W-11, and W-13 through W-15 as described and mapped on Map F of in the ADA of the Application will shall be preserved in their natural state and protected unless otherwise not required by SJRWMD and Alachua County. Their hydroperiods will be maintained or, where practicable, enhanced, through the discharge of treated stormwater. Protective upland buffers consistent with the provisions of Chapter 359, Alachua County Unified Land Development Code will be established around these wetlands (ADA, pg 13-5, 3) Conservation easements shall be established and upland buffers shall be provided on the perimeter of the preserved wetlands, as required by SJRWMD and Alachua County rules and regulations.
- ~~18.~~ The wetlands referenced in the previous Applicant commitment will be dedicated as conservation areas (via easement or fee simple dedication) in accordance with permitting criteria elements of the St. Johns River Water Management District's MSSW/ERP permitting program (ADA, pg 13-5, 3).

#### **SUMMARY OF IMPACTS**

Adverse impacts to wetlands identified in the regional plan as Natural Resources of Regional Significance are not anticipated as a result of this development. The project will fill-in 0.64 acres of the 10.58 acres of wetlands located on the project site as a result of this development.

#### **IMPACT DETERMINATION**

Council analysis of wetlands impacts remains the same as in the Council report on the original ADA. It is repeated below.

The closest wetlands identified in the regional plan as natural resources of regional significance are Paynes Prairie State Preserve and Gum Root Swamp, which are located approximately 6.0 and 8.5 miles, respectively, from the project site. Approximately 1.8 percent of the site is comprised of wetlands (10.58 acres). The Applicant proposes to fill three small, isolated wetlands comprising a total 0.64 acres. Of the three wetlands proposed for filling, one (wetland W-8, comprising 0.08 acres) is man-made. Due to their small areal extent, the low quality of their vegetation, and their isolated nature, the loss of these three wetlands is insignificant.

## IMPACT ON THE ENVIRONMENT AND NATURAL RESOURCES OF THE REGION

### WATER

#### APPLICABLE REGIONAL GOALS/POLICIES

**Regional Goal 4.3.** Protect all sources of recharge to the Floridan Aquifer from all activities which would impair these functions or cause a degradation in the quality of the water being recharged in recognition of the importance of maintaining adequate supplies of high-quality groundwater for the region.

**Regional Policy 4.3.6.** Ensure that local comprehensive plans, DRIs, and requests for federal and state funds for development activities reviewed by the Council include adequate provisions for stormwater management and aquifer recharge protection in order to protect the quality and quantity of water contained in the Floridan Aquifer.

**Regional Policy 4.6.13.** Ensure that local government comprehensive plans, DRIs, and requests for federal and state funds for development activities reviewed by the Council include adequate provisions for stormwater management, including retrofit programs for known surfacewater runoff problem areas, and aquifer recharge protection in order to protect the quality and quantity of water contained in the Floridan Aquifer and surfacewater systems identified as natural resources of regional significance.

#### APPLICANT COMMITMENTS

The Applicant's proposed amendments to the SpringHills DRI local government development order proposes to delete Applicant Commitments 5 and 19, as follows:

- ~~5. The project will conform to the rules of the St. Johns River Water Management District pursuant to Rule 40C-42, FAC, and Alachua County for stormwater management and erosion (ADA, pg 19-1A).~~
- ~~19. A series of wet/dry detention basins will be constructed upstream of the deeper depression areas planned for use as retention basins. Retention and detention basins shall be located throughout other portions of the project site to allow for physical settling and filtration of the first flush of storm runoff (ADA, pg 14-5).~~

#### SUMMARY OF IMPACTS

Condition 9 of the current SpringHills DRI local government development order requires the Applicant to prepare and submit to the Council, Alachua County and the Florida Department of Environmental Protection a water quality management plan for approval. The Condition prohibits the issuance of certificates of occupancy for Phases II, III, and IV until the Council has reviewed the

water quality monitoring program for substantial deviation determination. The Applicant has yet to submit the water quality monitoring program to the Council for review. Additionally, the Applicant has not initiated Phase II of the DRI. The Applicant's proposed amendments to the SpringHills DRI local government development order deletes Condition 9, which currently reads as follows:

~~(9) Conditions: Water~~

- ~~a) The Applicant shall prepare a water quality monitoring program (WQMP) which includes groundwater monitoring. The proposal shall be designed to determine the effects of the stormwater management system and of the development in general on the groundwater. The WQMP shall include monitoring well locations, parameters for analysis, and project quality assurance. The WQMP shall include a quarterly and cumulative annual reporting system with copies of the reports being submitted to the reviewing agencies within fifteen days of receipt of the monitoring data from the reporting laboratory data. Alachua County and the Florida Department of Environmental Protection shall evaluate the reports and reserve the right to recommend changes in parameters, sampling locations and sampling frequencies if so warranted.~~
- ~~b) The Applicant may, annually, request changes in the monitoring program. Such requests shall include the facts and analysis of those facts that they feel would justify the requested changes(s). Such requests shall be evaluated by Alachua County, with comments from the Florida Department of Environmental Protection, and a timely response provided to the Applicant. Items that will be considered in evaluating requests include geologic and hydrologic features of the site, past monitoring results, potential water quality impacts from activities that are occurring on the site, potential water quality impacts from future activities on the site, then current policies, federal, state, and local, related to groundwater protection, and then current scientific knowledge related to groundwater protection.~~
- ~~c) The proposal shall include a requirement that if the WQMP indicates violations of State of Florida water quality standards as a result of on-site sources, the Applicant and/or its successor in interest, shall take actions to reduce pollutants to meet the State standards. The actions and timeframes required to implement the actions shall be determined by Alachua County with comments from the Florida Department of Environmental Protection.~~
- ~~d) No certificates of occupancy (CO) for Phases II, III, and IV shall be issued until the WQMP is in place. At such time as the plan has been finalized, the Applicant shall submit it to Alachua County, the North Central Florida Regional Planning Council, the Florida Department of Community Affairs, and the Florida Department of Environmental Protection for substantial deviation determination pursuant to Chapter 380.06(19), Florida Statutes. Unless the program, as determined by the North Central Florida Regional Planning Council, substantially complies with each item in subsections (9).a, b, and c. above, the program shall constitute a substantial deviation.~~

Surfacewater runoff from the project site will be directed to natural depressions on-site where it will dissipate through infiltration and evaporation. The Council's environmental consultant, Water and Air Research, Inc. (WAR), has expressed a concern that this could adversely impact the Floridan Aquifer. No adverse impacts are anticipated to the Floridan Aquifer or Areas of High Aquifer Recharge Potential to the Floridan Aquifer provided Condition 9 is retained in the local government development order.

### **IMPACT DETERMINATION**

Council analysis of water impacts remains the same as in the Council report on the original ADA. It is repeated below.

An estimated 75 percent of the project site is located within an Area of High Aquifer Recharge Potential to the Floridan Aquifer, based upon the St. Johns River Water Management District's map entitle, Recharge Areas of the Floridan Aquifer, Alachua County, Florida. Both the Floridan Aquifer and Areas of High Aquifer Recharge to the Floridan Aquifer are recognized in the regional plan as Natural Resources of Regional Significance.

Stormwater runoff from the site will be directed to natural depressions, some of which have the potential to develop sinkholes. Generally, the project site contains sufficient soil through which any stormwater must pass on its way to the aquifer to insure that the quality of the groundwater is maintained. However, this general condition may not describe the entire site all the time. The Applicant's engineer has noted in a letter to the Alachua County Environmental Protection Department, dated June 2, 1998, the development of a sinkhole in the Florida Department of Transportation wet detention stormwater basin adjacent to the project site and of the potential danger of this to groundwater quality.

WAR has expressed a concern regarding the potential for contamination of the Floridan Aquifer from stormwater runoff at the site. WAR has identified a need for the development of a water quality monitoring program to assure early notification of contamination so that actions can be taken to minimize adverse impacts to the Floridan Aquifer. Additionally, correspondence from both the St. Johns River Water Management District and the Florida Department of Environmental Protection recommend a water quality monitoring program for the project.

In addition to a water quality monitoring program, the St. Johns River Water Management District recommends the inclusion of a number of conditions aimed at water re-use and conservation. Alachua County may wish to include these conditions in its local government development order. Copies of the latest correspondence from WAR, the St. Johns River Water Management District and the Florida Department of Environmental Protection are included in Appendix G.

## **IMPACT ON THE ENVIRONMENT AND NATURAL RESOURCES OF THE REGION**

### **SOILS**

#### **APPLICABLE REGIONAL GOALS/POLICIES**

None.

#### **APPLICANT COMMITMENTS**

The Applicant's proposed amendments to the SpringHills DRI local government development order proposes to delete Applicant Commitments 20, 21, and 22, as follows:

- ~~20. Best management practices and commonly used methods of erosion control will be employed during site clearing and grading. Such methods include positive site grading, silt fencing for control of water-induced erosion, and sprinkling for control of wind-induced erosion (ADA, pg 15-3, C).~~
- ~~21. Upon completion of construction, seeding, mulching, and sodding will be employed, as appropriate, to control erosion (ADA, pg 15-3, C).~~
- ~~22. Any organic soils or suitable overburden materials which may be excavated during backfilling operations will be employed on the site during the landscaping phase of site development (ADA, pg 15-3, D).~~

#### **SUMMARY OF IMPACTS**

Significant adverse regional and local impacts to the soils of the area are not anticipated as a result of this project provided that the Applicant Commitments 20, 21, and 22 identified above and as further described in the Substantial Deviation ADA are retained in the local government development order.

#### **IMPACT DETERMINATION**

Most of the upland portions of the site where development will occur are covered with sandy soils which present few limitations to construction activity. The Applicant can reduce the potential for soil erosion to occur by taking the mitigative measures identified above, provided Applicant Commitments 20, 21, and 22 are retained in the local government development order.

## **IMPACT ON THE ENVIRONMENT AND NATURAL RESOURCES OF THE REGION**

### **FLOODPLAINS**

#### **APPLICABLE REGIONAL GOALS/POLICIES**

None.

#### **APPLICANT COMMITMENTS**

The Applicant's proposed amendments to the SpringHills DRI local government development order proposes to amend Applicant Commitment 23, as follows:

- 23:(11)      Development within floodprone areas will be limited to one road crossing and utilities as shown on Map C of the Application for Development Approval (ADA). The top of the road will be 88.00 feet above median sea level (msl) and the utilities will be designed to prevent contamination of floodwaters by infiltration and/or exfiltration. A compensation storage volume will be created within the flood stage, below 88.00 feet msl, to offset the additional runoff volume discharged downstream from the project (ADA, pg 16-2, C). Compensating storage for required roadway fill within the existing flood prone area associated with construction of the proposed NW 98th ST extension through the Northwest Quadrant will be provided by excavation of adjacent and contiguous property areas. Proposed water and/or sewer utility improvements located within the portion of the NW 98th ST extension encroaching into the designated 100-year flood prone area will be constructed to be water tight according to state and local regulations.

#### **SUMMARY OF IMPACTS**

Construction of the project is not expected to adversely impact on downstream development provided that the commitments identified above are implemented.

#### **IMPACT DETERMINATION**

The Flood Insurance Rate Map of Alachua County does not identify any floodprone areas within the northeast, southwest, or southeast quadrants of the project site. A floodprone area is located in the northwest quadrant consisting of approximately 10 acres. Development within the floodprone area will consist of one road crossing and utilities as shown on Map H of the Substantial Deviation ADA. Mitigation will occur as described in the Applicant commitments, above, to prevent the discharge of additional downstream runoff or degradation to the water quality of the runoff.

## **IMPACT ON THE ENVIRONMENT AND NATURAL RESOURCES OF THE REGION**

### **HISTORICAL AND ARCHAEOLOGICAL SITES**

#### **APPLICABLE REGIONAL GOALS/POLICIES**

None.

#### **SUMMARY OF IMPACTS**

Adverse impacts to historical or archaeological sites are not anticipated as a result of the project. No historical or archaeological sites are known to exist on the project site.

#### **IMPACT DETERMINATION**

In a July 27, 1998, telephone conversation between Council staff and Frank J. Keel, Historic Preservation Planner, Florida Division of Historical Resources, Mr. Keel noted that initial investigations by the Applicant indicated one potential archaeological site on the property (the Haufler Site). As a result, additional investigation work was performed by the Applicant. Based on this additional excavation work, the Florida Division of Historical Resources determined that the site is not a significant archaeological site, and construction could proceed without additional mitigation.

## **CONSISTENCY WITH THE STATE COMPREHENSIVE PLAN**

The State of Florida enacted the State Comprehensive Plan (SCP) in 1985. The SCP is intended to be a direction setting document providing policy guidance for the orderly social, economic, and physical growth of the state. Regional planning councils and local governments must consider whether, and to what extent, a Development of Regional Impact is consistent with the SCP.

The North Central Florida Regional Planning Council has reviewed the proposed project for consistency with the SCP and finds the project to be consistent with the following goals and policies provided the Alachua County Board of County Commissioners includes all conditions and local government development order recommendations specified in the Recommendations section of this report.

### **STATE GOAL 3: FAMILIES**

**Florida shall strengthen the family and promote its economic independence.**

Policy (b)9. Actively develop job opportunities, community work experience programs, and job training programs for persons receiving governmental financial assistance.

### **STATE GOAL 5: HOUSING**

**The public and private sectors shall increase the affordability and availability of housing for low-income and moderate-income persons, including citizens in rural areas, while at the same time encouraging self-sufficiency of the individual and assuring environmental and structural quality and cost-effective operations.**

Policy (b)3. Increase the supply of safe, affordable, and sanitary housing for low-income and moderate-income persons and elderly persons by alleviating housing shortages, recycling older houses and redeveloping residential neighborhoods, identifying housing needs, providing incentives to the private sector to build affordable housing, encouraging public-private partnerships to maximize the creation of affordable housing, and encouraging research into low-cost housing construction techniques, considering life-cycle operating costs.

## **STATE GOAL 6: HEALTH**

**An environment which supports a healthy population and which does not cause illness.**

Policy (b)2.a. Every Florida resident has a right to breathe clean air, drink pure water, and eat nutritious food.

Policy (b)2.b. The state should assure a safe and healthful environment through monitoring and regulating activities which impact the quality of the state's air, water, and food.

Policy(b)2.c. Government shall ensure that future growth does not cause the environment to adversely affect the health of the population

## **STATE GOAL 8: WATER RESOURCES**

**Florida shall assure the availability of an adequate supply of water for all competing uses deemed reasonable and beneficial and shall maintain the functions of natural systems and the overall present level of surface and groundwater quality. Florida shall improve and restore the quality of waters not presently meeting water quality standards.**

Policy (b)1. Ensure the safety and quality of drinking water supplies and promote the development of reverse osmosis and desalinization technologies for developing water supplies.

Policy (b)2. Identify and protect the functions of water recharge areas and provide incentives for their conservation.

Policy (b)5. Ensure that new development is compatible with existing local and regional water supplies.

Policy (b)9. Protect aquifers from depletion and contamination through appropriate regulatory programs and incentives.

Policy (b)10. Protect surface and groundwater quality and quantity in the state.

Policy (b)12. Eliminate the discharge of inadequately treated wastewater and stormwater runoff into the waters of the state.

## **STATE GOAL 10: NATURAL SYSTEMS AND RECREATIONAL LANDS**

**Florida shall protect and acquire unique natural habitats and ecological systems such as wetlands, tropical hardwood hammocks, palm hammocks, and virgin longleaf pine forests, and restore degraded natural systems to a functional condition.**

Policy (b)1. Conserve forests, wetlands, fish, marine life, and wildlife to maintain their environmental, economic, aesthetic, and recreational values.

Policy (b)2. Acquire, retain, manage, and inventory public lands to provide recreation, conservation, and related public benefits.

Policy (b)7. Protect and restore the ecological functions of wetlands systems to ensure their long-term environmental, economic, and recreational value.

## **STATE GOAL 11: AIR QUALITY**

**Florida shall comply with all national air quality standards by 1987, and by 1992 meet standards which are more stringent than 1985 state standards.**

Policy (b)2. Ensure that developments and transportation systems are consistent with the maintenance of optimum air quality.

## **STATE GOAL 12: ENERGY**

**Florida shall reduce its energy requirements through enhanced conservation and efficiency measures in all end-use sectors, while at the same time promoting an increased use of renewable energy resources.**

Policy (b)7. Promote the development and application of solar energy technologies and passive solar design techniques.

## **STATE GOAL 13: HAZARDOUS AND NONHAZARDOUS MATERIALS AND WASTE**

**All solid waste, including hazardous waste, wastewater, and all hazardous materials, shall be properly managed, and the use of landfills shall be eventually eliminated.**

Policy (b)8. Require all hazardous waste generators to properly manage their own wastes.

## **STATE GOAL 16: LAND USE**

**In recognition of the importance of preserving the natural resources and enhancing the quality of life in the state, development shall be directed to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and the service capacity to accommodate growth in an environmentally acceptable manner.**

Policy (b)1. Promote state programs, investments, and development and redevelopment activities which encourage efficient development and occur in areas which will have the capacity to service new population and commerce.

Policy (b)2. Develop a system of incentives and disincentives which encourages a separation of urban and rural land uses while protecting water supplies, resource development, and fish and wildlife habitats.

Policy (b)3. Enhance the livability and character of urban areas through the encouragement of an attractive and functional mix of living, working, shopping, and recreational activities.

Policy (b)6. Consider, in land use planning and regulation, the impact of land use on water quality and quantity; the availability of land, water, and other natural resources to meet demands; and the potential for flooding.

## **STATE GOAL 18: PUBLIC FACILITIES**

**Florida shall protect the substantial investments in public facilities that already exist, and shall plan for and finance new facilities to serve residents in a timely, orderly, and efficient manner.**

Policy (b)1. Provide incentives for developing land in a way that maximizes the uses of existing public facilities.

Policy (b)4. Create a partnership among state government, local governments, and the private sector which would identify and build needed public facilities and allocate the costs of such facilities among the partners in proportion to the benefits accruing to each of them.

## **STATE GOAL 19: CULTURAL AND HISTORICAL RESOURCES**

**By 1995, Florida shall increase access to its historical and cultural resources and programs and encourage the development of cultural programs of national excellence.**

Policy (b)3. Ensure the identification, evaluation, and protection of archaeological, folk heritage, and historic resources properties of the state's diverse ethnic population.

## **STATE GOAL 20: TRANSPORTATION**

**Florida shall direct future transportation improvements to aid in the management of growth and shall have a state transportation system that integrates highway, air, mass transit, and other transportation modes.**

Policy (b)2. Coordinate transportation investments in major travel corridors to enhance system efficiency and minimize adverse environmental impacts.

Policy (b)9. Ensure that the transportation system provides Florida's citizens and visitors with timely and efficient access to services, jobs, markets, and attractions.

Policy (b)13. Coordinate transportation improvements with state, local, and regional plans.

Policy (b)15. Promote effective coordination among various modes of transportation in urban areas to assist urban development and redevelopment efforts.

## **STATE GOAL 22: THE ECONOMY**

**Florida shall promote an economic climate which provides economic stability, maximizes job opportunities, and increases per capita income for its residents.**

Policy (b)1. Attract new job-producing industries, corporate headquarters, distribution and service centers, regional offices, and research and development facilities to provide quality employment for the residents of Florida.

Policy (b)3. Maintain, as one of the state's primary economic assets, the environment, including clean air and water, beaches, forests, historic landmarks, and agricultural and natural resources.

## **STATE GOAL 24: TOURISM**

**Florida will attract at least 55 million tourists annually by 1995 and shall support efforts by all areas of the state wishing to develop or expand tourist-related economies.**

Policy (b)1. Promote statewide tourism and support promotional efforts in those parts of the state that desire to attract visitors.

## **STATE GOAL 25: EMPLOYMENT**

**Florida shall promote economic opportunities for its unemployed and economically disadvantaged residents.**

Policy (b)5. Ensure that the transportation system provides maximum access to jobs and markets.

## **STATE GOAL 26: PLAN IMPLEMENTATION**

**Systematic planning capabilities shall be integrated into all levels of government in Florida with particular emphasis on improving intergovernmental coordination and maximizing citizen involvement.**

Policy (b)3. Establish effective monitoring, incentive, and enforcement capabilities to see that the requirements established by regulatory programs are met.

Policy (b)6. Encourage citizen participation at all levels of policy development, planning, and operations.

This analysis of the consistency for the SpringHills DRI Substation Deviation with the SCP is based on Council's interpretation of that plan. Any final determination of consistency with the SCP shall be made by the Florida Department of Community Affairs.

## VI

### **CONSISTENCY WITH THE NORTH CENTRAL FLORIDA STRATEGIC REGIONAL POLICY PLAN**

The North Central Florida Strategic Regional Policy Plan is a long-range guide for the physical and economic development of a planning region which identifies regional goals and policies. It is not just a plan for the regional planning council. It is a plan for the region. The plan contains regional goals and policies designed to promote a coordinated program of regional actions directed at resolving problems identified in the trends and conditions statements contained within each strategic regional subject area. The required strategic regional subject areas are affordable housing, economic development, emergency preparedness, natural resources of regional significance, and regional transportation. The plan also identifies and addresses regional facilities and Natural Resources of Regional Significance which could be adversely affected by development activities.

Applicable regional plan goals and policies have been cited under each regional resource/facility impact analysis. Affected regional facilities and Natural Resources of Regional Significance are similarly cited.

The application of the goals and policies of the regional plan should result in a balancing of the beneficial and adverse impacts that might be created by a proposed development of regional impact. The application of the goals and policies of the plan should not necessarily result in a finding of inconsistency should one feature of the proposed project be inconsistent with one regional goal or policy. Regional consistency review, therefore, examines the SpringHills DRI within the context of the five elements of the regional plan.

#### **AFFORDABLE HOUSING**

The project creates a significant affordable housing impact of 206 dwelling units affordable to various income salary ranges within the very low-income class. Nevertheless, consistency with the Affordable Housing Element of the regional plan can be assured provided the affordable housing condition presented in the Recommendations section of this report is included in the local government development order.

#### **ECONOMIC DEVELOPMENT**

The Economic Development Element of the regional plan contains goals and policies to reduce the regional unemployment rate and to create more high-paying jobs in the region. The SpringHills DRI Substantial Deviation, at buildout, will have a favorable impact on the economy of the region. It is anticipated that at one-year after project completion, the direct impacts of the project will result in an additional 4,489 full-time and part-time permanent jobs on the project site. An additional 3,785 jobs are expected to be created in the region by the indirect and induced impacts of the project.

The project will also expand the tax base of Alachua County and the region. The Council's computer model suggests significant net surpluses for both the Alachua County School Board and the Alachua County Board of County Commissioners annual operating budgets.

Therefore, the SpringHills DRI Substantial Deviation is consistent with the Economic Development Element of the North Central Florida Strategic Regional Policy Plan.

### **EMERGENCY PREPAREDNESS**

The Emergency Preparedness Element of the regional plan contains goals and policies addressing coastal storms and their associated flooding as well as the management of hazardous materials releases. The project site is located outside of the riverine 100-year floodplains and areas subject to coastal flooding. The SpringHills DRI Substantial Deviation ADA states that no industrial, hazardous, medical, or other special wastes are anticipated to be generated at the project site. However, should development occur which generates such wastes, the applicable development will comply with the Alachua County Hazardous Materials Code.

Therefore, the SpringHills DRI is consistent with the Emergency Preparedness Element of the North Central Florida Strategic Regional Policy Plan.

### **NATURAL RESOURCES OF REGIONAL SIGNIFICANCE**

Listed species and their habitats are recognized in the regional plan as Natural Resources of Regional Significance. Adverse impacts for listed plant species which may be located within upland hardwood forests located on the project site cannot be determined at this time. Nevertheless, the project is consistent with this section of the regional plan provided the conditions calling for additional plant surveys and the protection of listed species found on the project site presented in the Recommendations section of this report are included in the local government development order.

The project has the potential to adversely impact the Floridan Aquifer, a Natural Resource of Regional Significance. The Applicant has committed to a number of measures which, combined with the recommended condition on groundwater monitoring presented in the Regional Recommendations section of this report, should preclude such impacts from occurring or otherwise mitigate the worst of what could occur. Therefore, the project is consistent with this section of the regional plan provided the Water conditions presented in the Recommendations section of this report are included in the local government development order.

The project site has the potential to adversely impact the nearby San Felasco Hammock State Preserve, a Natural Resource of Regional Significance as identified and mapped in the North Central Florida Strategic Regional Policy Plan. The project will be consistent with the Natural Resources of Regional Significance Element of the regional plan provided the condition prohibiting Category I exotic species from that portion of the project site north of Northwest 98th Street extension and east of Main Street, as presented in the Recommendations section of this report, is included in the local government development order.

## **REGIONAL TRANSPORTATION**

The project will significantly impact the regional road network serving the northwest section of the Gainesville urban area. The project will be consistent with the transportation element of the regional plan provided that the recommended transportation conditions and other local government development order recommendations presented in the Recommendations section of this report are included in the local government development order.

## **CONCLUSION**

The project will be consistent with the North Central Florida Strategic Regional Policy Plan provided all the Applicant commitments and the Council recommended conditions and other development order recommendations contained in the Recommendations section of this report are incorporated into the local government development order.

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## VII

### **CONSISTENCY WITH THE ALACHUA COUNTY COMPREHENSIVE PLAN**

The Applicant has submitted proposed comprehensive plan amendments to Alachua County which if approved by the County, are anticipated to make the proposed project consistent with the Alachua County Comprehensive Plan. The North Central Florida Regional Planning Council has identified one aspect of the project which appears inconsistent with parks and recreation provisions in the Alachua County Comprehensive Plan.

The SpringHills DRI Substantial Deviation ADA indicates the project will include a bicycle trail system on lands classified as Open Space on Map H of the Substantial Deviation ADA. The project will also contain approximately 3 acres of park lands classified as Park on Map H. Additionally, the SpringHills DRI Substantial Deviation ADA indicates that all of the lands classified as Open Space and Park on Map H will remain privately owned. Policy 1.1.2 of the Alachua County Comprehensive Plan Recreation and Open Space Element calls for the County to maintain a minimum of 3.00 acres of recreation sites and/or park lands per 1,000 persons. According to representatives of the Alachua County Department of Growth Management, only County-owned parks and recreation site can be counted in meeting the 3 acres per one thousand population ratio. Additionally, Policy 1.1.3 states that a Final Development Order shall not be issued by the county on any project or project phase until it can be demonstrated that the project can be constructed while maintaining the 3-to-1 ratio. The Substantial Deviation ADA has not demonstrated that this ratio can be maintained. Policies 1.1.2 and 1.1.3 read, as follows:

- Policy 1.1.2. The County shall adopt and maintain, at a minimum, a level of service standard for recreation of 3.00 acres of improved recreation sites per 1,000 persons in the unincorporated area of Alachua County. Improved recreation sites shall consist of a range of park types, including Community, Nature, Regional, and Special Use-Resource Parks, with the typical facilities and characteristics for each park type as provided in Table 1 of this Element.
- Policy 1.1.3. Any proposed project for development that cannot obtain a Certificate of Level of Service Compliance, consistent with the Capital Improvements Element under Policies 1.3.2.-A and B as part of the County's concurrency requirement, shall not be issued a Final Development Order on the project or project phase until it can be demonstrated that the County recreation facilities shall be maintained at or above the adopted level of service of 3.00 acres per 1,000 persons of improved recreation sites in the unincorporated area.

Since the question of consistency is one of interpretation of Alachua County Comprehensive Plan policies, the final determination of consistency rests with Alachua County. Comments have been received from the Alachua County Department of Growth Management regarding consistency of the project with the Alachua County Comprehensive Plan. These comments are included in Appendix G. Finally, this section of the Development of Regional Impact report shall not be interpreted to mean that all other aspects of the project are consistent with the Alachua County Comprehensive Plan. Alachua County may, through its review process, identify additional inconsistencies.

**APPENDIX A**

**SPRINGHILLS DRI SUBSTANTIAL DEVIATION**  
**SIGNIFICANCE TESTING**  
**STATE ROAD 26 (NEWBERRY ROAD)**

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**SpringHills Significance Testing - State Road 26 (Newberry Road) PM PEAK**

		No Modifications				Modifications					
		Lane	Movement	SpringHills	SpringHills	Lane	Movement	SpringHills	SpringHills	Modifications	
		Capacity	LOS	Trips	Significance	Capacity	LOS	Trips	Significance	Added	
SW 122nd Street	<b>EB</b>					No Modifications needed. SpringHills does not represent a significant percentage of the total intersection capacity, nor are any movements operating below the adopted LOS.					
		Left	87	<b>B</b>	0						0.00%
		Thru	2,264	<b>B</b>	111						4.90%
		Right			0						
	<b>WB</b>										
		Left	418	<b>D</b>	19						4.55%
		Thru	2,983	<b>A</b>	112						3.75%
		Right			0						
	<b>NB</b>										
		Left	56	<b>D</b>	0						0.00%
		Thru	56	<b>D</b>	19						33.93%
		Right			0						
	<b>SB</b>										
	Left	56	<b>D</b>	0	0.00%						
	Thru			0							
	Right			0							
	<b>TOTAL</b>	5,920	<b>B</b>	261	4.41%						

NW 98th Street	<b>EB</b>									Add EBL (Dual), WBR, SBL.	
		Left	450	<b>F</b>	143	<b>31.78%</b>	689	<b>D</b>	143		20.75%
		Thru	2,300	<b>B</b>	0	0.00%	2,004	<b>B</b>	0		0.00%
		Right			0						
	<b>WB</b>										
		Left	290	<b>C</b>	0	0.00%	135	<b>E</b>	0		0.00%
		Thru	1,624	<b>F</b>	0	1.11%	1,572	<b>D</b>	0		0.00%
		Right			18		703	<b>C</b>	18		2.56%
	<b>NB</b>										
		Left	106	<b>E</b>	0	0.00%	133	<b>D</b>	0		0.00%
		Thru			0						
		Right			0						
	<b>SB</b>										
	Left	238	<b>E</b>	10	<b>8.40%</b>	330	<b>D</b>	10	3.03%		
	Thru			10		459	<b>C</b>	10	2.18%		
	Right	211	<b>F</b>	145	<b>68.72%</b>	390	<b>D</b>	145	37.18%		
	<b>TOTAL</b>	5,219	<b>F</b>	326	6.25%	6,415	<b>D</b>	326	5.08%		

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**SpringHills Significance Testing - State Road 26 (Newberry Road) PM PEAK**

		No Modifications				Modifications					
		Lane	Movement	SpringHills	SpringHills	Lane	Movement	SpringHills	SpringHills	Modifications	
		Capacity	LOS	Trips	Significance	Capacity	LOS	Trips	Significance	Added	
I-75 SB Ramps	<b>EB</b>				Not Analyzed by SpringHills DRI	The intersection was not analyzed by SpringHills DRI. Sufficient Right-of-Way may not exist to address deficiencies to East-West movements.					
		Left	88	<b>E</b>							
		Thru	2,761	<b>E</b>							
		Right									
	<b>WB</b>										
		Left	413	<b>E</b>							
		Thru	3,755	<b>A</b>							
		Right									
	<b>NB</b>										
		Left	185	<b>F</b>							
		Thru	185	<b>F</b>							
		Right	253	<b>E</b>							
	<b>SB</b>										
	Left	140	<b>E</b>								
	Thru										
	Right										
	<b>TOTAL</b>	7,780	<b>F</b>								
I-75 NB Off Ramp	<b>EB</b>								Add NBL (Dual) and NBR (Dual)		
		Thru	2,848	<b>A</b>	18	0.63%	3,543	<b>A</b>		18	0.51%
	<b>WB</b>										
		Thru	2,848	<b>F</b>	501	<b>17.59%</b>	3,543	<b>A</b>		501	14.14%
	<b>NB</b>										
		Left	684	<b>F</b>	3	0.44%	864	<b>E</b>		3	0.35%
	Right	612	<b>E</b>	0	0.00%	701	<b>E</b>	0	0.00%		
	<b>TOTAL</b>	6,992	<b>E</b>	522	7.47%	8,651	<b>B</b>	522	6.03%		
I-75 NB On Ramp	<b>EB</b>								Insufficient ROW to address deficiencies to East/West Movements. No modifications proposed		
		Left	378	<b>F</b>	91	<b>24.07%</b>	376	<b>F</b>		91	<b>24.20%</b>
		Thru	5,085	<b>A</b>	411	8.08%	5,085	<b>A</b>		411	8.08%
	<b>WB</b>										
		Thru	3,794	<b>A</b>	18	0.47%	3,803	<b>A</b>		18	0.47%
		Right			0					0	
	<b>TOTAL</b>	9,257	<b>D</b>	520	5.62%	9,264	<b>A</b>	520	5.61%		

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**SpringHills Significance Testing - State Road 26 (Newberry Road) PM PEAK**

		No Modifications					Modifications				
		Lane	Movement	SpringHills	SpringHills	Lane	Movement	SpringHills	SpringHills	Modifications	
		Capacity	LOS	Trips	Significance	Capacity	LOS	Trips	Significance		Added
NW 69th Terrace	<b>EB</b>									Add WBR and SBR (Dual)	
		Left	203	<b>F</b>	35	<b>17.24%</b>	185	<b>F</b>	35		<b>18.92%</b>
		Thru	3,137	<b>B</b>	407	12.97%	3,101	<b>B</b>	407		13.12%
		Right			0				0		
		<b>WB</b>									
		Left	191	<b>C</b>	0	0.00%	185	<b>D</b>	0		0.00%
		Thru	3,107	<b>E</b>	403	<b>12.97%</b>	3,117	<b>D</b>	403		12.93%
		Right			0		970		<b>A</b>		
		<b>NB</b>									
		Left	139	<b>E</b>	0	0.00%	156	<b>E</b>	0		0.00%
		Thru	348	<b>D</b>	0	0.00%			0		
		Right			0		368	<b>D</b>	0		0.00%
		<b>SB</b>									
		Left	250	<b>F</b>	0	0.00%	265	<b>F</b>	0		0.00%
	Thru	0			0						
	Right	348	<b>F</b>	35	<b>10.06%</b>	647	<b>D</b>	35	<b>5.41%</b>		
	<b>TOTAL</b>	7,723	<b>D</b>	880	11.39%	8,994	<b>D</b>	880	9.78%		
Oaks Mall	<b>EB</b>									Insufficient ROW to address deficiencies.	
		Left	142	<b>F</b>	0	0.00%	148	<b>F</b>	0		0.00%
		Thru	2,925	<b>B</b>	344	11.76%	2,959	<b>B</b>	344		11.63%
		Right			0				0		
		<b>WB</b>									
		Left	94	<b>F</b>	0	0.00%	91	<b>F</b>	0		0.00%
		Thru	2,839	<b>D</b>	183	6.45%	2,845	<b>C</b>	183		6.43%
		Right			0				0		
		<b>NB</b>									
		Left	349	<b>D</b>	79	22.64%	345	<b>E</b>	79		<b>22.90%</b>
		Left/Thru	358	<b>F</b>	79	<b>22.07%</b>	353	<b>F</b>	79		<b>22.38%</b>
		Right	443	<b>D</b>	0	0.00%	439	<b>D</b>	0		0.00%
		<b>SB</b>									
		Left	153	<b>E</b>	0	0.00%	149	<b>E</b>	0		0.00%
	Thru	0			0						
	Right	232	<b>E</b>	0	0.00%	235	<b>E</b>	0	0.00%		
	<b>TOTAL</b>	7,535	<b>D</b>	685	9.09%	7,564	<b>D</b>	685	9.06%		

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**SpringHills Significance Testing - State Road 26 (Newberry Road) PM PEAK**

		No Modifications				Modifications				Modifications Added	
		Lane	Movement	SpringHills	SpringHills	Lane	Movement	SpringHills	SpringHills		
		Capacity	LOS	Trips	Significance	Capacity	LOS	Trips	Significance		
NW 66th Street (North Central Florida Regional Medical Center Entrance)	<b>EB</b>									Insufficient ROW to address deficiencies.	
		Left	191	<b>E</b>	64	<b>33.51%</b>	187	<b>E</b>	64		<b>34.22%</b>
		Thru	3,085	<b>A</b>	343	11.12%	3,084	<b>A</b>	343		11.12%
		Right	960	<b>A</b>	0	0.00%	960	<b>A</b>	0		0.00%
		<b>WB</b>									
		Left	215	<b>E</b>	0	0.00%	222	<b>E</b>	0		0.00%
		Thru	3,138	<b>C</b>	340	10.83%	3,167	<b>C</b>	340		10.74%
		Right			0				0		
		<b>NB</b>									
		Left	260	<b>E</b>	0	0.00%	258	<b>E</b>	0		0.00%
		Thru	358	<b>D</b>	0	0.00%	356	<b>D</b>	0		0.00%
		Right	304	<b>D</b>	0	0.00%	302	<b>D</b>	0		0.00%
		<b>SB</b>									
		Left	524	<b>E</b>	0	0.00%	521	<b>E</b>	0		0.00%
		Thru	358	<b>D</b>	0	0.00%	356	<b>D</b>	0		0.00%
	Right	0			0						
	<b>TOTAL</b>	9,393	<b>C</b>	747	7.95%	9,413	<b>C</b>	747	7.94%		

**APPENDIX B**

**SPRINGHILLS DRI SUBSTANTIAL DEVIATION**  
**SIGNIFICANCE TESTING**  
**STATE ROAD 222 (NW 39<sup>TH</sup> AVENUE)**

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SpringHills Significance Testing - State Road 222 (NW 39th Avenue) AM PEAK

			Without SpringHills				No Modifications				Tier I Modifications				Tier II Modifications				Tier III				Tier IV			
			LOS*	Lane Capacity	Movement LOS	SpringHills Trips	SpringHills Significance	Lane Capacity	Movement LOS	SpringHills Trips	SpringHills Significance	Lane Capacity	Movement LOS	SpringHills Trips	SpringHills Significance	Lane Capacity	Movement LOS	SpringHills Trips	SpringHills Significance	Lane Capacity	Movement LOS	SpringHills Trips	SpringHills Significance			
I-75 SB Ramps	EB	Thru	A	2,043	A	189	9.25%	2,053	A	189	9.21%	2,022	A	189	9.35%	1,873	B	189	10.09%	1,873	B	189	10.09%			
		Right	A	1,583	A	103	6.51%																			
	WB	Thru	A	1,913	B	225	11.76%	1,922	B	225	11.71%	1,893	B	225	11.89%	1,873	B	225	12.01%	1,873	B	225	12.01%			
		Left	D	620	D	189	30.48%	620	D	189	30.48%	624	D	189	30.29%	644	C	189	29.35%	644	C	189	29.35%			
	SB	Right	C	554	C	103	18.59%	555	C	103	18.56%	558	C	103	18.46%	576	B	103	17.88%	576	B	103	17.88%			
		TOTAL	A	6,713	B	809	12.05%	6,733	B	809	12.02%	6,680	B	809	12.11%	6,549	B	809	12.35%	6,549	B	809	12.35%			
	I-75 NB Ramps	EB	Left	A	135	C	28	20.74%	130	C	28	21.54%	142	C	28	19.72%	198	C	28	14.14%	188	C	28	14.14%		
Thru			B	1,737	C	258	14.85%	1,723	D	258	14.97%	1,719	C	258	15.01%	1,840	B	258	14.02%	1,840	B	258	14.02%			
WB		Thru	B	1,474	B	366	24.83%	1,471	C	366	24.88%	1,443	C	366	25.36%	1,453	B	366	25.19%	1,453	B	366	25.19%			
		Right	A	659	A	126	19.12%	658	A	126	19.15%	645	A	126	19.53%	650	A	126	19.38%	650	A	126	19.38%			
NB		Left	B	1,498	B	68	4.54%	1,522	B	68	4.47%	1,504	B	68	4.52%	1,282	B	68	5.30%	1,282	B	68	5.30%			
		Right	C	1,424	D	269	18.89%	1,435	D	269	18.75%	1,439	D	269	18.69%	1,345	D	269	20.00%	1,345	D	269	20.00%			
TOTAL		B	6,927	C	1,115	16.10%	6,939	C	1,115	16.07%	6,892	C	1,115	16.18%	6,768	C	1,115	16.47%	6,768	C	1,115	16.47%				
NW 92nd Ct	EB	Left	A	571	B	248	43.43%	567	D	248	43.74%	562	D	248	44.13%	577	C	248	42.98%	577	C	248	42.98%			
		Thru	B	2,304	E	155	12.11%	2,355	D	155	11.85%	2,238	D	155	6.93%	2,740	C	155	10.18%	2,740	C	155	10.18%			
		Right				124				124		1,001	A	124	12.39%			124				124				
	WB	Left	C	161	D	27	16.77%	173	D	27	15.61%	190	D	27	14.21%	211	B	27	12.80%	211	C	27	12.80%			
		Thru				87				87		1,854	B	87	4.69%			87				87				
		Right	A	1,718	B	62	8.67%	1,939	A	62	7.69%	829	A	62	7.48%	2,188	A	62	6.81%	2,188	B	62	6.81%			
	NB	Left	D	148	F	129	87.16%	123	F	129	104.88%	245	D	129	52.66%	241	C	129	53.53%	241	C	129	53.53%			
		Thru				87		118	F	87	73.73%	177	D	87	49.15%	134	D	87	64.93%	134	D	87	64.93%			
		Right	D	102	D	62	60.78%	100	D	62	62.00%	151	D	62	41.06%	114	C	62	54.39%	114	C	62	54.39%			
	SB	Left	D	138	F	129	93.48%	129	F	129	100.00%	222	D	129	58.11%	290	C	129	44.48%	290	C	129	44.48%			
		Thru				18		125	D	18	14.40%	179	D	18	10.06%	186	C	18	9.68%	186	C	18	9.68%			
Right		D	94	E	277	294.68%	106	F	277	281.32%	152	E	277	182.24%	158	C	277	175.32%	158	C	277	175.32%				
TOTAL	B	5,466	D	1,405	25.70%	5,735	E	1,405	24.50%	7,800	C	1,405	18.01%	6,839	C	1,405	20.54%	6,839	C	1,405	20.54%					
NW 91st St	EB	Left	A	342	A	76	22.22%	366	A	76	20.77%	417	A	76	18.23%	301	A	76	25.25%	301	A	76	25.25%			
		Thru	B	2,090	D	131	7.75%	2,311	A	131	7.01%	2,167	A	131	6.05%	2,584	A	131	6.27%	2,584	A	131	6.27%			
		Right				31				31		969	A	31	3.20%			31				31				
	WB	Left	D	164	E	16	9.76%	157	E	16	10.19%	213	B	16	7.51%	217	C	16	7.37%	217	C	16	7.37%			
		Thru	B	2,139	B	131	10.00%	2,365	A	131	9.05%	2,248	B	131	5.83%	2,647	A	131	8.08%	2,647	A	131	8.08%			
		Right				83				83		1,008	A	83	8.25%			83				83				
	NB	Left	D	83	E	19	20.43%	236	D	19	8.05%	284	D	19	6.69%	279	C	19	6.81%	279	C	19	6.81%			
		Thru				19				19				19				19				19				
		Right	D	89	D	28	52.81%	84	E	19	55.95%	103	D	19	45.63%	128	C	28	36.72%	128	C	28	36.72%			
	SB	Left	E	228	F	94	41.23%	260	E	94	36.15%	324	D	94	29.01%	384	C	94	24.48%	394	C	94	24.48%			
		Thru	D	240	D	16	6.67%	105	D	16	15.24%	135	D	16	11.85%	199	C	16	8.04%	199	C	16	8.04%			
Right		D	204	D	26	12.75%	89	D	26	28.21%	115	D	26	22.61%	169	C	26	15.38%	169	C	26	15.38%				
TOTAL	B	5,589	D	670	11.99%	5,973	B	670	11.22%	7,981	B	670	8.39%	6,908	A	670	9.70%	6,908	A	670	9.70%					
NW 83rd St	EB	Left		253	D	27	10.67%	239	E	27	11.30%	203	D	27	13.30%	265	C	27	10.19%	270	C	27	10.00%			
		Thru		1,038	F	186	21.68%	1,285	D	186	17.51%	1,097	C	186	16.95%	2,081	A	186	8.94%	2,163	A	186	8.60%			
		Right	D			39				39		491	C	39	7.94%	648	A	39	6.02%	673	B	39	5.79%			
	WB	Left	F	679	F	0	0.00%	866	F	0	0.00%	1,015	D	0	0.00%	288	C	0	0.00%	288	C	0	0.00%			
		Thru	A	2,022	B	171	9.50%	1,958	B	171	9.81%	1,934	B	171	8.84%	2,115	B	171	8.09%	2,204	B	171	7.76%			
		Right				21				21		865	A	21	2.43%	659	B	21	3.19%	686	B	21	3.06%			
	NB	Left	F	197	F	32	16.24%	219	E	32	14.61%	242	D	32	13.22%	471	C	32	6.79%	494	C	32	6.48%			
		Thru		246	F	48	19.92%	294	F	48	16.67%	184	E	48	26.09%	306	C	48	15.69%	466	C	48	10.52%			
		Right	D			1				1		156	C	1	0.64%	260	C	1	0.38%			1				
	SB	Left		164	F	21	12.80%	157	F	21	13.38%	242	D	21	8.68%	444	C	21	4.73%	444	C	21	4.73%			
		Thru		219	F	49	34.70%	239	F	49	31.80%	184	D	49	26.63%	291	C	49	16.84%	427	C	49	17.80%			
Right					27				27		156	D	27	17.31%	247	C	27	10.93%			27					
TOTAL	E	4,818	F	622	12.91%	5,257	E	622	11.83%	6,769	C	622	9.19%	8,075	B	622	7.70%	8,125	C	622	7.66%					

\* Volumes tested do not included the 37.5% reduction in background traffic to reduce double counting that may be associated with the SpringHills DRI.

SpringHills Significance Testing - State Road 222 (NW 39th Avenue) PM PEAK

			Without SpringHills		No Modifications				Tier I Modifications				Tier II Modifications				Tier III				Tier IV			
			SpringHills LOS*	Lane Capacity	Movement LOS	SpringHills Trips	SpringHills Significance	Lane Capacity	Movement LOS	SpringHills Trips	SpringHills Significance	Lane Capacity	Movement LOS	SpringHills Trips	SpringHills Significance	Lane Capacity	Movement LOS	SpringHills Trips	SpringHills Significance	Lane Capacity	Movement LOS	SpringHills Trips	SpringHills Significance	
NW 83rd St	EB	Left	-	204	D	38	28.43%	215	D	58	26.98%	217	D	58	26.73%	309	D	38	18.77%	299	D	38	19.40%	
		Thru	-	-	-	391	36.81%	1,370	F	391	34.53%	1,490	F	391	26.24%	1,780	D	391	21.97%	1,990	C	391	19.65%	
		Right	E	1,285	F	82			82		667	A	82	12.29%	554	B	82	14.80%	691	B	82	11.87%		
	WB	Left	F	403	F	0	0.00%	472	F	0	0.00%	578	F	0	0.00%	755	E	0	0.00%	806	E	0	0.00%	
		Thru	A	1,691	C	359	23.83%	1,648	D	359	24.45%	1,863	C	359	19.27%	2,441	C	359	14.71%	2,741	B	359	13.10%	
		Right	-	-	-	44			44		833	B	44	5.28%	760	B	44	5.79%	853	B	44	5.16%		
	NB	Left	F	270	F	67	24.81%	270	F	67	24.81%	398	F	67	16.83%	446	E	67	15.02%	427	F	67	15.69%	
		Thru	-	-	-	101	33.01%	330	F	101	30.91%	353	D	101	28.61%	373	D	101	27.08%	517	F	101	19.73%	
		Right	D	309	F	1			1		300	F	1	0.33%	317	F	1	0.32%						
	SB	Left	-	204	F	44	21.57%	204	F	44	21.57%	181	F	44	24.31%	240	F	44	18.33%	239	F	44	18.41%	
		Thru	-	252	F	103	61.07%	284	F	103	56.34%	235	E	103	43.83%	261	E	103	39.46%	366	E	103	43.72%	
		Right	-	-	-	57			57		200	D	57	28.50%	222	D	57	25.68%						
TOTAL	E	4,628	F	1,307	28.24%	4,793	F	1,307	27.27%	7,315	E	1,307	17.87%	8,458	E	1,307	15.45%	8,929	D	1,307	14.64%			
NW 51st St	EB	Left	C	160	D	0	0.00%	155	C	0	0.00%	155	D	0	0.00%	185	C	0	0.00%	179	D	0	0.00%	
		Thru	-	-	-	296	22.98%	1,822	E	296	21.90%	1,772	D	296	16.70%	2,248	D	296	17.75%	2,150	D	296	18.56%	
		Right	D	1,736	E	103			103		793	C	103	12.99%										
	WB	Left	E	390	E	0	0.00%	412	D	0	0.00%	425	D	0	0.00%	479	B	0	0.00%	480	D	0	0.00%	
		Thru	A	2,216	A	292	13.18%	2,350	A	292	12.43%	2,298	A	292	12.71%	3,115	A	292	9.37%	3,038	A	292	9.61%	
		Right	-	-	-	0			0				0											
	NB	Left	F	312	F	102	32.69%	343	F	102	29.74%	359	F	102	28.41%	343	F	102	29.74%	328	F	102	31.10%	
		Thru	F	249	D	0	0.00%	187	F	0	0.00%	208	F	0	0.00%	198	E	0	0.00%	208	E	0	0.00%	
		Right	-	-	-	0			0				0											
	SB	Left	F	146	F	0	0.00%	100	F	0	0.00%	103	F	0	0.00%	123	F	0	0.00%	125	F	0	0.00%	
		Thru	F	95	F	0	0.00%	116	F	0	0.00%	133	F	0	0.00%	150	E	0	0.00%	169	D	0	0.00%	
		Right	-	-	-	0			0				0											
TOTAL	D	5,304	E	793	14.95%	5,488	D	793	14.45%	6,246	D	793	12.70%	6,841	C	793	11.59%	6,677	D	793	11.88%			
NW 43rd Street	EB	Left	F	579	F	33	5.70%	579	F	33	5.70%	598	F	33	5.62%	687	F	33	4.80%	836	D	33	3.95%	
		Thru	D	1,416	C	205	14.48%	1,416	C	205	14.48%	1,416	C	205	14.48%	1,807	C	205	11.34%	2,173	B	205	9.43%	
		Right	B	633	A	57	9.00%	633	A	57	9.00%	633	A	57	9.00%	563	B	57	10.12%	537	A	57	10.61%	
	WB	Left	E	386	F	0	0.00%	386	F	0	0.00%	399	F	0	0.00%	470	E	0	0.00%	597	D	0	0.00%	
		Thru	F	1,217	F	203	16.68%	1,217	F	203	16.68%	1,210	F	203	16.78%	1,486	F	203	13.66%	1,727	D	203	11.75%	
		Right	D	544	C	0	0.00%	544	C	0	0.00%	541	E	0	0.00%	463	E	0	0.00%	427	F	0	0.00%	
	NB	Left	F	301	F	57	18.94%	301	F	57	18.94%	332	F	57	17.17%	396	F	57	14.39%	418	F	57	13.64%	
		Thru	F	1,052	F	0	0.00%	1,052	F	0	0.00%	1,119	F	0	0.00%	1,143	F	0	0.00%	1,371	E	0	0.00%	
		Right	E	475	F	0	0.00%	475	F	0	0.00%	500	E	0	0.00%	511	D	0	0.00%	427	E	0	0.00%	
	SB	Left	F	201	F	0	0.00%	201	F	0	0.00%	221	F	0	0.00%	211	F	0	0.00%	269	F	0	0.00%	
		Thru	E	853	F	0	0.00%	853	F	0	0.00%	1,005	E	0	0.00%	853	D	0	0.00%	1,150	D	0	0.00%	
		Right	F	385	F	32	8.29%	386	F	32	8.29%	449	F	32	7.13%	426	F	32	7.51%	358	E	32	8.54%	
TOTAL	F	8,053	F	587	7.28%	8,053	F	587	7.28%	8,423	F	587	6.97%	9,016	F	587	6.51%	10,290	D	587	5.70%			
NW 34th Street	EB	Left	F	337	F	15	4.45%	386	F	15	3.89%	389	F	15	3.85%	491	E	15	3.05%	491	E	15	3.05%	
		Thru	-	-	-	117	10.87%	1,410	E	117	11.21%	1,345	D	117	8.70%	1,441	C	117	8.12%	1,441	C	117	8.12%	
		Right	C	1,453	D	41			41		602	C	41	6.81%	644	B	41	6.37%	644	B	41	6.37%		
	WB	Left	E	225	F	0	0.00%	199	F	0	0.00%	236	F	0	0.00%	264	F	0	0.00%	264	F	0	0.00%	
		Thru	F	1,255	F	116	9.17%	1,440	F	116	8.06%	1,416	F	116	8.19%	1,734	D	116	6.69%	1,734	D	116	6.69%	
		Right	-	-	-	0			0		633	C	0	0.00%	540	C	0	0.00%	540	C	0	0.00%		
	NB	Left	F	292	F	40	13.70%	343	F	40	11.66%	354	F	40	11.30%	453	D	40	8.83%	453	D	40	8.83%	
		Thru	F	466	F	0	0.00%	766	E	0	0.00%	1,113	D	0	0.00%	970	C	0	0.00%	970	C	0	0.00%	
		Right	C	395	C	0	0.00%			0	0.00%			0	0.00%			0	0.00%			0	0.00%	
	SB	Left	D	182	D	0	0.00%	172	D	0	0.00%	183	E	0	0.00%	189	D	0	0.00%	189	D	0	0.00%	
		Thru	F	349	F	0	0.00%	325	F	0	0.00%	335	F	0	0.00%	387	E	0	0.00%	387	E	0	0.00%	
		Right	C	297	C	15	5.05%	277	C	15	5.42%	285	E	15	5.26%	329	C	15	4.56%	329	C	15	4.56%	
TOTAL	F	5,263	F	344	6.54%	5,319	F	344	6.47%	6,891	F	344	4.99%	7,442	D	344	4.62%	7,442	D	344	4.62%			

B-4

\* Volumes tested do not included the 37.5% reduction in background traffic to reduce double counting that may be associated with the SpringHills DRI.

## **APPENDIX C**

### **STATE ROAD 222 (NW 39<sup>TH</sup> AVENUE) DESCRIPTION AND ILLUSTRATION OF TIER 1 AND TIER 2 MODIFICATIONS**

Source: City of Gainesville Public Works Department

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## NW 39<sup>th</sup> Avenue Intersection Modifications – Springhills DRI

The Springhills DRI will require intersection modifications at the signalized intersections on NW 39<sup>th</sup> Avenue (State Road 222) from NW 34<sup>th</sup> Street to NW 98<sup>th</sup> Street. These modifications fall into two categories:

1. Addition of left and/or right turn lanes and traffic signal reconstruction
2. Traffic Management System construction

### Addition of Left and/or Right Turn Lanes and Traffic Signal Reconstruction

The following is a list of intersection modifications on NW 39<sup>th</sup> Avenue from NW 34<sup>th</sup> Street to NW 98<sup>th</sup> Street. The modifications are classified as Tier 1 and Tier 2, which are defined as follows:

- Tier 1 Modifications – Modifications that can be constructed within the existing curb line for curb and gutter street sections or pavement can be added and roadside swales reworked for non curb and gutter street sections. Tier 1 modifications require no (or minimal) right of way acquisitions, utility relocations and landscape removal. Also, Tier 1 modifications do not have any impact on businesses/residences adjacent to the street. Tier 1 modifications typically would not require relocation of traffic signal poles. However, the addition of traffic signal heads and/or signs on existing span wire and/or mast arm installations will require a structural review of the poles at each intersection. Replacement of traffic signal poles for Tier 1 improvements is not included in the cost estimates for this analysis. However, the replacement of traffic signal poles could be required in order to actually construct a Tier 1 improvement.
- Tier 2 Modifications – Modifications that require right of way acquisitions, utility relocations, landscape removals and will impact adjacent businesses/residences. Tier 2 modifications would typically require relocation of the curb and gutter and possibility storm drainage relocations. Also, Tier 2 modifications could be constructed in conjunction with new roadway construction at the intersection. Tier 2 modifications include all traffic signal modifications including replacement of concrete strain and mast arm poles. Any traffic signal reconstruction must meet Metropolitan Transportation Planning Organization design standards and traffic signal control equipment must be upgraded to Traffic Management System standards.

### NW 34<sup>th</sup> Street

Tier 1:

- EB dual lefts (need to provide 2<sup>nd</sup> NB receiving lane)
- SB dual lefts
- NB dual lefts + shared through/right or NB single left + single through + single shared through/right

Tier 2:

- EB right turn lane
- WB right turn lane
- Reconstruct traffic signal with mast arms, add \$250,000 to intersection construction costs

### NW 43<sup>rd</sup> Street

#### Tier 1:

- SB right turn lane – increase length of existing bay by 100 – 150 feet

#### Tier 2:

- NB dual lefts
- SB dual lefts
- Reconstruct traffic signal with mast arms, add \$250,000 to intersection reconstruction costs

### NW 51<sup>st</sup> Street

#### Tier 1:

- NB dual lefts

#### Tier 2:

- EB right turn lane, 150 ft bay
- Reconstruct traffic signal with mast arms, add \$250,000 to intersection reconstruction costs

### NW 83<sup>rd</sup> Street

#### Tier 1:

- EB dual lefts (requires new street construction on north side of intersection)
- WB dual lefts (need to provide 2<sup>nd</sup> SB receiving lane)

#### Tier 2:

- NB dual lefts
- SB dual lefts (requires new street construction on north side of intersection)
- EB/WB/NB/SB right turn lanes
- Reconstruct traffic signal with mast arms, add \$250,000 to intersection reconstruction costs

### NW 91<sup>st</sup> Street

Note – all modifications require elimination of NB/SB traffic signal split phasing

#### Tier 1:

- NB dual lefts
- NB shared through + right
- SB dual lefts

#### Tier 2:

- EB right turn lane
- WB right turn lane
- Reconstruct traffic signal with mast arms, add \$250,000 to intersection reconstruction costs

### NW 92<sup>nd</sup> Court

#### Tier 1:

- EB dual lefts
- WB dual lefts
- Replace 2 mast arm poles, add \$125,000 to intersection reconstruction costs

Tier 2:

- WB right turn lane
- EB right turn lane
- Reconstruct traffic signal with 4 new mast arm poles, add \$250,000 to intersection reconstruction costs (if intersection reconstructed, the tier 1 costs would be included in the \$250,000, the costs are not added together)

I – 75 NB Off Ramps

No modifications practical

I – 75 SB Off Ramps

No modifications practical

NW 98<sup>th</sup> Street

Tier 1:

- EB dual lefts (requires new road construction on north side of intersection)
- WB dual lefts (requires 2<sup>nd</sup> SB receiving lane)
- Replace 1 mast arm poles, add \$50,000 to intersection reconstruction costs

Tier 2

- NB dual lefts
- SB dual lefts (requires new road construction on north side of intersection)
- EB/WB/NB/SB right turn lanes
- Reconstruct traffic signal with 3 new mast arm poles, add \$200,000 to intersection reconstruction costs (if intersection reconstructed, the tier 1 costs would be included in the \$200,000, the costs are not added together)

Traffic Management System Construction

In November of 2005, the Metropolitan Transportation Planning Organization approved the Year 2025 Livable Community Reinvestment Plan – Cost Feasible Plan. The top ranked project in the Year 2025 Plan was the Gainesville Traffic Management System (TMS). The primary goals of the TMS are to move traffic effectively, facilitate congestion management and assist with incident management. The TMS will be implemented along the major highway corridors throughout the Gainesville urban area.

There are two key components for construction and operation of the TMS:

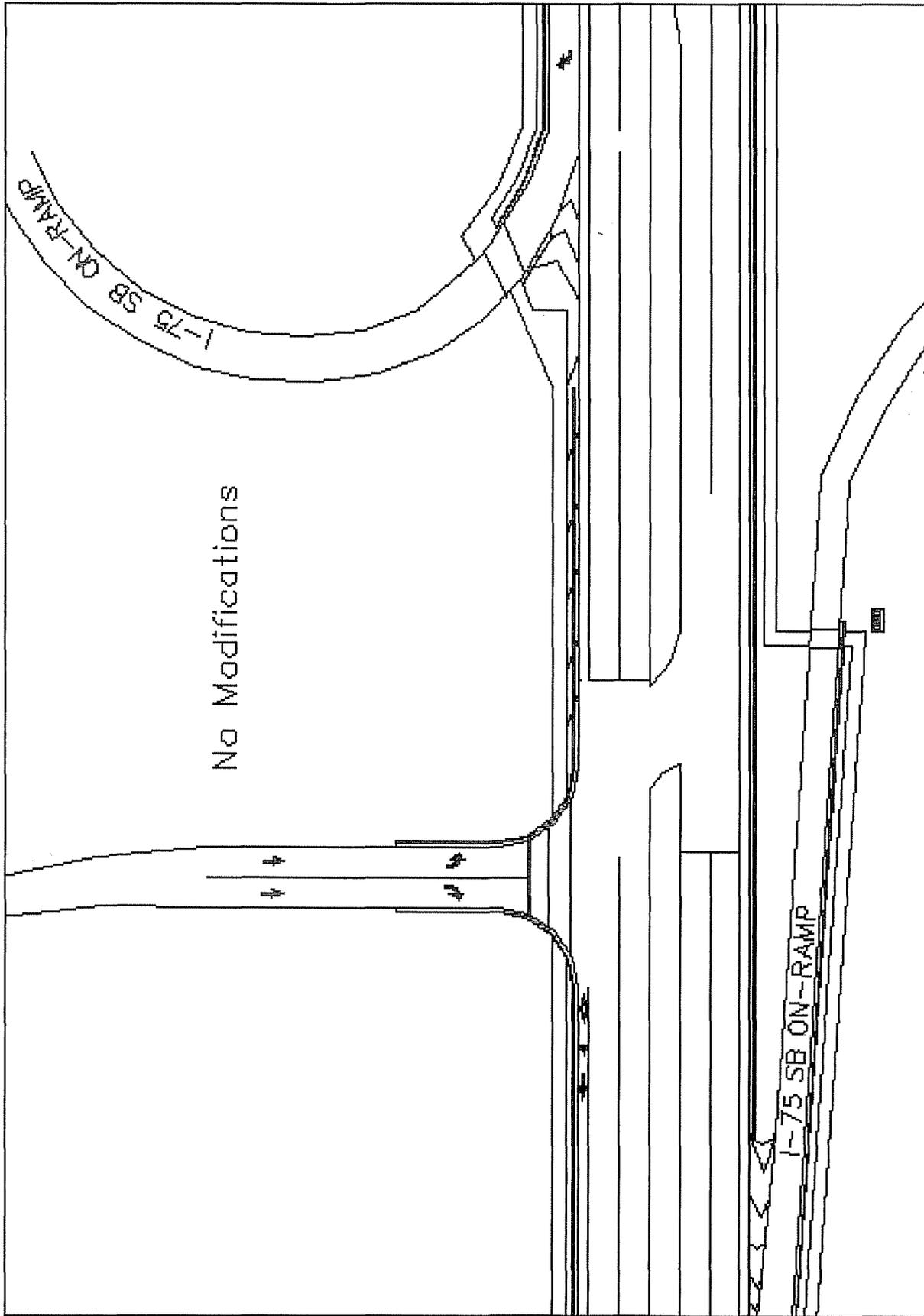
1. Traffic signal controllers and cabinets – All intersections in the highway corridor must operate with TMS approved controllers and cabinets. If any traffic signal is reconstructed, the reconstruction includes installation of the TMS control equipment. In order to maintain traffic signal coordination through the corridor, all the intersections in the corridor must operate with TMS control equipment, changing just one intersection requires changing all the intersections in the corridor. (The existing traffic control equipment is outdated technology and cannot communicate with the new TMS technology.) For the Springhills DRI, any Tier 2 improvements that involve reconstruction of a traffic signal will require installation of the TMS control equipment at that intersection. Therefore, the installation of TMS control equipment at any single intersection will require

installation of TMS control equipment at all the intersections. This has been included in the TMS cost estimate for the Springhills DRI.

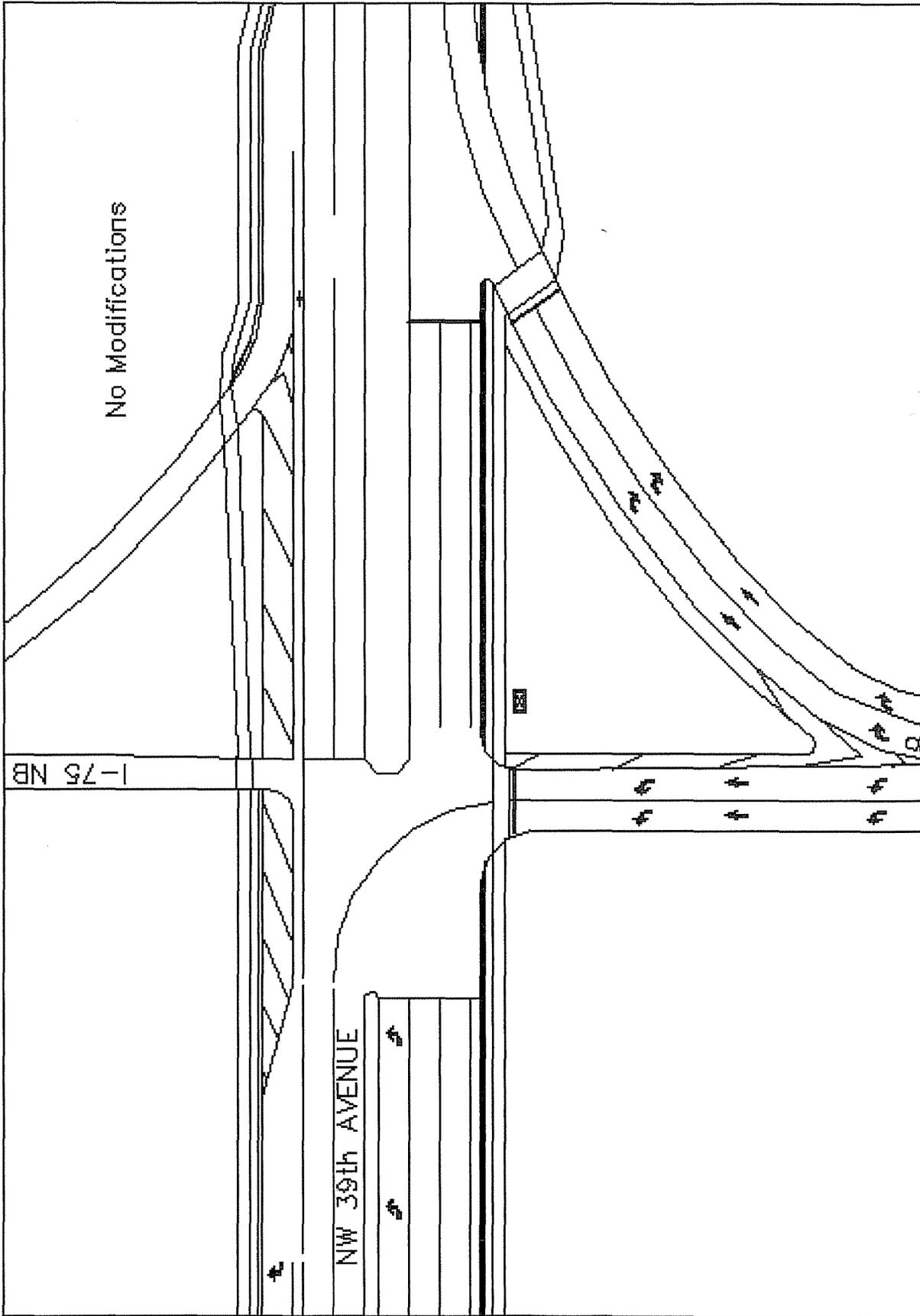
2. Communication equipment – The TMS requires fiber optic communication cable for system communication. The cost to install the appropriate fiber optic communication cable along NW 39<sup>th</sup> Avenue from NW 34<sup>th</sup> Street to NW 98<sup>th</sup> Street has been included in the TMS cost estimate for the Springhills DRI.

The Traffic Management System cost estimate for the Springhills DRI (NW 39<sup>th</sup> Avenue corridor) is \$650,000. This includes the traffic signal controllers/cabinets, fiber optic communications cable, other associated equipment and construction costs. This cost is triggered if any Tier 2 modification involves reconstruction of a traffic signal. Any questions concerning the TMS should be referred to the City of Gainesville Public Works Department.

CofG – PWD  
6/16/06



 <b>CITY OF GAINESVILLE</b> <b>PUBLIC WORKS DEPARTMENT</b> <small>P.O. Box 400, 400 North US Highway 200, Gainesville, Florida 32602      Telephone (352) 334-3075 FAX (352) 334-3003</small>		Project <b>NW 38TH AVENUE @ I-75 SB RAMP</b>	Date 1-20-07	Scale As Shown	Sheet 1 of 1
Approved By _____		<b>INTERSECTION SKETCH</b>			
Designed By _____	Date *				
Drawn By _____	Date *				
Checked By _____	Date *				



No Modifications

I-75 NB

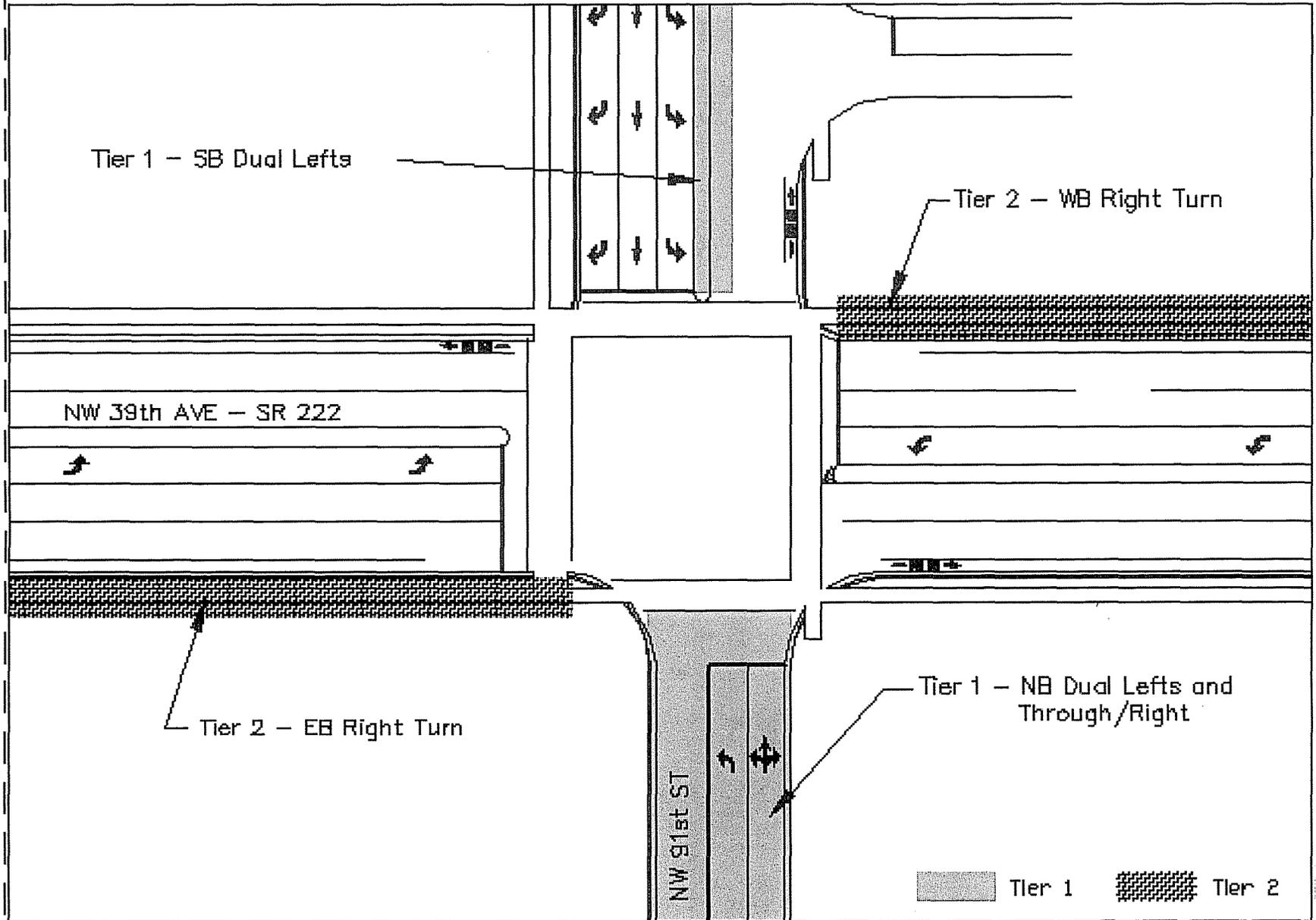
NW 39th Avenue

DSB

 <p><b>CITY OF GAINESVILLE</b>  <b>PUBLIC WORKS DEPARTMENT</b>          P.O. Box 464, 14th Street SW, Gainesville, Florida 32602          Telephone: (352) 334-3000 FAX: (352) 334-3000</p>		<p>DATE: _____</p> <p>PROJECT: _____</p> <p>NO. OF SHEETS: _____</p> <p>SHEET NO.: _____</p>
<p>PROJECT: NW 39TH AVENUE @ I-75 NB RAMP</p> <p>INTERSECTION SKETCH</p>		<p>DATE: _____</p> <p>PROJECT: _____</p> <p>NO. OF SHEETS: _____</p> <p>SHEET NO.: _____</p>
<p>DATE: _____</p> <p>PROJECT: _____</p> <p>NO. OF SHEETS: _____</p> <p>SHEET NO.: _____</p>	<p>DATE: _____</p> <p>PROJECT: _____</p> <p>NO. OF SHEETS: _____</p> <p>SHEET NO.: _____</p>	<p>DATE: _____</p> <p>PROJECT: _____</p> <p>NO. OF SHEETS: _____</p> <p>SHEET NO.: _____</p>



C-10



Activity	Initials	Date	Approved By
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Drawn Ety	x	x	
Checked Ety	x	x	x

Approved By \_\_\_\_\_



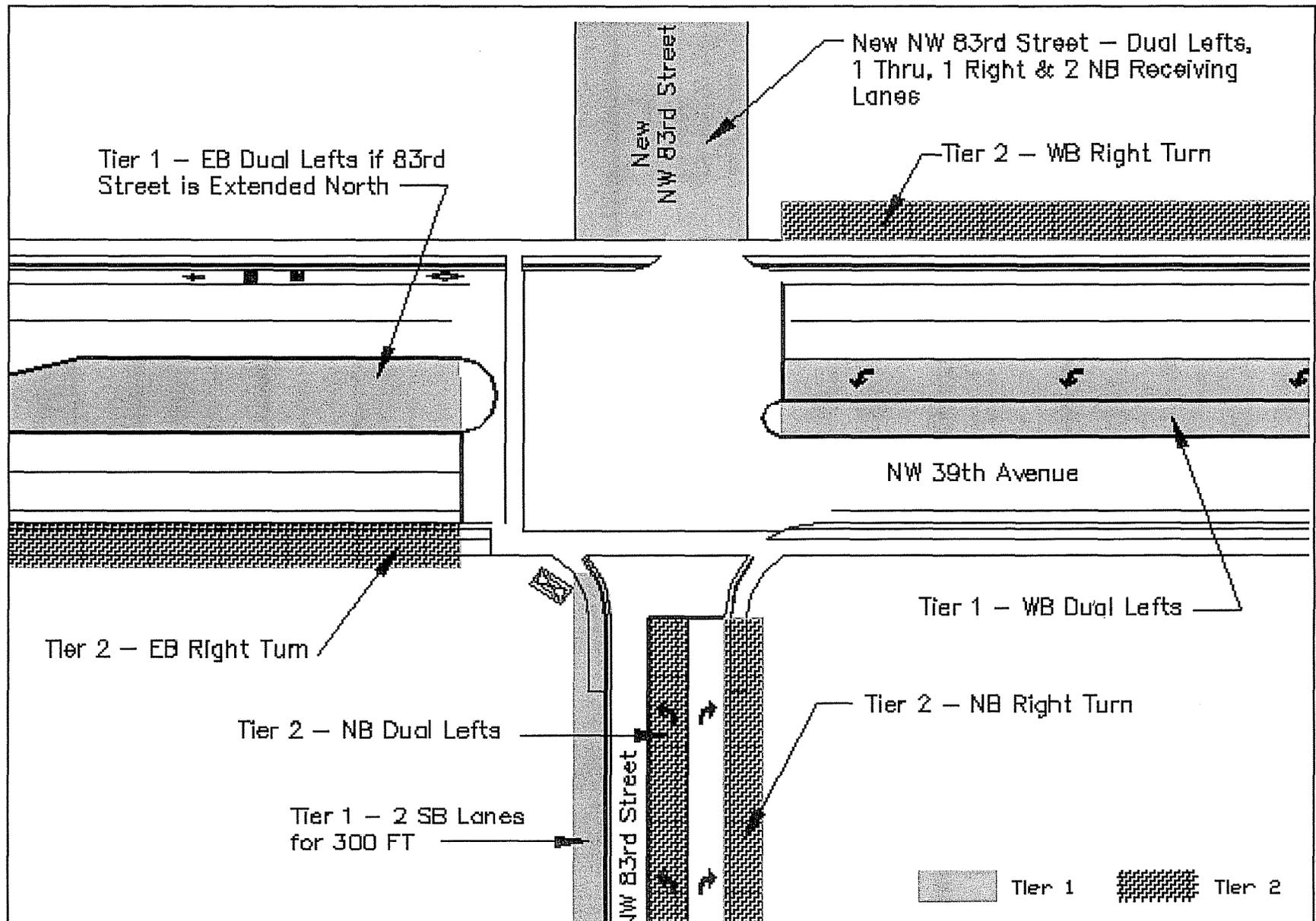
**CITY OF GAINESVILLE**  
**PUBLIC WORKS DEPARTMENT**  
 P.O. Box 491, West Station 02, Gainesville, Florida 32602  
 Telephone: (352) 351-3473 FAX: (352) 351-0983

Scale	1" = 40'
Sheet	None
Date	
Form	33999

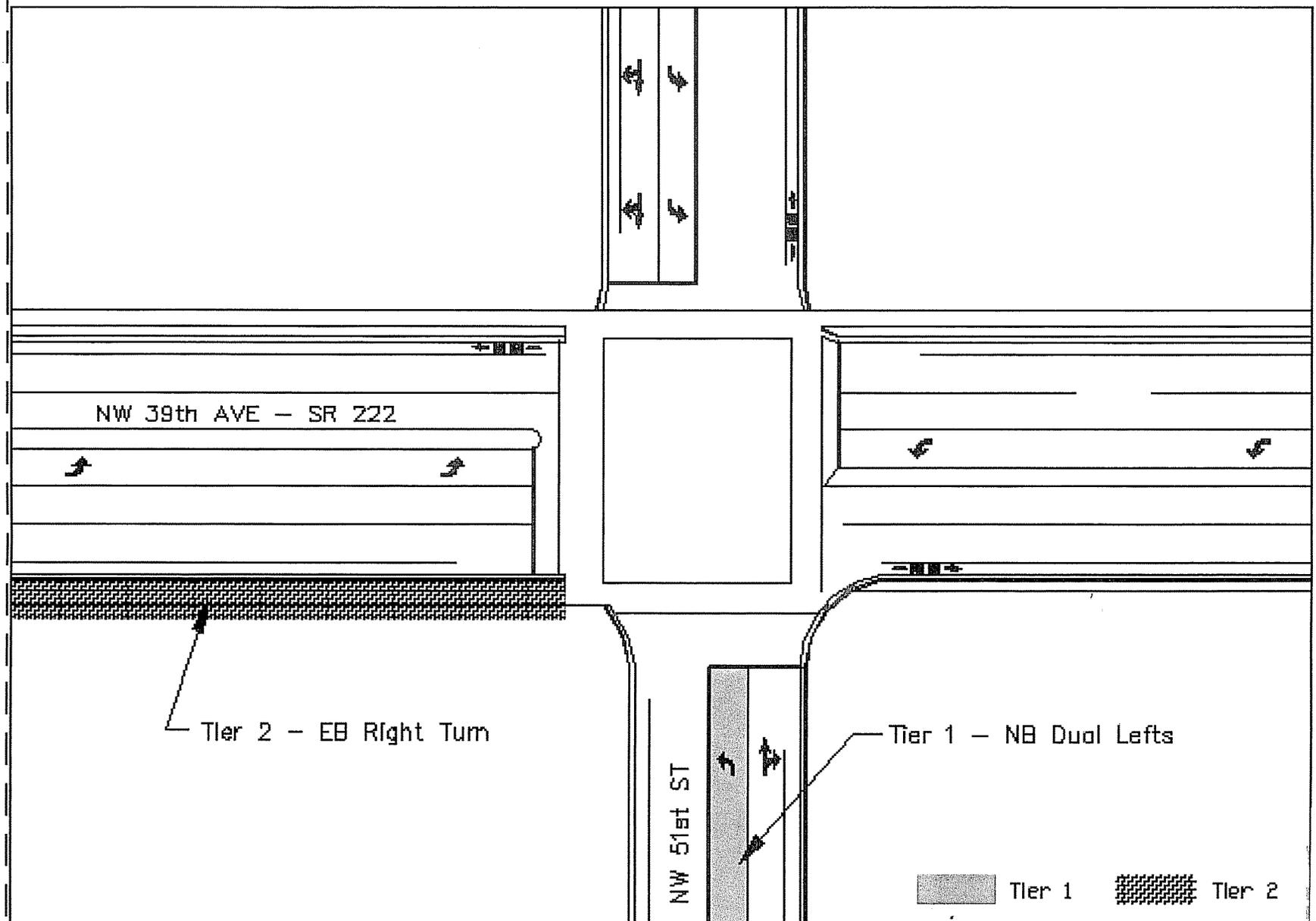
**NW 39TH AVENUE @ NW 91ST STREET**  
**INTERSECTION SKETCH**

Project No.	15000000000000000000
Sheet No.	3
Scale	1 of 1

C-11



Activity	Initials	Date	Approved By	 <p><b>CITY OF GAINESVILLE</b>  <b>PUBLIC WORKS DEPARTMENT</b>          P.O. Box 400, Mail Station 65, Gainesville, Florida 32604          Telephone (352) 331-8773 FAX (352) 331-8813</p>	Scale	Project	Draw No/Rev
Designed By	*	*			1/4" = 1'	NW 39TH AVENUE @ NW 83RD STREET	W/2024/03/28
Drawn By	*	*			None		3
Checked By	*	*	*		None	INTERSECTION SKETCH	1 of 1



Activity	Initials	Date	Approved By
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Drawn By	x	x	
Checked By	x	x	*

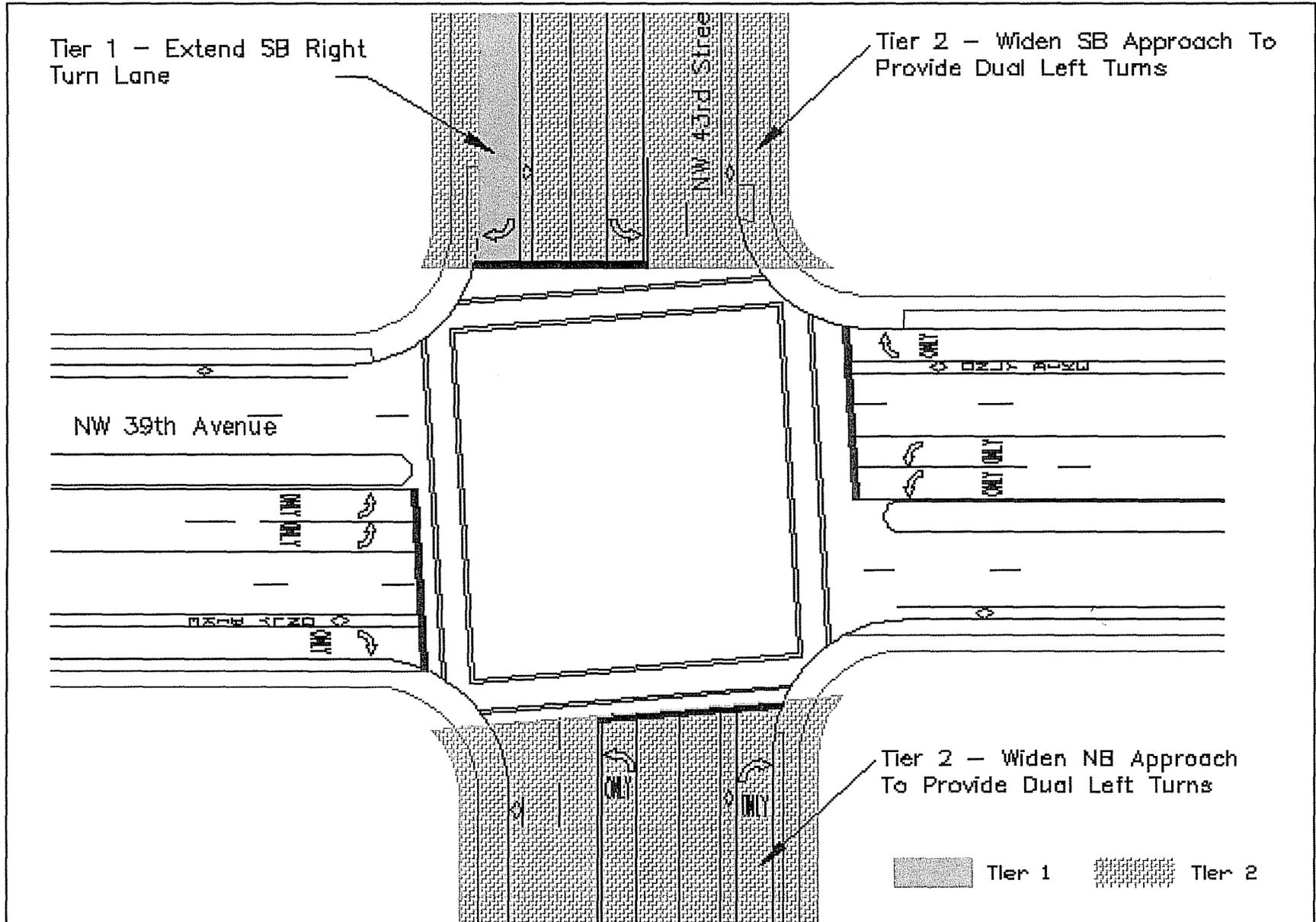


**CITY OF GAINESVILLE**  
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 Telephone: (352) 334-2073 FAX: (352) 334-2082

Drawn	1-107
Checked	Hand
Date	
Drawn	2/20/99

**NW 39TH AVENUE @ NW 51ST STREET**  
**INTERSECTION SKETCH**

Drawn By	1/10/99
Checked By	2
Sheet No.	1 of 1



Activity	Initials	Date
Designed By	*	*
Drawn By	*	*
Checked By	*	*

Approved By \_\_\_\_\_



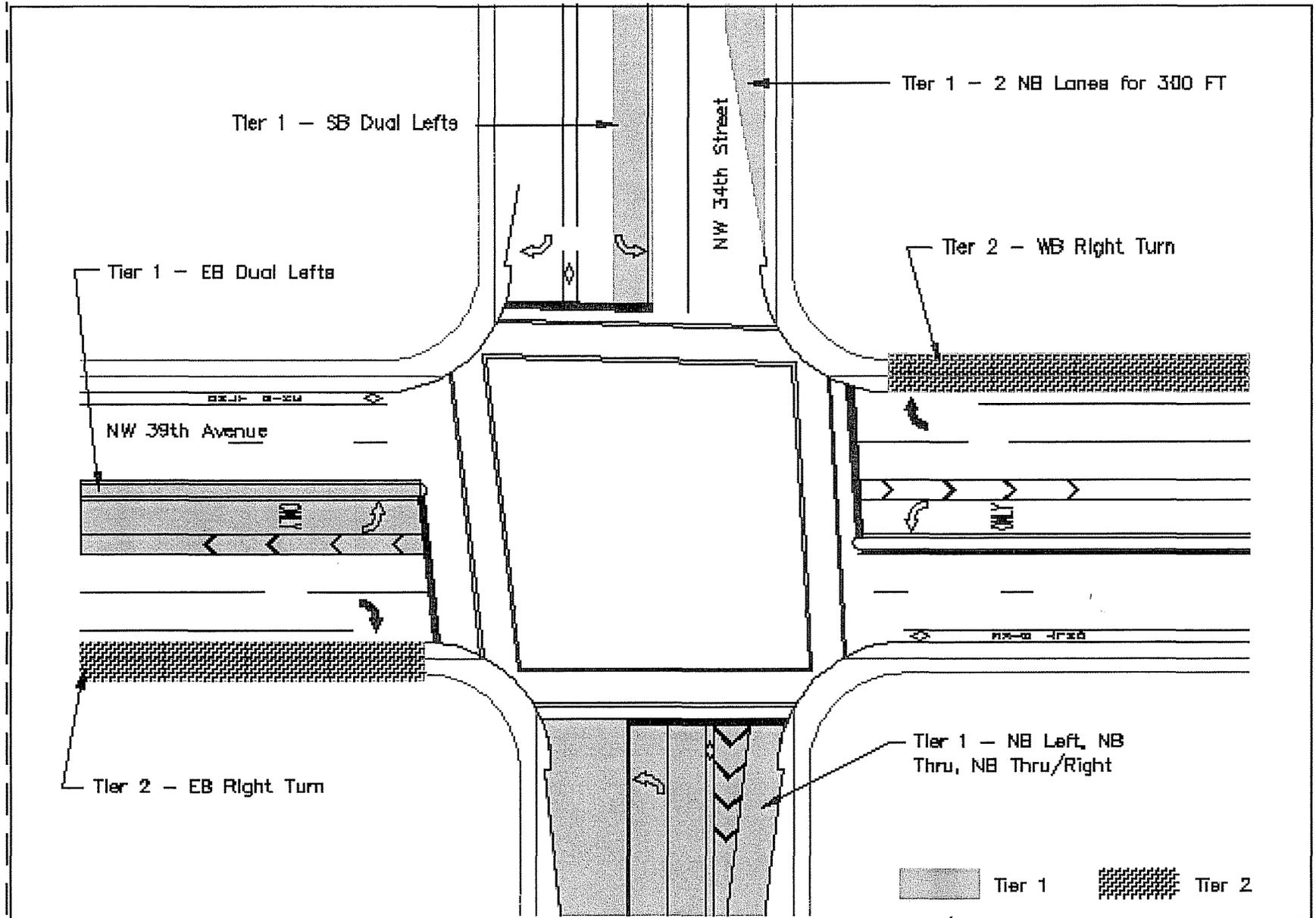
**CITY OF GAINESVILLE**  
**PUBLIC WORKS DEPARTMENT**  
 P.O. Box 460, 14th Street SE, Gainesville, Florida 32602  
 Telephone (352) 334-8572 FAX (352) 334-2843

Drawn By  
 Date  
 Scale

Project: **NW 39TH AVENUE @ NW 43RD STREET**  
 Title: **INTERSECTION SKETCH**

Sheet No. **3**  
 of **4**

C-14



Activity	Initials	Date	Approved By
Designed By	XX	3	
Drawn By	XX	3	
Checked By	XX	3	*


**CITY OF GAINESVILLE**  
**PUBLIC WORKS DEPARTMENT**  
 P.O. Box 401, Mail Station 50, Gainesville, Florida 32601  
 Telephone (352) 334-6022 FAX (352) 334-2003

Project: NW 39TH AVENUE @ NW 34TH STREET  
 Date: \_\_\_\_\_  
 Title: INTERSECTION SKETCH  
 Date: 3/08

Drawn By	Checked By	Date
XX	XX	3

1 of 1

**APPENDIX D**

**SPRINGHILLS DRI SUBSTANTIAL DEVIATION**  
**SIGNIFICANCE TESTING**  
**LOCAL INTERSECTIONS**

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**SpringHills Significance Testing - Local Intersections PM PEAK**

		No Modifications				Modifications					
		Lane	Movement	SpringHills	SpringHills	Lane	Movement	SpringHills	SpringHills	Modifications	
		Capacity	LOS	Trips	Significance	Capacity	LOS	Trips	Significance	Added	
NW 23rd Avenue at Fort Clarke Boulevard	<b>EB</b>					No Modifications needed.					
		Thru	1,335	A	54	4.04%					
		Right	1,134	A	97	8.55%					
	<b>WB</b>										
		Left	644	C	11	1.71%					
		Thru	1,335	A	58	4.34%					
	<b>NB</b>										
		Left	321	D	94	29.28%					
	Right	287	C	15	5.23%						
	<b>TOTAL</b>	5,056	<b>B</b>	329	6.51%						
NW 23rd Avenue at NW 83rd Street	<b>EB</b>									Add EBL (Dual), SBL (Dual), SBR (Dual). These modifications are subject to available ROW.	
		Left	401	F	45	11.22%	554	D	45		8.12%
		Thru	1,211	B	26	2.15%	1,303	A	26		2.00%
	<b>WB</b>										
		Thru	792	F	29	3.66%	909	D	29		3.19%
		Right	673	C	43	6.39%	773	B	43		5.56%
	<b>SB</b>										
		Left	502	E	64	12.75%	687	D	64		9.32%
	Right	449	F	41	9.13%	558	C	41	7.35%		
	<b>TOTAL</b>	4,028	<b>F</b>	248	6.16%	4,784	<b>C</b>	248	5.18%		
NW 23rd Avenue at NW 98th Street	<b>EB</b>									Add WBL (Dual)	
		Left	61	E	0	0.00%	14	D	0		0.00%
		Thru	44	E	0	0.00%	24	D	0		0.00%
		Right			0				0		
	<b>WB</b>										
		Left	693	F	154	22.22%	893	D	154		17.25%
		Thru	608	C	3	0.49%	427	C	3		0.70%
		Right			0				0		
	<b>NB</b>										
		Left	326	C	0	0.00%	378	B	0		0.00%
		Thru	622	E	205	33.28%	719	C	205		28.79%
		Right			2				2		
	<b>SB</b>										
	Left	300	F	150	50.00%	344	D	150	43.60%		
	Thru	904	C	207	22.90%	1,001	B	207	20.68%		
	Right			0				0			
	<b>TOTAL</b>	3,558	<b>E</b>	721	20.26%	3,800	<b>C</b>	721	18.97%		

D-3

**SpringHills Significance Testing - Local Intersections PM PEAK**

		No Modifications				Modifications				Modifications Added	
		Lane	Movement	SpringHills	SpringHills	Lane	Movement	SpringHills	SpringHills		
		Capacity	LOS	Trips	Significance	Capacity	LOS	Trips	Significance		
NW 39th Avenue at NW 98th Street	<b>EB</b>									Add NBR.	
		Left	233	<b>E</b>	138	<b>59.23%</b>	229	<b>C</b>	138		60.26%
		Thru			82				82		
		Right	742	<b>D</b>	20	13.75%	690	<b>D</b>	20		14.78%
	<b>WB</b>										
		Left	395	<b>C</b>	0	0.00%	354	<b>C</b>	0		0.00%
		Thru			81				81		
		Right	1,021	<b>C</b>	0	7.93%	965	<b>C</b>	0		8.39%
	<b>NB</b>										
		Left	473	<b>C</b>	20	4.23%	469	<b>C</b>	20		4.26%
		Left/Thru			213				213		25.27%
		Right	797	<b>C</b>	0	26.73%	843	<b>B</b>	0		0.00%
	<b>SB</b>										
		Left	292	<b>C</b>	0	0.00%	363	<b>C</b>	0		0.00%
	Thru			206				206	68.94%		
	Right	484	<b>D</b>	138	71.07%	499	<b>D</b>	138			
	<b>TOTAL</b>	4,437	<b>D</b>	760	17.13%	5,129	<b>C</b>	760	14.82%		
NW 53rd Avenue at NW 83rd Street Extension	<b>EB</b>					No Modifications needed.					
		Thru			0	3.88%					
		Right	1,339	<b>A</b>	52						
	<b>WB</b>										
		Left			61	5.30%					
		Thru	1,150	<b>A</b>	0						
	<b>NB</b>										
		Left	244	<b>C</b>	52	21.31%					
	Right	218	<b>C</b>	61	27.98%						
	<b>TOTAL</b>	2,951	<b>A</b>	226	7.66%						

4-4

**APPENDIX E**

**SPRINGHILLS DRI SUBSTANTIAL DEVIATION**  
**ALACHUA COUNTY PUBLIC WORKS DEPARTMENT**  
**COST ESTIMATES**

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SPRINGHILLS DRI  
Estimated Project Costs

**NW 83<sup>rd</sup> Street** (NW 23<sup>rd</sup> Avenue to NW 39<sup>th</sup> Avenue): 1.0 Mile

2011 Build: reconstruct existing 2-lane facility to a 4-lane facility

Inflation Factor (1.31)

Construction:  $\$3,087,400 \times 1.31 = \$4,044,494$

Signals (4):  $\$250,000 \times 1.31 = \$1,310,000$

Intersections (2):  $\$300,000 \times 1.31 = \$786,000$

Subtotal:  $\$6,140,494$

Engineering (1.46) x  $\$6,140,494 = \underline{\underline{\$8,965,121}}$  (NOTE: No Right-of-Way for drainage or corners included)

**Fort Clarke Boulevard** (Newberry Road to NW 23<sup>rd</sup> Avenue): 1.1 Mile

2012 Build: reconstruct existing 2-lane facility to a 4-lane facility

Inflation Factor (1.35)

Construction:  $\$3,087,400 \times 1.1 \text{ mile} \times 1.35 = \$4,584,789$

Signals (3):  $\$250,000 \times 1.35 = \$1,012,500$

Intersections (2):  $\$300,000 \times 1.35 = \$810,000$

Subtotal:  $\$6,407,289$

Engineering (1.46) x  $\$6,407,289 = \underline{\underline{\$9,354,642}}$  (NOTE: No Right-of-Way for drainage or corners included)

**NW 83<sup>rd</sup> Street Extension** (NW 39<sup>th</sup> Avenue to Millhopper Road): 1.6 Miles

2009 Build: construct new 2-lane divided facility

Inflation Factor: (1.22)

Construction:  $\$3,449,500 \times 1.6 \text{ miles} \times 1.22 = \$6,733,424$

Signals (3):  $\$250,000 \times 1.22 = \$915,000$

Intersections (2):  $\$300,000 \times 1.22 = \$732,000$

Subtotal:  $\$8,380,424$

Engineering (1.46) x  $\$8,380,424 = \underline{\underline{\$12,235,419}}$  (NOTE: No Right-of-Way for drainage or corners included)

**NW 98<sup>th</sup> Street Extension** (NW 39<sup>th</sup> Avenue to NW 83<sup>rd</sup> Street): 1.8 Miles

2009 Build: construct new 2-lane divided facility with Bridge (4-lane)

Inflation Factor: (1.22)

Construction:  $\$3,449,500 \times 1.8 \text{ miles} \times 1.22 = \$7,575,102$

Signals (2):  $\$250,000 \times 1.22 = \$610,000$

Intersections (1):  $\$300,000 \times 1.22 = \$366,000$

Bridge: 250 feet (length) x 100 feet (wide) = 25,000 Square Feet x  $\$110/\text{SF} \times 1.22 = \$3,355,000$

Subtotal:  $\$11,906,102$

Engineering (1.46) x  $\$11,906,102 = \underline{\underline{\$17,382,909}}$  (NOTE: No Right-of-Way for drainage or corners included)

Source: FDOT 2004 Construction Costs and Alachua County Public Works Department

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**APPENDIX F**

**LAND USE TRIP EQUIVALENCY MATRICES**

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**Table 5: TRIP EQUIVALENCY MATRICES:**

**Northeast Quadrant**

		FROM				
		Single Family	Multi Family	Commercial	Hotel	Office
TO	Single Family		0.571	3.855	1.291	7.364
	Multi Family	1.752		6.752	2.261	12.898
	Commercial	0.259	0.148		0.335	1.910
	Hotel	0.775	0.442	2.986		5.704
	Office	0.136	0.078	0.523	0.175	

**Southeast Quadrant**

		FROM				
		Single Family	Multi Family	Commercial	Office	Hotel
TO	Single Family		0.571	8.160	17.211	1.291
	Multi Family	1.752		14.293	30.146	2.261
	Commercial	0.123	0.070		2.109	0.158
	Office	0.058	0.033	0.474		0.075
	Hotel	0.775	0.442	6.321	6.321	

**Southwest Quadrant**

		FROM				
		Warehouse	Commercial	Office	Single Family	Multi Family
TO	Warehouse		22.380	4.380	0.917	0.523
	Commercial	0.045		0.196	0.041	0.023
	Office	0.228	5.110		0.209	0.119
	Single Family	1.091	24.415	4.778		0.571
	Multi Family	1.911	42.764	8.369	1.752	

**Northwest Quadrant**

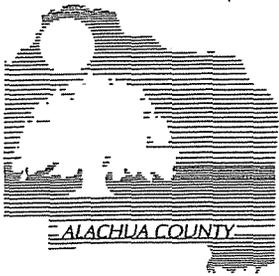
		FROM		
		Office	Commercial	Hotel
TO	Office		1.615	0.175
	Commercial	0.619		0.109
	Hotel	5.704	9.214	

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**APPENDIX G**

**COMMENTS FROM OTHER AGENCIES**

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Board of County Commissioners

# ALACHUA COUNTY DEPARTMENT OF GROWTH MANAGEMENT OFFICE OF PLANNING AND DEVELOPMENT

10 S.W. 2<sup>nd</sup> Avenue • Third Floor • Gainesville, Florida 32601-6294

Tel: (352) 374-5249 • Fax: (352) 338-3224

Suncom: 651-5249

Home Page: [www.co.alachua.fl.us](http://www.co.alachua.fl.us)

NORTH CENTRAL FLORIDA  
RECEIVED

JUN - 2 2004

REGIONAL PLANNING COUNCIL

June 2, 2004

Rick Drummond,  
AICP  
Director  
Growth Management

Steven Lachnicht,  
AICP  
Principal Planner  
Development  
Services

Ken Zeichner, AICP  
Principal Planner  
Comprehensive  
Planning

Thomas Webster  
Housing Programs  
Coordinator

Juna Papajorgji  
GIS Coordinator

Mr. Douglas Grayson  
PREIT Services, LLC  
The Bellevue  
200 South Broad Street  
Philadelphia, PA 19102

RE: Certificate of Determination for the SpringHills Development of Regional Impact (DRI) Substantial Deviation proposed Comprehensive Plan Amendments

Dear Mr. Grayson:

According to Alachua County Land Development Regulations Section 321.05, after submission of a proposal for a comprehensive plan amendment, the Office of Planning and Development shall determine whether or not the information presented is sufficient to properly consider the plan amendment. This determination is based on the completeness of the application. Several issues have arisen in the initial review of the proposed comprehensive plan amendments submitted by PREIT.

First, there are no proposed amendments to the Comprehensive Plan Capital Improvements Element, though two new roads, NW 83rd Street and NW 98<sup>th</sup> Street Extension, are shown on the proposed updates to the Transportation Map Series. Specifically, these new roads are shown on the Future Highway Functional Classifications 2006 and Future Number of Traffic Lanes 2006 maps. Table 1 in the Capital Improvements Element, *Concurrency Related Road Improvements: FY 2001/2002 – 2005/2006*, needs to include the modification for these facilities with all corresponding information, including anticipated timing of the new facilities and the funding source.

A second issue concerns amendments to the Transportation Mobility Element and the mitigation plan discussed in the consistency analysis for this element. It is unclear how the following proposed policies are to be implemented:

- Policy 1.1.8.1.8, establishing a proportionate fair share system,
- Policy 1.1.8.1.9, establishing credit for excess transportation infrastructure, and
- Policy 1.1.8.1.10, developing a traffic zone impact assessment program.



In addition, on page 43 of Section IV, the mitigation plan refers to the FDCA formula for fairshare but that formula has not been provided. The next paragraph on page 43 discusses proportionate fair share. Is this intended to be the State proportionate share alternative to concurrency discussed in 163.3180(12), F.S., or is this a new mechanism the applicant is proposing?

Third, numbers used in some of the tables appear to be incorrect. Specifically, the LOS capacity numbers in the tables need to be checked. Also, the proposed policies in the Future Land Use element that refer to proposed policies in the Transportation Mobility Element do not refer to the appropriate policy numbers. While recognizing that policy numbers may change, it would help to have internal consistency in this document.

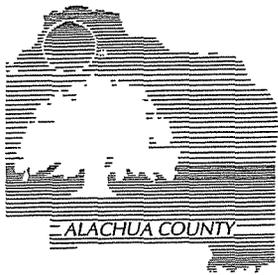
The issues discussed above need to be clarified or corrected in order to properly review the requested amendments. Please provide the requested information no later than June 15, 2004. If you have any questions, you may contact me or Missy Daniels, Senior Planner, at 352-374-5249.

Sincerely,



Richard Drummond, Director  
Department of Growth Management

xc: Randall Reid, County Manager  
David Wagner, County Attorney  
Mark Hill, Assistant County Manager  
David Schwartz, Assistant County Attorney  
Richard Hedrick, Director, Public Works  
Michael Fay, Assistant Director, Public Works  
Chris Bird, Director, Environmental Protection  
Chief Will May, Emergency Services  
Steven Lachnicht, Principal Planner, Growth Management  
Missy Daniels, Senior Planner, Growth Management  
John Sabatella, Senior Planner, Public Works  
Bill Lecher, Public Works  
Michael Drummond, EPD  
Richard D. Merkel, P.E., Principal, PEC, Inc.  
Charles Justice, NCFRPC  
Alex Magee, DCA



"Caring People Providing Quality Service"

# DEPARTMENT OF FIRE/RESCUE SERVICES

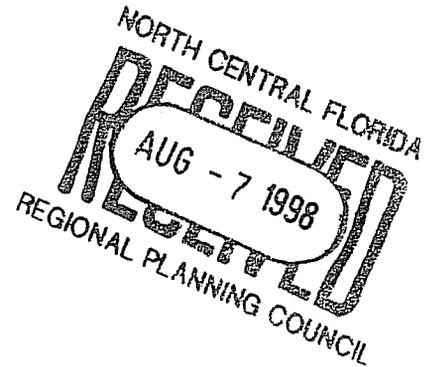
P.O. Box 548  
Gainesville, Florida 32602  
Tel.: (352) 955-2435  
Fax: (352) 955-2492  
Fax: (352) 334-0104

Emergency Management • 374-5223  
Emergency Medical Services • 955-2435  
9-1-1 Addressing • 338-7361  
Emergency Medical Billing • 955-2462  
Fire Services • 955-2435

Will G. May, Jr.  
Chief of Fire/Rescue

August 5, 1998

Charles L. Kiester, Director  
North Central Florida Regional Planning Council  
2009 NW 67<sup>th</sup> Place, Suite A  
Gainesville, Florida 32653-1603



**RE: Springhills DRI**

Dear Mr. Kiester:

I have reviewed your letter and attachment dated 7/27/98 and a more recent response I provided to Ronald P. Manley of CANIN Associates of Orlando, Florida on 4/3/98 regarding the fire, emergency medical, emergency management and Enhanced 911 Office services of Alachua County, Florida (I am providing a copy of this response with this letter). In that 4/3/98 response I indicated that from the developmental data provided the current resources responding into that area would be sufficient through the end of the initial phase (Phase I) ending in the year 2000. Upon my review of the table provided by you indicating an increase of 145 residential units, 152 hotel rooms, and a total of 160,500 square feet of office, commercial/retail, and storage space within the next 22 months, I must modify my recommendation for additional fire prevention, fire suppression, and emergency medical resources to maintain the current level of services both in the developing area and the whole of the Alachua County service area.

My recommendation now includes:

1. Construction of a new emergency services station in the area to initially house a structural engine company (Class A Pumper with staff of three 24 hours/day) to begin providing service by 10/01/2000. This will require, in addition to the new facility, the purchase of a new Class A pumper and associated equipments, and the hiring of eleven cross-trained fire-emergency medical staff and associated protective ensembles and uniforms.

An additional full time FTE Life Safety and Fire Code Reviewer-Inspector will be required by the end of Phase I in order to maintain service levels for plans review and construction monitoring.



Charles L. Kiester, Director  
August 5, 1998  
Page (2)

A redeployment of emergency medical resources will be required to assure that service levels are maintained while providing for the additional service load in the DRI. This may be accomplished with existing resources, but could require some additional resource (this can only be determined by monitoring demands in the DRI and the impacts on the remaining service area, and will be monitored on a quarterly basis).

2. Enhancement of resources will again be required in the early years of Phase III. This will manifest itself in an additional ALS/Fire Suppression resource at an existing emergency services facility in the area or at a newly constructed facility. Additionally, as the residential and workday population begins to increase in early Phase III, the demands for emergency medical services will increase requiring the addition of new and redeployment of existing medical transport resources. Depending on the types of commercial-retail occupancies and the required frequency of safety inspections, additional fire safety inspector staff will also be required by the initial year of Phase III.

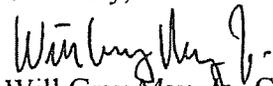
3. By 2008 (late Phase III), an additional fire safety inspector will be required to assure compliant life and fire safety standards are maintained. Additionally, although I do not anticipate that additional emergency services stations will be required in the area, existing facilities will have to be assessed for renovations/additions, apparatus must be assessed for refurbishment and retrofits or replacement, and emergency medical services demands assessed to determine whether there is a need for additional resources, or re-deployments, or facility and/or vehicle upgrades.

The above assumes that the development as built will be able to provide emergency shelter for new residents and daytime working residents, and that all public and private roadways conform to fire access standards and are designed and constructed in accordance with the Alachua County E-911 Addressing Grid, and that the DRI design does not restrict emergency vehicle travel and/or cause prolonged response times through limited access features and cul-de-sacs, etc.

I have been out of office over the last two months as a result of Florida's recent wildfire experience, participating in the statewide response to protect improved properties and suppress the fires. I will be available to meet and discuss with you the additional demands on local emergency services resources anticipated by this DRI at your convenience. Such a meeting can be scheduled by contacting my Senior Staff Assistant Ms. Audrey Wright at 955-2435.

Thank you for the opportunity to provide input in this valuable process.

Sincerely,

  
Will Gray May, Jr., Chief

enc: 1. Ltr fm W. May to R. Manley dated 4/3/98: RE - Springhills DRI

cc: Richard D. Tarbox, County Manager  
Kurt Larsen, Director, Department of Growth Management  
Ed Bailey, Operations Chief  
Mike Kelley, Fire Marshal  
File



# GAINESVILLE FIRE RESCUE DEPARTMENT

August 7, 1998

Mr. Charles L. Kiester  
Director of Regional Programs  
North Central Florida Regional Planning Council  
2009 NW 67 Place, Suite A  
Gainesville, Florida 32653-1603



Dear Mr. Kiester:

Regarding the Springhills Development planned for the I-75 and 39th Avenue Intersection, we offer these observations. These comments are necessarily general in nature since this office has not received detailed site plans or building plans.

The first matter of concern is roadway access. This includes approach to the Springhills Development, as well as navigation within the development. Gainesville Fire Rescue has established a standard of four minutes response times. An area within two-road miles of the closest fire station has a response time of approximately four minutes. The closest fire station to the Intersection of NW 39th Avenue and NW 98th Street is two-road miles in distance. Therefore, the Springhills Development is outside of the four minute response time area. The next closest unit is considerably further away.

Approach to Springhills Development from the East on NW 39th Avenue is, at present, complicated by the narrow two-lane I-75 overpass. This bottleneck is congested often throughout the day, but appears to peak in the late afternoons and on weekends. This is significant since several City resources responding to Springhills Development will likely use NW 39th Avenue.

Proper access within the Springhills Development may be achieved by following the recommendations as set out in the National Fire Protection Association (NFPA) Standard 1141 entitled "Fire Protection In Planned Building Groups". (Note: a copy of NFPA 1141 is enclosed for your inspection).

It is anticipated that the increase in population will correlate to increases in emergency medical services calls, vehicle accidents, and fire related responses both in the incorporated and unincorporated areas.

Mr. Charles L. Kiester  
August 7, 1998  
Page Two

More specific information regarding our response posture will follow. Under the provisions of the Designated Assistance Agreement for fire protection between the City of Gainesville and Alachua County, Alachua County Fire Rescue is the primary responding agency for this area. Responses requiring more than one apparatus will likely require mutual aid from Gainesville Fire Rescue Stations' 7, 4, or 5.

The type of incidents necessitating multiple unit response include, but are not limited to the following:

- Structure Fire
- Mass Casualty
- Hazardous Materials
- Vehicle Extrication
- Multiple Vehicle Accident

It has been my assertion that increased urbanization of unincorporated areas adjacent to or in close proximity of incorporated areas should have at a minimum the same level of urban services. The Springhills Development is certainly in need of urban service levels.

Not enough information is available to fully assess the need for new fire rescue facilities and apparatus. However, with increased development along NW 39th Avenue and the increased demand that development places on fire protection services, consideration must be given to these matters. Ideally, a more holistic approach to assessing facility and apparatus needs is desirable. A fire protection study of the urban area, (including urban reserves), would be beneficial.

In conclusion, the Gainesville Fire Rescue Department does not oppose this project. We believe that proper planning will make Springhills Development a success. But, the planning must be part of the bigger picture that is increased urbanization of what used to be rural areas.

Thank you for providing our department the opportunity to comment on this issue and should you have questions regarding our comments, please let us know.

Sincerely,



Elmond D. Taylor  
Assistant Fire Chief

cc: Wendy Kinser



# St. Johns River Water Management District

Kirby B. Green III, Executive 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 [www.sjrwmd.com](http://www.sjrwmd.com).

NORTH CENTRAL FLORIDA  
RECEIVED

APR - 6 2004

REGIONAL PLANNING COUNCIL

SK  
SD

March 31, 2004

Scott R. Koons, Assistant Executive Director  
North Central Florida Regional Planning Council  
2009 NW 67th Place  
Gainesville, FL 32653-1603

Subject: SpringHills Development of Regional Impact (DRI) Substantial Deviation

Dear Mr. Koons:

St. Johns River Water Management District (District) staff have reviewed the above-referenced Application for Development Approval and the sufficiency review responses for those sections of the application which are of concern to the District, and have the following recommendations for the revised development order.

- In Section 5.E, Applicant Commitments, we recommend adding a new item (4), indicating that a non-potable water distribution system will be planned, designed, and constructed, subject to the availability of reclaimed water for this development. While we recognize that reuse lines are not now available to serve the development, the condition should indicate a commitment to provide water for reuse when it becomes feasible.
- The development order should require that where feasible, surface water from the stormwater management system be used as a source to meet irrigation demands within the project boundaries. This provision could be added to the item under Applicant Commitments currently numbered 5.E(4).
- The development order should require the use of a waterwise landscaping approach throughout the development that includes at least 50% of landscaped vegetation in drought-tolerant or native vegetation varieties by landscaped area. (Landscaped area is defined as any pervious area within the proposed development that will be altered due to the development; wetlands, wetland buffers, vegetative buffers between land uses, stormwater systems, and required preservation areas are not included within this definition of landscaped area.) Native or drought-resistant plants include those in the District's *Waterwise Florida Landscapes*, the Florida Native Plant Society's list of native landscape plants for St. Johns County available at [http://www.fnps.org/pages/plants/landscape\\_plants.php](http://www.fnps.org/pages/plants/landscape_plants.php), *A Gardener's Guide to Florida's Native Plants* (Osorio 2001), or comparable guidelines prepared by the Florida Department of Agriculture and Consumer Services, Fish and Wildlife Conservation Commission, Department of Environmental Protection, or regional planning councils.
- The development order should require that at least one non-residential demonstration site and one model home in Phase II of the development be landscaped in accordance with these landscape principles.
- The development order should require that at least 70% of fertilizer use be in slow-release/organic form throughout commonly maintained areas.

## GOVERNING BOARD

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David G. Graham, VICE CHAIRMAN  
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JACKSONVILLE

W. Michael Branch  
FERNANDINA BEACH

John G. Sowinski  
ORLANDO

William Kerr  
MELBOURNE BEACH

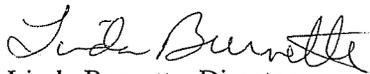
Ann T. Moore  
BUNNELL

Susan N. Hughes  
JACKSONVILLE

- The development order should require the implementation of a comprehensive water conservation plan which would address:
  - Specific percentage of Waterwise/native vegetation required throughout the development
  - Limits on turf areas
  - Use of water saving fixtures
  - Sub-metering multi-family units
  - Amount of non-potable water for outside irrigation
  - Use of rain-sensor sprinklers
  - Distribution of water conservation literature to residents and tenants
  
- The development order should require the applicant to implement a water quality monitoring and management plan for ground and surface waters and an integrated pest management plan for the common areas.

This letter does not substitute for or constitute permit review. We appreciate the opportunity to provide comments. If you have any questions or need additional information, please contact District Policy Analyst Geoffrey Sample at (386) 329-4436/Suncom 860-4436 or [gsample@sjrwmd.com](mailto:gsample@sjrwmd.com).

Sincerely,



Linda Burnette, Director  
Office of Communications and Governmental Affairs

LB/GCS

cc: Richard Merkel, PEC  
Rick Drummond, Alachua County  
Lindy McDowell, FDEP  
Alex Magee, DCA  
Jeff Cole, SJRWMD  
Gene Caputo, SJRWMD  
Barbara Hatchitt, SJRWMD



SK SA

STATE OF FLORIDA  
**DEPARTMENT OF COMMUNITY AFFAIRS**  
*"Dedicated to making Florida a better place to call home"*

JEB BUSH  
Governor

HEIDI HUGHES  
Interim Secretary

April 1, 2004

Mr. Charles F. Justice, Executive Director  
North Central Florida Regional Planning Council  
2009 N.W. 67<sup>th</sup> Place, Suite A  
Gainesville, Florida 32653-1603

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RE: SpringHills DRI; ADA-398-001

Dear Mr. Justice:

This letter is in response to your memorandum dated March 12, 2004, where you requested additional comments regarding the SpringHills Development of Regional (DRI) Substantial Deviation Application for Development Approval (ADA).

You stated the North Central Florida Regional Planning Council has informed the applicant's agent that the Substantial Deviation ADA is sufficient for review, pursuant to Chapter 380.06(10), F.S. You also said the Council has notified the Alachua County Board of County Commissioners that it should, at its next regular meeting, establish a public hearing date to consider the substantial deviation, pursuant to Chapter 380.06(11), F.S.

In the first review of the Substantial Deviation ADA, the Department of Community Affairs (Department) noted that the applicant's response to Question 10.2.A., Part II, related to consistency with comprehensive plans, stated the proposed change would require a simultaneous amendment to the Alachua County Comprehensive Plan (Plan). The Department asked the applicant to identify the proposed amendments to the Future Land Use Map and text of the Plan and, further, to provide a schedule for the amendments.

At this time the ADA identifies neither the related proposed Plan amendments nor a schedule for Plan amendments. Further, in a letter to you dated March 23, 2004, Richard Drummond, Director, Alachua County Department of Growth Management, said no related proposed comprehensive plan amendments have been submitted to Alachua County.

The Department notes, pursuant to Chapter 380.06(6)(b)2., F.S., that the developer must include a written request for comprehensive plan amendments that would be necessitated by the DRI approvals sought when filing the application for development approval or the proposed DRI change. That request must include data and analysis upon which the applicable local government can determine whether to transmit the comprehensive plan amendment consistent with Chapter 163.3184, F.S.

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100  
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781  
Internet address: <http://www.dca.state.fl.us>

CRITICAL STATE CONCERN FIELD OFFICE  
2796 Overseas Highway, Suite 212  
Marathon, FL 33050-2227  
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COMMUNITY PLANNING  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 488-2356

EMERGENCY MANAGEMENT  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 413-9969

HOUSING & COMMUNITY DEVELOPMENT  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 488-7956

Mr. Charles F. Justice, Executive Director  
April 1, 2004  
Page Two

The Department also notes that any local government comprehensive plan amendments related to a proposed DRI, including any changes proposed under Chapter 380.06(19), must be considered by the local governing body at the same time as the application for development approval, pursuant to Chapter 380.06(6)(b), F.S. Further, the local government must hear both the comprehensive plan amendments and the application for development approval, or the proposed DRI change, at the same hearing, pursuant to Chapter 380.06(6)(b)6., F.S.

Thank you for the opportunity to comment on the Substantial Deviation ADA for the previously approved SpringHills DRI. If you have any questions or comments concerning this matter, please contact Alex Magee, Regional Planning Administrator, at (850) 487-4545.

Sincerely yours,



Charles Gauthier, AICP  
Chief of Comprehensive Planning

CG/jc

Cc: Mr. Richard Drummond, Department of Growth Management, Alachua County  
Mr. Douglas Grayson, PREIT Service LLC, Applicant's Agent



Jeb Bush  
Governor

# Department of Environmental Protection

Northeast District  
7825 Baymeadows Way, Suite B200  
Jacksonville, Florida 32256-7590

Colleen M. Castille  
Secretary

April 2, 2004

Mr. Charles F. Justice  
Executive Director  
North Central Florida Regional Planning Council  
2009 NW 67 Place, Suite A  
Gainesville, FL 32653

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Re: Recommendations for the Substantial Deviation to the Previously Approved Springhills  
Development of Regional Impact

Dear Mr. Justice:

The Northeast District Staff has reviewed the substantial deviation for the SpringHills DRI. The following comments and recommendations are offered on this project.

A groundwater water quality monitoring plan is recommended for this project. Please contact the Department to further discuss the appropriate water quality monitoring plan.

We appreciate the opportunity to provide comments. If you have any questions or comments, please contact me at (904) 807-3209 or Jennifer.Auger@dep.state.fl.us.

Sincerely,

Jennifer M. Auger  
Environmental Planning &  
Intergovernmental Affairs

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Environmental Engineers,  
Biologists, & Planners

## water & air RESEARCH, INC.

September 1, 1998

Mr. Chuck Kiester  
North Central Florida Regional Planning Council  
2009 NW 67<sup>th</sup> Place Suite A  
Gainesville, Florida 32653-1603

Dear Mr. Kiester:

At your request Water & Air Research, Inc. scientists have reviewed the information contained in the SpringHills DRI Application for Development Review (dated December 1997), 1st Request for Additional Information (dated April 1998) and the 2<sup>nd</sup> Request for Additional Information (dated July 1998). This letter outlines our comments and recommendations regarding the applicant's responses to Questions 12-20 and Question 22 in the above-mentioned documents.

### STORMWATER MANAGEMENT

A stormwater management plan was not included in the DRI materials and consequently we are unable to evaluate its effectiveness. However, a review of the submitted information does not indicate an obvious problem in this area.

### WATER

After review of this DRI we find that the applicant has not proposed sufficient safeguards to protect the groundwater, the Floridan Aquifer, in the project area. The nature of the site requires that all stormwater be disposed of by percolation into the groundwater. Generally, there is sufficient soil through which any stormwater must pass on its way to the aquifer to insure that the quality of the groundwater is maintained. However, this general condition may not describe the entire site all the time. In fact the applicant's engineer has noted in a letter to the Alachua County Department of Environmental Protection, dated June 2, 1998, the recent development of a sinkhole in the FDOT wet detention stormwater basin adjacent to the Springhills site and of the potential danger of this to groundwater quality.

Given that there is significant acreage designated for Office, Commercial, and/or Industrial uses in this development, one can reasonably assume that stormwater runoff from the site may from time to time contain materials that have the potential for aquifer contamination.

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Gainesville, Florida 32608  
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Toll Free: 1/800/742-4977  
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Letter to Mr. Chuck Kiester  
September 1, 1998  
Page 2 of 2

While we agree with the applicant that aquifer contamination is unlikely, we do not feel that the risk is so low that no ongoing action is warranted. We believe that it would be in the applicant's and the public's best interest for there to be a groundwater monitoring program instituted to document the condition of the water in the aquifer prior to development and to provide a means for detection of any future problems should they occur. We recommend that the applicant be required to develop such a monitoring plan subject to approval by the state and local environmental agencies. It should be noted that such a plan will not prevent any contamination, but will allow sufficient warning should any contamination occur to protect public interests.

#### VEGETATION AND WILDLIFE

As required by Question 12C, a list of potentially occurring listed plant species was not provided by the applicant. Such a compilation is important in identifying target species, and ensuring suitable survey strategies are used in botanical surveys. Fifty-one species of endangered or threatened plants on the Florida Department of Agriculture's Regulated Plant Index are known to occur in Alachua County. Approximately one-third of these species are found in upland hardwood forest habitats. Since the applicant has not provided sufficient documentation to ensure that these species were considered, the surveys conducted on-site may not be adequate to identify listed plant species. Additional surveys should be required prior to development in the upland forest communities of the DRI in order to reduce possible impacts to state listed plant species and assure compliance with North Central Florida Regional Planning Council's regional goal 4.4.

An existing stormwater retention pond located in the northwest quadrant of the development provides foraging and resting habitat for wading birds and migratory shorebirds. Species observed in this area include state species of special concern (little blue heron, snowy egret and roseate spoonbill) (Alachua County Environmental Protection Department memo dated July 14, 1998). In light of these observations, we recommend that development in the vicinity of this pond should conserve wading bird habitat value while providing necessary stormwater function.

Please give us a call if you have any questions regarding these comments.

Sincerely,

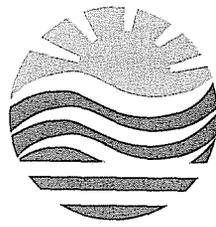


James H. Sullivan, Jr., Ph.D., P.E.  
Principal Engineer

And



E. Lynn Mosura-Bliss, M.A., P.W.S.  
Senior Scientist



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April 5, 2004

Mr. Steve Dopp, Senior Planner  
North Central Florida Regional Planning Council  
2009 NW 67<sup>th</sup> Place, Suite A  
Gainesville, Florida 32653-1603

Dear Mr. Dopp:

Water & Air has reviewed the materials associated with the Application for Development Approval for SpringHills DRI Substantial Deviation. We have evaluated potential environmental problems based upon the submitted information for subject matter in questions 12 through 20 of the ADA.

Question 12: Vegetation and Wildlife – We understand that Question 12 was deleted from the required Substantial Deviation ADA at the pre-application meeting between the Applicant and NCFRPC.

Question 13: Wetlands – Impacts to wetlands may occur as the final stormwater plan is developed. The final stormwater plans will require permitting by the St. Johns River Water Management District where such impacts will be evaluated and mitigation measures developed if required.

Question 14: Water – With the understanding that the proposed land uses are more restrictive than the range of SIC Codes presented in the Applicant's March 2003 "Notification of Proposed Changes to SpringHills DRI", the possibility of a spill of hazardous material(s) is much reduced. With the presence of the Cross County Fracture Zone, there is a concern that a direct connection with the underlying Floridan Aquifer may occur, particularly in stormwater retention areas. There is a small chance of an adverse impact to the quality of groundwater resources as a result of the proposed development.

Question 15: Soils – The proposed construction will move and rework the existing soils, but no significant impact is anticipated.

Question 16: Floodplains – The proposed project has the potential to impact a Federal Emergency Management Agency (FEMA) identified flood prone area in the northwest quadrant. Proposed mitigation measures described by the Applicant appear adequate to provide compensating storage and water and sewer lines in the flood prone area are required to be water-tight. No significant impacts are anticipated.

Question 17: Water Supply – We understand that no underground storage tanks are anticipated except those associated with gasoline sales. The impacts of these tanks upon groundwater (water

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supply) will be limited because the tanks are subject to regulation by Florida Department of Environmental Protection.

The formation of direct links between the surface and the Floridan Aquifer may occur in the Cross County Fracture Zone, particularly in association with stormwater retention areas. In such an event there may be an adverse impact upon the water supply for wells to the west and northwest of the proposed project.

Question 18: Wastewater Management – Waste water will be handled by the city utility. As a result, no significant adverse impacts are anticipated.

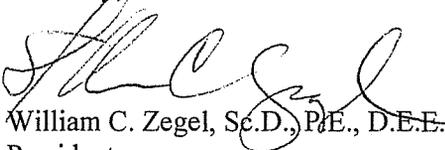
Question 19: Stormwater Management – Information on volume and quality of run-off from the site in its existing condition and comparison to the anticipated run-off at the end of each phase of development was not provided by the Applicant. Changes in timing or pattern of water flows between pre- and post-development conditions were also not provided. The applicant has stated that changes in timing and patterns of the waterflows will be evaluated individually for each development at the time of construction.

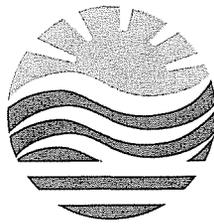
The Applicant has committed to meeting or exceeding the design criteria for stormwater management established by St. Johns River Water Management District and Alachua County. As long as the possibility of formation of a direct connection between the surface and the Floridan Aquifer in the Cross County Fracture Zone is considered in the designs, it is expected that there is a low probability of significant adverse impacts from the proposed development.

Question 20: Solid Waste/Hazardous Waste/Medical Waste – We understand the Applicant to say that the SIC Codes for land uses included as part of the proposed development do not include refuse systems, hospitals, sewage treatment facilities, petroleum bulk stations and terminals, natural gas transmission stations, and electric power generation stations. As a result of consideration of the planned land uses, generation of large quantities of hazardous and medical waste is not anticipated. No significant adverse impacts are anticipated as a result of generation of solid, hazardous, and medical wastes.

If you have any questions or need additional information, please call me.

Sincerely,

  
William C. Zegel, Sc.D., P.E., D.E.E.  
President



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July 13, 2006

Steven Dopp, Senior Planner  
NCFRPC  
2009 NW 67 Place, Suite A  
Gainesville, FL 32653-1603

RE: Draft Council Report on the SpringHills DRI Substantial Deviation

Dear Mr. Dopp:

We have reviewed the relevant parts of the draft Council Report on the SpringHills DRI Substantial Deviation. As we noted in previous correspondence, the potential for rapid movement of surface water to the Floridan Aquifer exists because of the geology under a significant portion of the SpringHills site. As indicated in our 1998 correspondence, the recommendation for monitoring of groundwater quality is not based on a belief on our part that that the proposed development will contaminate the aquifer, but rather that there is a sufficient potential for contamination to justify the monitoring. The suggested condition offers the applicant substantial flexibility in design of a monitoring plan and future modification of the plan based on status of site development and monitoring results.

We agree with your recommendations for Vegetation and Wildlife, and Wetlands. You may wish to verify that invasive plant species are prohibited from The Hammock, the development immediately north of the subject development.

Sincerely,

William C. Zegel, Sc.D., P.E., D.E.E.  
President

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**APPENDIX H**

**AVAILABLE AFFORDABLE RENTAL UNITS,**  
**BY SALARY INCOME RANGE**

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SPRINGHILLS DRI SUBSTANTIAL DEVIATION  
 VACANT UNITS BY SALARY INCOME RANGE WHICH COMPRISE THE AFFORDABLE HOUSING RENTAL SUPPLY

Rental Complex Number	Salary Income Ranges Within the Very Low-Income Class								
	\$155 - 187	\$188 - 234	\$235 - 285	\$282 - 324	\$325 - 344	\$345-375	\$376 - 411	\$412 - 430	\$431 - 451
1						2			
2									
3								3	
4									
5									
6									
7									
8								1	
9									
10									
11									
12									
13				2					
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<b>Total</b>	0	1	0	2	5	5	14	91	7

Source: North Central Florida Regional Planning Council, July 2006, as derived from Table 24.6, Second Sufficiency Review Response for the SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, February 2004, and SpringHills DRI Rental Housing Supply Survey Worksheets, February 2004.

SPRINGHILLS DRI SUBSTANTIAL DEVIATION  
 VACANT UNITS BY SALARY INCOME RANGE WHICH COMPRISE THE AFFORDABLE HOUSING RENTAL SUPPLY

Rental Complex Number	Salary Income Ranges Within the Low-income Class									
	\$452 - 469	\$470 - 505	\$506 - 528	\$529 - 562	\$563 - 599	\$600 - 622	\$623 - 656	\$657 - 693	\$694 - 709	\$710 - 722
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<b>Total</b>	<b>3</b>	<b>35</b>	<b>21</b>	<b>19</b>	<b>35</b>	<b>24</b>	<b>12</b>	<b>30</b>	<b>58</b>	<b>21</b>

Source: North Central Florida Regional Planning Council, July 2006, as derived from Table 24.6, Second Sufficiency Review Response for the SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, February 2004, and SpringHills DRI Rental Housing Supply Survey Worksheets, February 2004.

SPRINGHILLS DRI SUBSTANTIAL DEVIATION  
VACANT UNITS BY SALARY INCOME RANGE WHICH COMPRISE THE AFFORDABLE HOUSING RENTAL SUPPLY

Rental Complex Number	Salary Income Ranges Within the Moderate-Income Class													Above Mod. Income \$1,083 +	
	\$723 - 760	\$761 - 787	\$788 - 810	\$811 - 844	\$845 - 872	\$873 - 887	\$888 - 918	\$919 - 942	\$943 - 974	\$975 - 998	\$999 - 1031	\$1,032 - 1,078	\$1,079 - 1,082		
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<b>Total</b>	25	29	36	68	47	2	9	10	20	1	21	10	0	0	10

Source: North Central Florida Regional Planning Council, July 2006, as derived from Table 24.6, Second Sufficiency Review Response for the SpringHills DRI Substantial Deviation Application for Development Approval, Volume 1, February 2004, and SpringHills DRI Rental Housing Supply Survey Worksheets, February 2004.

**EXPLANATORY NOTES TO THE PRECEDING TABLES**

RENTAL COMPLEX	NOTE
2	The Rental Complex #2 detailed affordable housing survey sheet does not identify the total number of units. Therefore, it was excluded from Table 42 and could not be counted as part of the available affordable housing supply.
6	The Rental Complex #6 detailed affordable housing survey sheet indicates 360 total units, of which 38 were vacant. However, the survey did not provide a breakdown of vacant units by price range. A March 14, 2004 telephone conversation between Steven Dopp, Senior Planner, North Central Florida Regional Planning Council, and management staff of the rental complex indicated 13 units were vacant in the \$694 - 705 price range, 13 units were vacant in the \$811 - 844 price range, and 12 units were vacant in the \$999 - 1,031 price range.
11	Rental Complex #11 rents by the bedroom, not by the dwelling unit, and is not deemed as adequate housing for households. Therefore, the complex was excluded from Table 42 and could not be counted as part of the available affordable housing supply .
12	The Rental Complex #12 detailed affordable housing survey sheet indicates 1 vacant unit but does not identify the total number of units. Therefore, the complex was excluded from Table 42 and could not be counted as part of the available affordable housing supply.
18	The Rental Complex #18 detailed affordable housing survey sheet indicates 560 total units with a 96.8% vacancy rate. However, Table 24.6 of Appendix 24 of <u>Second Sufficiency Review Response for the SpringHills DRI Substantial Deviation Application for Development Approval</u> , Volume 1, February 2004, indicates a 100% occupancy rate for this rental complex. A March 11, 2004 telephone conversation between Steven Dopp, Senior Planner, North Central Florida Regional Planning Council, and Kathleen of rental complex #18 management, revealed a 95.5% occupancy rate as of February 4, 2004, which was the date of the Applicant's survey for this rental unit complex. Therefore, a 95.5% occupancy rate was used in Table 42 to determine the number of vacant rental units for this rental complex. No breakdown of vacant units by rent or by bedroom was provided by the Applicant, although the Applicant's detailed affordable housing survey indicates rent range from \$625 - \$1,045 ( Therefore, none of these units were affordable to households within the very low-income and low-income classes). Since vacancy information by rent range and by number of bedrooms was not provided in the Applicant's detailed affordable housing survey, the Complex was used to determine the vacancy rate in Table 42, but its vacant units could not be counted as part of the available affordable housing supply.
27	Rental Complex #27 rents by the bedroom, not by the dwelling unit, and is not deemed as adequate housing for households. Therefore, the complex was excluded from Table 42 and could not be counted as part of the available affordable housing supply
36	Rental Complex #36 was removed by Council staff as it was under construction at the time of the survey and therefore not allowed to be counted as per ECFRPC methodology. Additionally, the Applicant's rental housing supply survey did not identify any vacant units at this complex.

52	Rental Complex #52 rents by the bedroom, not by dwelling unit, and is not deemed as adequate housing for households. Therefore, the complex was excluded from Table 42 and could not be counted as part of the available affordable housing supply .
59	The Rental Complex #59 detailed affordable housing survey sheet indicates 40 one-bedroom units, and 326 two-bedroom units for a total of 366 units with a 13% vacancy rate. However, the survey did not provide a breakdown of vacant units by number of bedrooms or price range. Therefore, Council staff applied the 13% vacancy rate evenly to both bedroom types, resulting in 5 vacant one-bedroom units with a monthly rent of \$649 and 42 vacant two-bedroom units with a monthly rent of \$860.
61	The Rental Complex #61 detailed survey sheet indicates a 5% vacancy rate but no breakdown of vacant units by rent or by bedroom. Council staff has added 11 vacant units to the Applicant's vacant unit column to reflect the 5% vacancy rate identified in the detailed survey sheet. This information was used in Table 42 to determine a rental unit vacancy rate. However, since information was not provided as to monthly rent, none of these units could be counted as part of the available affordable housing supply.
64	Rental Complex #64 is identified by the Applicant as having 146 units with a 5% vacancy rate. However, vacant units by rental range or by bedroom was not included in the Applicant's rental housing survey. Council staff has added 7 vacant units to the Applicant's vacant unit column to reflect the 5% vacancy rate identified in the detailed survey sheet. However, since information was not provided as to their monthly rent, none of these units could be counted as part of the available affordable housing supply.
66	Rental Complex #66 is identified by the Applicant as having 288 units, but management of the complex would not give out vacancy information. Therefore, the Council has removed the units from Table 42 and could not include the vacant units as part of the available affordable housing supply.
72	Rental Complex #72 was not included in the Applicant's rental housing survey. However, Table 24.6, <u>Second Sufficiency Review Response for the SpringHills DRI Substantial Deviation Application for Development Approval</u> , Volume 1, February 2004, indicates the complex had 72 units with a 100% occupancy rate. Therefore, 72 total units and 0 vacant units was recorded for this complex in Table 42 and similarly addressed in the Council affordable housing supply analysis.
74	Rental Complex #74 rents by the bedroom, not by the dwelling unit, and is not deemed as adequate housing for households. Therefore, the complex was excluded from Table 42 and could not be counted as part of the available affordable housing supply.
99	The Rental Complex #99 detailed survey sheet indicates a 5% vacancy rate, but provides no breakdown of vacant units by rent or by bedroom. Council staff has added 1 vacant unit to the vacant unit column in Table 42 to reflect the 5% vacancy rate identified in the detailed survey sheets. However, since information was not provided as to monthly rent by unit, the vacant unit could not be counted as part of the available affordable housing supply.

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