

Tara Village PD

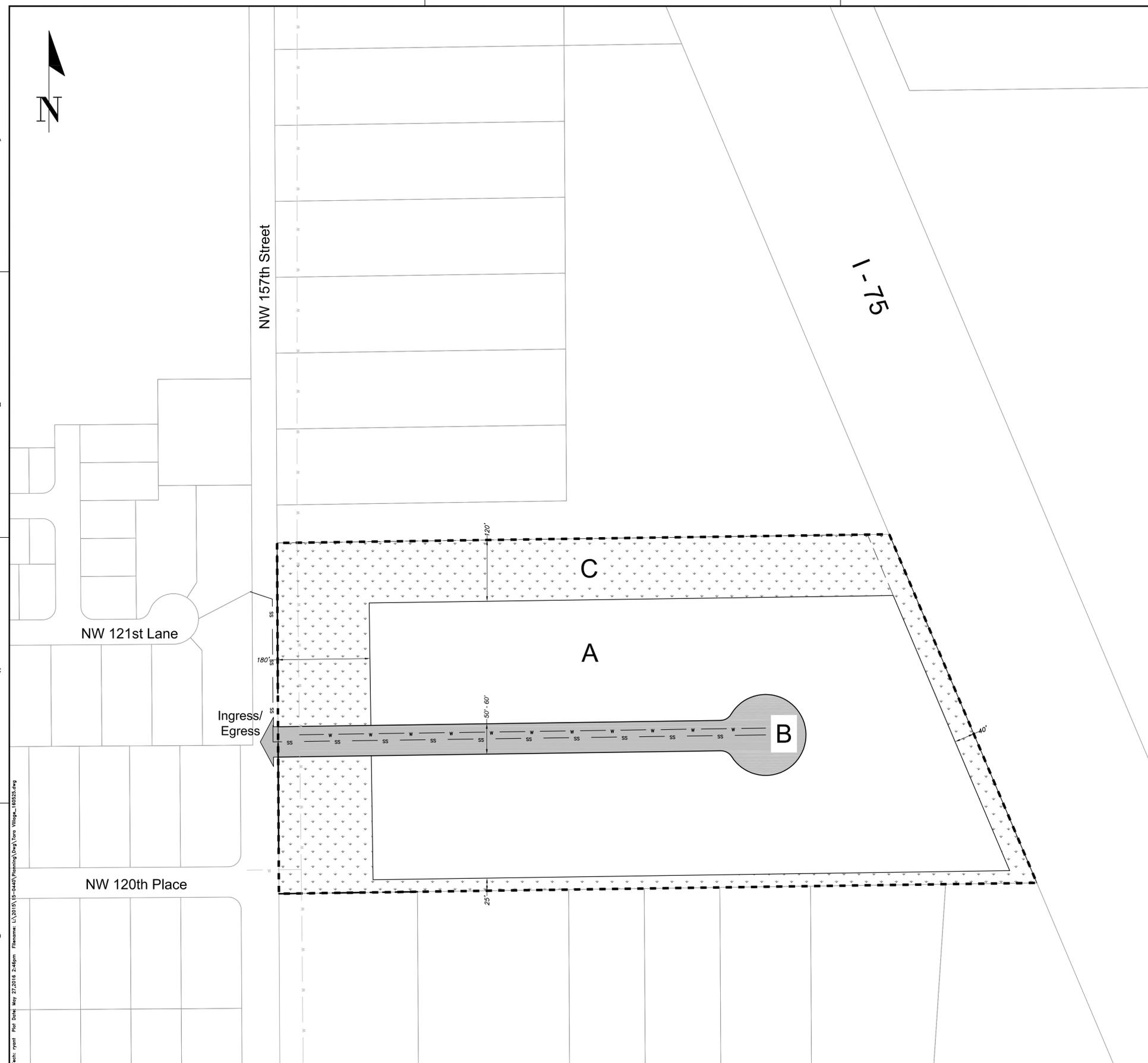
DEVELOPMENT SPECIFICATIONS

- Land Uses.** Land uses shall be generally located as shown on the PD Master Plan. The maximum number of dwelling units allowed on the Property shall be 20 dwelling units and shall be located with land use area 'A', as shown on the PD Master Plan. Dwelling units may consist of single-family detached as defined by the City's Land Development Regulations ("LDRs").
- Project Boundary Buffers.** Project boundary buffers, including roadway buffers, shall be provided as shown on the PD Master Plan and as required by the City of Alachua LDRs. Stormwater Management Facilities (SMFs), pedestrian circulation, landscaping, and signage may be located within project boundary buffers. Project boundary buffers shall not be part of platted lots. Project boundary buffers shall be landscaped in accordance with the requirements of the City's LDRs.
- Lot Setback and Separations.** Street side setbacks shall be in accordance with the requirements of the City's LDRs. Housing units and design shall, at a minimum, meet the requirements of the Florida Building Code. Accessory structures such as garages may be attached to adjacent accessory structures.
- Common Area/Open Space.** Common Area and Open Space, as defined by applicable sections of the LDRs and the PD Master Plan, shall account for approximately 31% of the completed project. Open Space areas may exist in any land use area and may be developed at any rate. These areas may contain low-intensity passive or active recreation opportunities such as nature trails, wildlife viewing areas, and other recreation activities.
- Ownership/Control of Common Areas and Required Open Space Areas.** In the event that common areas and required open space areas, as mandated by Sections 6.7.6, 6.9.3(E)(2), and 7.8.1 of the City's LDRs, are not owned by a property owners' association, such areas shall be burdened by an easement that requires a property owners' association and/or an entity approved by the City to maintain such areas, and that restricts such areas in accordance with the City's requirements for such areas.
- Circulation.** The circulation configuration is not intended to be exact and may vary from what is depicted in the PD Master Plan in order to accommodate environmental features, such as topography, soil types, trees, etc. A roadway intended to be dedicated to the public may be one of a variety of roadway types and shall be required to meet the design criteria of the City's LDRs, unless otherwise authorized by the City Commission through LDR Section 3.6.3 (A)(5)(b)(iii). The internal roadway shall be a neighborhood street, which does not meet the definition for an arterial or collector roadway.
- Landowner/Developer Responsibility.** The Landowner/Developer is responsible for providing right-of-way and easements for constructing on-site infrastructure facilities and for all other infrastructure located on the proposed PD-R district site including, but not limited to, electrical utility lines, telephone lines, cable TV lines, or the underground conduit for such features. The Landowner/Developer shall be responsible for making any other infrastructure improvements as required by the City ordinances to guarantee construction of all required infrastructure improvements, and if requested by the City, to dedicate these improvements to the City in a form that complies with City ordinances. All infrastructure facilities not dedicated to the City shall be operated and maintained by a property owners' association formed as part of the subdivision process.
- Allowable Land Use Classification Data.** Figures for acreage are estimates and have been rounded to the nearest whole number.
- No environmentally sensitive lands, wildlife habitat, or stream corridors were identified on-site.

DEVELOPMENT AREA AND DENSITY	ALLOWABLE USES <small>Common Area / Open Space (C), Stormwater Management Facilities (SMF), and other infrastructure may exist in any land use designation</small>	PERMITTED INTENSITY	ACRES	SITE %	DIMENSIONAL STANDARDS
SINGLE-FAMILY RESIDENTIAL (A) 20 d.u.	Allowed residential uses within the PD-R zoning district per LDR Table 4.1-1 including Single-Family Detached	20 d.u.	±13	56%	SINGLE-FAMILY DETACHED Min. Lot Area = 21,000 sq. ft. Min. Lot Width = 75' Front setback = 15' Side setback = 7.5' Rear setback = 30' MAX BUILDING HEIGHT = 45' LOT COVERAGE = 50%
CIRCULATION (B) N/A	Roadways, parking, driveways, bicycle and pedestrian pathways, and supportive infrastructure improvements	N/A	±1.7	13%	ROADWAY TYPE MINIMUM R.O.W. MINIMUM WEARING SURFACE Curb & Gutter Swales 50' 24' 60' 24'
COMMON AREA / OPEN SPACE (C) N/A	Public or Private Parks, Recreational trail, Resource-based recreation, non-intensive Communication/Public Infrastructure, and preserved environmentally-sensitive lands, potential wildlife habitat, and stream corridors.	N/A	±6.9	31%	N/A

LEGEND

- A SINGLE-FAMILY RESIDENTIAL
- B CIRCULATION
- C COMMON AREA/OPEN SPACE
- PROPOSED POTABLE WATER
- PROPOSED SANITARY SEWER



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OTHERWISE SPECIFIED.

CONSTRUCTION/REV. REVISIONS:

SUBMITTALS:
May 31, 2016 Submittal
August 4, 2016 Resubmittal #1

CLIENT: TARA VILLAGE, INC.
PROJECT: TARA VILLAGE
PLANNED DEVELOPMENT
RESIDENTIAL (PD-R)
SHEET TITLE: PD MASTER PLAN

REVISIONS:
R. THOMPSON
C. BRASHER
M. HEATROCK
PROJECT NUMBER: 15-0440

Tech: ryan Plot Date: May 27, 2016 2:46pm Filename: L:\2015\15-0440\Planning\Draw\Tara Village_160525.dwg

PUBLIC FACILITIES IMPACT NOTES

1. Concurrency reservations will be made at time of the issuance of a final development order as defined in the City's Land Development Regulations. The following impact calculations have been prepared to demonstrate that sufficient capacity exists to accommodate the proposed project.
 2. The following concurrency analysis is based upon:
 - a. The maximum development potential currently afforded by the existing FLUM and Zoning Atlas designations; and
 - b. The maximum development potential permitted by the accompanying Comprehensive Plan text amendment.
- Based on the following analysis, there are sufficient existing capacities to service the site at maximum development potential of 20 single-family units.
3. **Transportation.** The table below identifies the only monitored roadway segment within 1/2 mile of the Tara Village PD-R. Pursuant to the LDRs, for developments generating less than 1,000 ADT, a one-half mile radius defines the affected roadway envelope. Although I-75 is within the 1/2 mile radius, the nearest point of accessibility is the US 441/I-75 intersection approximately 2.5 miles north of the site. Therefore, analysis was not performed for I-75.

Affected Roadway Segment

Roadway Segment	Segment Description
CR 235	SCL to CR 241

Existing Potential Trip Generation Calculations

ITE Land Use ¹	Units	Daily		Peak Hour	
		Rate	Trips	Rate	Trips
Single-Family Detached Housing (ITE 210)	4	9.52	38.08	1.02	4.08
Total			38.08	-	4.08

1. ITE Trip Generation Manual, 9th Ed.

Proposed Potential Trip Generation Calculations

ITE Land Use ¹	Units	Daily		Peak Hour	
		Rate	Trips	Rate	Trips
Single-Family Detached Housing (ITE 210)	20	9.52	190.40	1.02	20.40
Total			190.40	-	20.40

1. ITE Trip Generation Manual, 9th Ed.

Net Difference in Potential Trip Generation Calculations

ITE Land Use	Existing AADT	Proposed AADT	Net AADT	Existing Peak Hour	Proposed Peak Hour	Net Peak Hour
Single-Family Detached Housing (ITE 210)	38.08	190.40	152.32	4.08	20.40	16.32
Total	-	-	152	-	-	16

The resulting trips are far less than 1,000 per day. Per the LDR, proposed developments generating less than or equal to 1,000 external average daily trips (ADT), affected roadway segments are all those wholly or partially located within one-half mile of the development's ingress / egress, or to the nearest intersecting major street, whichever is greater. County Road 235 is the only affected roadway, noting that the closest I-75 access point is approximately 2.5 miles to the Tara Village Planned Development's north.

One hundred percent (100%) of the trips are applied to County Road 235, which as Tables 3D and 3E show there is excess AADT and PM Peak Hour capacity. We anticipate that 60% of the trips will travel north on County Road 235, leaving 40% traveling south. For concurrency purposes, being that there are no other accessible, affected roadways within 1/2 mile, capacity is measured for only County Road 235.

AADT Potential Impacts

AADT ¹	
Traffic System Category	CR 235
Maximum Service Volume	14,580
Existing Traffic	4,200
Reserved Trips	0
Available Capacity	10,380
Projected Trip Generation	190
Available Capacity with PD-R Approval	10,190

1. Source: City of Alachua March 2016 Development Monitoring Report

Peak Hour Potential Impacts

Peak Hour ¹	
Traffic System Category	CR 235
Maximum Service Volume	1,314
Existing Traffic	399
Reserved Trips	0
Available Capacity	915
Projected Net Trip Generation	20
Available Capacity with PD-R Approval	895

1. Source: City of Alachua March 2016 Development Monitoring Report

4. **Potable Water.** The demand generated by the proposed 20 single-family residential units will not exceed the adopted LOS standards. Capacity exists to handle the additional demand resulting from the proposed PD-R rezoning.

Potable Water Impact

System Category	Gallons per day
Current Permitted Capacity ¹	2,300,000
Less Actual Potable Water Flow ¹	1,131,000
Reserved Capacity ¹	113,550
Residual Capacity ¹	1,055,450
Residual Capacity with PD Zoning Approval	1,049,950
20 Dwelling Units (DU) x 275 Gallons/DU/day = 5,500 gpd	
Percentage of Permitted Design Capacity Utilized	54.35%

1. Source: City of Alachua March 2016 Development Monitoring Report.

5. **Sanitary Sewer.** The demand generated by the proposed 20 single-family residential units will not exceed the adopted LOS standards. Capacity exists to handle the additional demand resulting from the proposed PD-R rezoning.

Sanitary Sewer Impact

System Category	Gallons per day
Current Permitted Capacity ¹	1,500,000
Less Actual Treatment Plant Flows ¹	627,000
Reserved Capacity ¹	74,110
Residual Capacity ¹	798,890
Residual Capacity with PD Zoning Approval	793,890
20 Dwelling Units (DU) x 250 Gallons/DU/day = 5,000 gpd	
Percentage of Permitted Design Capacity Utilized	47.07%

1. Source: City of Alachua March 2016 Development Monitoring Report.

6. **Solid Waste.** The demand generated by the proposed 20 single-family residential units will not exceed the adopted LOS standards. Capacity exists to handle the additional demand resulting from the proposed PD-R rezoning.

Solid Waste Impact

System Category	Tons per year
20 DU x 2.36 persons/ DU x 0.73 tons/capita per year	34.46
Existing Demand	7,145.24
Reserved Capacity	932.25
Total average solid waste disposal for the facility²	50-Year Capacity

1. City of Alachua Comprehensive Plan LOS. U.S. Census Bureau: City of Alachua has 2.36 persons / d.u.
2. Source: City of Alachua March 2016 Development Monitoring Report.

7. **Recreation.** The demand generated by the proposed 20 single-family residential units will not exceed the adopted LOS standards. Capacity exists to handle the additional demand resulting from the proposed PD-R rezoning.

Recreation Impact

System Category	Areas in Acres
Existing City of Alachua Recreation Acreage ¹	88.60
Acreage Required to Serve Existing Population ¹	48.94
Reserved Capacity	0.45
Available Recreation Acreage	39.21
Residual Capacity with PD Zoning Approval	38.97
20 DU x 2.36 persons/DU x 5 acres/1,000 persons² = 0.24 acres	

1. City of Alachua March 2016 Development Monitoring Report.
2. City of Alachua, Recreation Element, Policy 1.2.b

8. **Public School Facilities.** The density permitted by the proposed text amendment, 20 single-family units, will demand three (3) student stations in elementary (Alachua), one (1) in middle (Mebane), and two (2) in high school (Santa Fe). The estimated student generation information will be reviewed by Alachua County Public Schools for compliance with the school concurrency management program and inter-local agreement.

9. **Fire / EMS.** The proposed development will be served by Fire Station #21 located at 15040 NW US 441.

10. **Police.** The proposed development will be served by The City of Alachua Police Department located at 15000 NW 142nd Terrace.

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