

**EXHIBIT “B”  
TO  
HIPP INVESTMENTS, LLC: ALACHUA MARKET PLACE  
SITE PLAN  
STAFF REPORT**

**SUPPORTING APPLICATION MATERIALS  
SUBMITTED BY CITY STAFF TO THE  
PLANNING AND ZONING BOARD**



# City of Alachua

Traci L. Cain  
City Manager

Public Services

## INTER-OFFICE COMMUNICATION

**Date:** November 4, 2014

**To:** Kathy Winburn, AICP  
Planning & Community Development Director

**From:** Roland E. Davis, EI  
Public Services

**Subject:** Alachua Market Place  
Site Plan Review

---

I have reviewed the submittals dated 10/27/14 for the subject development and offer the following comments:

- 1. General:**
  - All easement and PUE's to be recorded upon application of the building permit.
- 2. Electric:**
  - City will invoice the developer for electric system improvement upon application of the building permit. (Pending final electrical load review by Staff)
- 3. Street & Roads:**
  - None
- 4. Water:**
  - City will invoice developer for water system improvements upon application of the building permit; if applicable.
- 5. Wastewater:**
  - City will invoice developer for wastewater system improvement upon application of the building permit; if applicable.

Please advise me if you have questions or require additional information. Thank you.

cc: Justin Tabor, Planner  
Brandon Stubbs, Planner  
File

Zimbra

ju\_tabor@cityofalachua.org

---

Alachua Market Place- Publix

---

**From :** Robert Walpole <Walpole@chw-inc.com>

Mon, Nov 03, 2014 08:56 AM

**Subject :** Alachua Market Place- Publix

1 attachment

**To :** Justin Tabor <jtabor@cityofalachua.org>**Cc :** Adam Boukari <aboukari@cityofalachua.com>,  
Kathy Winburn <kwinburn@cityofalachua.com>,  
Roland Davis <rdavis@cityofalachua.com>

Justin

This email shall serve as confirmation that the plans prepared by EDA regarding the above referenced project have complied with my comments and concerns raised in my September 15, 2014 review letter. In additional supplemental information regarding fire flows and utilities has adequately illustrated that the City water system will meet the NFPA requirements for fire flow. If any information from the applicant materially changes before or during the building permit review then we suggest the City reserve the right to revisit this approval, especially as it relates to the fire flows/demand. As the City Consulting Engineer we hereby recommend approval of the site plan.

Thanks

**ROBERT J. WALPOLE, PE** | President

t: (352) 519-5906 | c: (352) 339-2859

e: [walpole@chw-inc.com](mailto:walpole@chw-inc.com)w: [www.chw-inc.com](http://www.chw-inc.com)**offices**t: (352) 331-1976 | 132 NW 76<sup>th</sup> Dr., Gainesville, FL 32607t: (352) 414-4621 | 101 NE 1<sup>st</sup> Ave., Ocala, FL 34470**CHW**

engineering | surveying | planning | civil

---

image001.png  
5 KB



**Volkert, Inc.**

3501 South Main Street  
Suite 2  
Gainesville, FL 32601

Office 352.372.9594  
Fax 352.371.3988  
gainesville@volkert.com

www.volkert.com

October 21, 2014

Mr. Justin Tabor, AICP  
Principal Planner  
City of Alachua  
15100 NW 142<sup>nd</sup> Terrace  
P.O. Box 9  
Alachua, FL 32616

Subject: Alachua Market Place – 3<sup>rd</sup> Review of the Traffic Impact Analysis

Dear Mr. Tabor:

I have reviewed the revisions to the Traffic Impact Analysis (TIA) for the Alachua Market Place development that are described in the consultant's (Traffic Planning and Design, Inc.) response dated October 9, 2014.

My recommendation was to change the NW 167<sup>th</sup> Blvd southbound lane assignments approaching US 441 from a left only lane and right only lane to a left only lane and left/right lane. The consultant's analysis documents that this lane assignment change satisfactorily addresses the potential back up issue associated with southbound traffic on NW 167<sup>th</sup> Blvd blocking northbound traffic on NW 167<sup>th</sup> Blvd trying to access to the Raceway Store. The other concerns I had with the TIA have also been satisfactorily addressed.

With this lane assignment change on NW 167<sup>th</sup> Blvd, I recommend approval of the TIA for the Alachua Market Place development.

Please contact me if you have any additional questions or comments.

Thank you for the opportunity to provide these engineering services.

Brian D. Kanely, P.E.  
Senior Traffic Engineer  
Volkert, Inc.  
P.E. #22592

**Office Locations:**

Birmingham, Foley, Huntsville, Mobile, Alabama • Gainesville, Orlando, Pensacola, Tampa, Florida • Atlanta, Georgia  
Collinsville, Illinois • Baton Rouge, Slidell, Louisiana • Biloxi, Mississippi • Jefferson City, Missouri • Raleigh, North Carolina  
Chattanooga, Tennessee • Alexandria, Virginia • Washington, D.C.







engineers • surveyors • planners, inc.

October 27, 2014

Justin Tabor  
Planning & Community Development  
City of Alachua  
15100 NW 142nd Terrace  
Alachua, FL 32616

**RE: Review of Revised Application & Plans: Alachua Market Place – Site Plan**

Mr. Tabor:

The applicant's responses to the comments issued on October 20, 2014 are below:

*Resubmittal Materials*

A total of (3) copies of the application package, plans, and a CD containing a PDF of all application materials and plans must be provided.

***Remaining Insufficiency:*** Provide three complete application packages upon resubmittal. ***Application packages, including resubmittal packages, must include all application materials, including the application and all attachments identified in the attachments section of the application.*** For further clarification, contact the Planning Department.

**Response:** This resubmittal package includes all application materials and all attachments related to the project.

*Needed Fire Flow*

1. The applicant must demonstrate how the minimum needed fire flow required for the development shall be provided.

***Remaining Insufficiency:*** The minimum gallons per minute of flow and the minimum hour-rating are both known, therefore the minimum number of gallons of water required to provide fire protection can be calculated. The plans must identify the minimum number of gallons the fire tank(s) will be required to hold and must accurately depict the size and location of the proposed fire tank(s). As previously noted, if the Public Services Department identifies a method to increase water pressure to the project site, Alachua County Fire Rescue must approved of the proposed fire suppression method. If the plans have received approval by the Planning & Zoning Board, a request for modification (and accompanying fee) will be required.

**Response:** A new fire flow test has been completed for the site and included in the attached fire flow calculations. Please note that NFPA 1 requires only 1000 GPM to the

site and the flow test indicates a flow of 1,165 GPM is available to the site. The sprinkler demand calculations are all below 1000 GPM. We have completed some due diligence in an effort to determine the applicable fire protection standards for this project. To summarize, the City of Alachua has no specific reference to state or national codes. We therefore refer to county ordinances in recognition that ACFR provides the service to the area and reviews the site plans. Per section 362.02(b) of the Alachua County Code of Ordinances, the NFPA is the applicable code section and makes no other reference. As such, we have provided this calculation in addition signed and sealed sprinkler demand calculations.

Large-Scale Retail Design Standards [Section 6.8.3]

**3. Façade & Material Design [Section 6.8.3(A)]:**

e. Section 6.8.3(A)(2)(d) requires façade colors that are low reflectance, subtle, neutral, and/or earth tones. High-intensity, bright, metallic, or black/fluorescent colors are prohibited except for in building trim. Provide architectural plans which demonstrate compliance with the provisions of the aforementioned section.

**Remaining Insufficiency:** *To demonstrate compliance with the referenced section, the applicant must provide color renderings as plan sheets within each plan set. All future submittals must include color renderings in plan sets.*

**Response:** The color renderings have been included in revised plans.


**Miscellaneous Comments Based Upon Review of Revised (10-15-2014) Plans:**

- Sheet C0.00: There is a typographical error in Note 9, Development Information.
- Sheet C0.10: There is a typographical error in the title of Proposed Utility Symbols.
- Sheet C0.10: There is a typographical error in Note 4, Construction Notes.
- Sheet C0.10: Note 7, Construction Notes – Change references to DRC to the approving body of the City of Alachua for site plans (Planning & Zoning Board)
- Sheets C0.20 – C0.22, C1.00, etc.: Use the appropriate symbol for a fence for the proposed 6 foot wooden fence, as previously depicted on the plans dated October 6, 2014.
- Sheet C1.00: A callout to the proposed 6 foot wooden fence is in the wrong location. Update callout.

**Response:** All miscellaneous comments have been addressed in revised plans.

Please let me know if you need any additional information.

Sincerely,



Christopher Gruer, P.E.  
Director of Engineering



Zimbra

ju\_tabor@cityofalachua.org

---

**Re: Alachua Market Place - Revised Submittal**

---

**From :** Justin Tabor <jtabor@cityofalachua.com>

Mon, Oct 20, 2014 12:22 PM

**Subject :** Re: Alachua Market Place - Revised Submittal**To :** Brian Green <bgreen@alachuacounty.us>, Roland Davis <rdavis@cityofalachua.org>**Cc :** Kathy Winburn (kwinburn@cityofalachua.com) <kwinburn@cityofalachua.com>, William P. Whitelock <wwhitelock@cityofalachua.org>

Brian and Roland,

The design engineer for the Alachua Market Place project has provided revised fire flow calculations for the project.

The revised fire flow calculations, as well as the revised plans, can be downloaded from the following link: <http://cloud.cityofalachua.org/public.php?service=files&t=c336d3f2bfaf6652b797ba73eccc44cb>

Sincerely,

**Justin Tabor, AICP**

Principal Planner

City of Alachua

15100 NW 142nd Terrace | PO Box 9

Alachua, Florida 32616

386.418.6100 x 107 | fax: 386.418.6130

jtabor@cityofalachua.com

**City Hall Hours of Operation**

Monday - Thursday, 7:30 AM - 6:00 PM

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

---

**From:** "Justin Tabor" <jtabor@cityofalachua.com>**To:** "Brian Green" <bgreen@alachuacounty.us>, "Roland Davis" <rdavis@cityofalachua.org>**Cc:** "Kathy Winburn (kwinburn@cityofalachua.com)" <kwinburn@cityofalachua.com>, "William P. Whitelock" <wwhitelock@cityofalachua.org>

**Sent:** Wednesday, October 8, 2014 8:03:21 AM

**Subject:** Alachua Market Place - Revised Submittal

Brian and Roland,

The City has received a revised application for the Alachua Market Place project. The revised submittal is intended to address the insufficiency comments issued to the applicant at the DRT Meeting held on September 22, 2014, including the written comments you provided in advance of the DRT Meeting.

Please review the revised plans and provide any additional comments you may have. If your comments have been sufficiently addressed, please let me know. Confirmation that your comments have been sufficiently addressed is necessary so that the Planning Department can confirm that the applicant has addressed the application's insufficiencies and can proceed with scheduling the application for a Planning & Zoning Board meeting.

The revised plans and documentation may be downloaded from the following link: <http://cloud.cityofalachua.org/public.php?service=files&t=0b631a2cafb0ae9b0a9eca767da79c12>

Thank you for your time and assistance in reviewing this project.

Sincerely,

**Justin Tabor, AICP**

Principal Planner

City of Alachua

15100 NW 142nd Terrace | PO Box 9

Alachua, Florida 32616

386.418.6100 x 107 | fax: 386.418.6130

[jtabor@cityofalachua.com](mailto:jtabor@cityofalachua.com)

**City Hall Hours of Operation**

Monday - Thursday, 7:30 AM - 6:00 PM

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.





## City of Alachua

TRACI L. CAIN  
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT  
DIRECTOR KATHY WINBURN, AICP

October 20, 2014

Mr. Sergio Reyes, PE  
President  
eda engineers-surveyors-planners, inc.  
2404 NW 43<sup>rd</sup> Street  
Gainesville, FL 32606

RE: Review of Revised Application & Plans – Dated October 15, 2014  
Alachua Market Place – Site Plan

Dear Mr. Reyes:

On October 15, 2014, the City of Alachua Planning & Community Development Department received your revised application and plans for the project referenced above. The Planning & Community Development Department has reviewed the revised application and plans, and finds that the following insufficiencies must be resolved before the item may be scheduled for a public hearing before the Planning & Zoning Board (PZB.)

Please address all insufficiencies outlined below in writing and provide an indication as to how they have been addressed by **4:00 PM on Monday, October 27, 2014**. A total of three (3) copies of the application package, plans, and a CD containing a PDF of all application materials and plans must be provided by this date.

Please note that if Staff determines that the revised submission requires outside technical review by the City, your application may be delayed in order to allow for adequate review time. You must provide *13 double-sided, three-hole punched sets* of each application package, 13 sets of plans, and a CD containing a PDF of all application materials *no later than 10 business days prior to the PZB Meeting at which your application is scheduled to be heard*.

Please address the following insufficiencies:

*Resubmittal Materials*

A total of three (3) copies of the application package, plans, and a CD containing a PDF of all application materials and plans must be provided.

***Remaining Insufficiency: Provide three complete application packages upon resubmittal. Application packages, including resubmittal packages, must include all application***



**materials, including the application and all attachments identified in the attachments section of the application.** For further clarification, contact the Planning Department.

#### Needed Fire Flow

1. The applicant must demonstrate how the minimum needed fire flow required for the development shall be provided.

***Remaining Insufficiency:*** The minimum gallons per minute of flow and the minimum hour-rating are both known, therefore the minimum number of gallons of water required to provide fire protection can be calculated. The plans must identify the minimum number of gallons of water the fire tank(s) will be required to hold, and must accurately depict the size and location of the proposed fire tank(s.) As previously noted, if the Public Services Department identifies a method to increase water pressure to the project site, Alachua County Fire Rescue must approve of the proposed fire suppression method. If the plans have received approval by the Planning & Zoning Board, a request for modification (and accompanying fee) will be required.

#### Large-Scale Retail Design Standards [Section 6.8.3]

##### 3. Façade & Material Design [Section 6.8.3(A)]:

- e. Section 6.8.3(A)(2)(d) requires façade colors that are low reflectance, subtle, neutral, and/or earth tones. High-intensity, bright, metallic, or black/fluorescent colors are prohibited except for in building trim. Provide architectural plans which demonstrate compliance with the provisions of the aforementioned section.

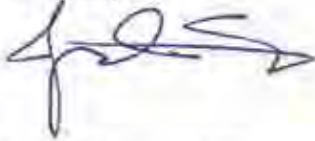
***Remaining Insufficiency:*** To demonstrate compliance with the referenced section, the applicant must provide color renderings as plan sheets within each plan set. All future submittals must include color renderings in plan sets.

#### **Miscellaneous Comments Based Upon Review of Revised (10-15-2014) Plans:**

- Sheet C0.00: There is a typographical error in Note 9, Development Information.
- Sheet C0.10: There is a typographical error in the title of Proposed Utility Symbols.
- Sheet C0.10: There is a typographical error in Note 4, Construction Notes.
- Sheet C0.10: Note 7, Construction Notes – Change references to DRC to the approving body of the City of Alachua for site plans (Planning & Zoning Board.)
- Sheets C0.20 – C0.22, C1.00, etc.: Use the appropriate symbol for a fence for the proposed 6 foot wooden fence, as previously depicted on the plans dated October 6, 2014.
- Sheet C1.00: A callout to the proposed 6 foot wooden fence is in the wrong location. Update callout.

If you have any questions regarding the information above, please contact me at 386-418-6100 x 107 or via e-mail at [jtabor@cityofalachua.com](mailto:jtabor@cityofalachua.com). We look forward to receiving your revised application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Justin Tabor', with a stylized flourish at the end.

Justin Tabor, AICP  
Principal Planner

cc: Adam Boukari, Assistant City Manager (by electronic mail)  
Kathy Winburn, AICP, Planning & Community Development Director (by electronic mail)  
Roland Davis, Engineer (by electronic mail)  
Brandon Stubbs, Planner (by electronic mail)  
Clay Sweger, AICP, LEED AP, eda engineers-surveyors-planners, Inc. (by electronic mail)  
Christopher Gmuer, PE, eda engineers-surveyors-planners, Inc. (by electronic mail)  
Project File



engineers • surveyors • planners, inc.

October 15, 2014

Justin Tabor  
Planning & Community Development  
City of Alachua  
15100 NW 142nd Terrace  
Alachua, FL 32616

**RE: Review of Revised Application & Plans: Alachua Market Place – Site Plan**

**Attachments:**

- Plans
- Updated concurrency analysis
- Revised traffic tables and trip distribution
- Site fire flow calculations

Mr. Tabor:

The applicant's responses to the comments issued on October 8, 2014 are below:

*Needed Fire Flow*

1. The applicant must demonstrate how the minimum needed fire flow required for the development shall be provided.

**Remaining Insufficiency:** *The site plan should indicate the size of the proposed fire tank. If the Public Services Department identifies a method to increase water pressure to the project site, Alachua County Fire Rescue must approve of the proposed fire suppression method. If the plans have received approval by the Planning & Zoning Board, a request for modification (and accompanying fee) will be required.*

**Response:** We are working closely with the Public Services Department to develop a fire protection strategy for the site. All parties agreed that a solution is possible but the final configuration has yet to be determined by the city. We have provided revised fire flow calculations for reference.

*Large-Scale Retail Design Standards [Section 6.8.3]*

3. **Facade & Material Design [Section 6.8.3(A)]:** a. Section 6.8.3(A)(1) requires all facades facing a street and lands containing existing residential uses to meet the standards provided in Section 6.8.3(A)(2), which relate to glazing, facade massing, colors, roof line changes, and prohibited materials. In order for the right and rear elevations to not be required to meet the design standards provided in Section 6.8.3(A)(2), the applicant must provide sufficient screening/buffering/fencing along NW 167<sup>th</sup> Boulevard and the north property line to effectively



screen the right and rear elevations of the building such that it will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. To provide sufficient screening, a fence or wall with a minimum height of 6'-8' is suggested.

f. Section 6.8.3(A)(2)(e) prohibits smooth-finished concrete block when visible from a street or existing residential uses. The plans do not sufficiently demonstrate how the right and rear elevation will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. Provide sufficient screening/buffering/fencing along NW 167<sup>th</sup> Boulevard and the north property line to effectively screen the right and rear elevations of the building such that it will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. To provide sufficient screening, a fence or wall with a minimum height of 6'-8' is suggested.

*Design Standards for Business Uses [Section 6.8.2]*

*7. Façade and Material Design [Section 6.8.2(A)]:*

c. Section 6.8.2(A)(2)(d) prohibits exposed smooth finished concrete block when visible from a street or lands with a residential use. The plans do not sufficiently demonstrate how the rear elevation of the retail building will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. Provide sufficient screening/buffering/fencing along NW 167<sup>th</sup> Boulevard and the north property line to effectively screen the rear elevation of the retail building such that it will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. To provide sufficient screening, a fence or wall with a minimum height of 6'-8' is suggested.

d. Section 6.8.2(A)(3) requires mechanical equipment to be fully concealed from visibility from a street or existing residential uses. Address how mechanical equipment located on the rooftop of the retail building will be fully concealed from visibility from NW 167<sup>th</sup> Boulevard and the existing residential uses to the north of the subject property.

***Remaining Insufficiency:*** The applicant has proposed a 6 foot wooden fence around the north and east perimeter of the service area. Given the topography of the site, the proposed location of the fence immediately north of the service area will not sufficiently screen the building's rear façade from view from residential areas to the north, or from NW 167<sup>th</sup> Boulevard north of the proposed building. Relocate the proposed fence as shown on the redlined plans provided to the applicant in an email on September 22, 2014.

**Response:** Reference civil plans for relocation details.

*Large-Scale Retail Design Standards [Section 6.8.3]*

*3. Façade & Material Design [Section 6.8.3(A)]:*

e. Section 6.8.3(A)(2)(d) requires façade colors that are low reflectance, subtle, neutral, and/or earth tones. High-intensity, bright, metallic, or black/fluorescent colors are prohibited except for in building trim. Provide architectural plans which demonstrate compliance with the provisions of the aforementioned section.

***Remaining Insufficiency:*** Incorporate the color rendering/palette into the full-scale site plan sheets.

**Response:** See revised sheets A002 – A003 for color tags and palette.

*Design Standards for Business Uses [Section 6.8.2]*

7. *Facade and Material Design [Section 6.8.2(A)]:* a. Section 6.8.2(A)(2)(a) requires a minimum of 20% glazing of the ground floor facade area when it faces a street or publicly accessible parking area which is part of the development and consists of 15% or more of the required off-street parking, and a minimum of 15% glazing of the ground floor facade area when the facade faces lands containing residential uses. Provide a calculation of the overall ground floor facade area of the retail building and a calculation of the glazing of the ground floor facade area for the front elevation and south elevation, and demonstrate how the rear elevation shall not be visible from residential areas to the north.

***Remaining Insufficiency:*** The right (east) elevation, which faces a street, provides 17% glazing (20% required.) Revise accordingly.

**Response:** An additional window was added to the side retail elevation to meet the 20% requirement. See sheet A002.

17. *Off-Street Loading Standards [Section 6.1.5]* a. Table 6.1-2 requires two (2) off-street loading spaces for a use which is 25,000 square feet or greater in area but less than 60,000 square feet in area. Dimension the two (2) required off-street loading spaces which meet the minimum dimensional criteria provided in Section 6.1.7(B) (12' x 30', 14' vertical clearance.)

***Remaining Insufficiency:*** Depict off-street loading spaces meeting the minimum dimensional requirements specified above.

**Response:** The two spaces are located in the actual loading dock of the grocery store and are dimensioned on sheet C1.00 as 12' by 87.89' spaces.

19. *Pedestrian Facilities [Section 6.1.10]* a. Section 6.1.10(A)(1) requires all crosswalks within parking lots of 100 or more spaces to be at least 10 feet in width, either raised above the adjacent pavement, or otherwise designated through the use of alternative materials. In addition, Section 6.8.3(E)(4) requires the use of pavers, bricks, or scored/stamped concrete. i. Revise all parking lot crosswalks to meet the requirements of the aforementioned sections; and, ii. Provide detail on a detail sheet (C2.10) demonstrating the surface materials comply with the provisions of Section 6.8.3(E)(4).

***Remaining Insufficiency:*** The revised plans provide for three new crosswalks, one east of the building, northwest of the parking lot, and two south of the parking lot, near the northwest corner of the parking lot. All internal walkways, including these crosswalks, must meet the requirements of Sections 6.1.10(A)(1) and 6.8.3(E)(4.) Revise the drawing to provide crosswalks in accordance with these sections (such as a stamped concrete material.)

**Response:** All internal walkways now provide the alternative material crosswalks.

21. *Lighting Standards [Section 6.4]* a. Section 6.4.4(D)(2) requires the maximum initial lamp lumens not exceed 24,000 lumens. Provide the maximum initial lamp lumens for each light fixture type on Sheet ES-101.

***Remaining Insufficiency:*** Lumen data has been provided on cut sheets separate from the photometric plan (Sheet ES-101.) Provide lumen data in the luminaire schedule on the photometric plan (Sheet ES-101.)



**Response:** Lumen data has been provided on the schedule shown on sheet ES-101. Lumens do not exceed 24,000.

b. Section 6.4.4(E) establishes ratios of the maximum to minimum lighting on a parcel. For the subject property the uniformity ratio is a maximum of 10:1. Provide the uniformity ratio for the site on Sheet ES-101.

***Remaining Insufficiency:*** The applicant notes that uniformity ratios are exceeding the maximum ratio of 10:1 at building entrances. The applicant must address compliance with the maximum to minimum uniformity ratios established within Section 6.4.4(E.)

**Response:** Uniform ratios do not exceed 10:1. See revised statistics on sheet ES-101 and new sheet ES-102.

d. Any wall pack lighting must be fully shielded, cannot be visible from off site or from residential areas, and is subject to the maximum height restrictions applicable to pole-mounted lighting. If wall pack lighting is proposed, indicate its location on Sheet ES-101 and on Sheets A002 and A003.

***Remaining Insufficiency:*** Specifications for proposed wall pack lighting has been provided on cut sheets separate from the photometric plan (Sheet ES-101.) Provide detail of wall pack lighting on Sheet ES-101 (Copying applicable pages of the cut sheet is acceptable.)

**Response:** Cut sheets for wall pack lighting have been added to new sheet ES-103.

*New Comment Based Upon Plan Revisions:*

a.1. Section 6.4.4(C) states that the maximum initial horizontal illumination shall not exceed 10 footcandles at building entries and 5 footcandles in parking lots. The revised plan exceeds the maximum number of footcandles at the building's primary entrance, in some areas exceeding 20 footcandles at the building entry. In addition, there are areas within the parking lot immediately in front of the building's primary entry that exceed the maximum of 5 footcandles permitted within the parking lot, as well as southwest of the building and within the service area.

***Remaining Insufficiency:*** Revise the photometric plan to demonstrate compliance with Section 6.4.4(C), which requires the maximum initial horizontal illumination shall not exceed 10 footcandles at building entries and 5 footcandles in parking lots.

**Response:** See revised sheet ES-101 and new sheet ES-102. Footcandles do not exceed 10fc under the canopy, nor do they exceed 5fc in the parking field.

#### 24. Easements/Legal Access Issues

c. Provide public utilities easements for all new publicly-maintained utilities, including but not limited to water, wastewater, and electric utilities.

***Remaining Insufficiency:*** The applicant must prepare and provide for review at this time draft public utilities easements for review by the applicable City departments, including but not limited to, Compliance and Risk Management, Planning and Community Development, and Public Services Departments.

**Response:** We are awaiting comments concerning the proposed PUEs shown on the plans. Please note we have added PUEs for the proposed electrical services.

25. *Traffic Impact Analysis*

a. The applicant must comply with all comments provided by Brian Kanely, P.E., of Volkert and Associates, Inc., provided in a memorandum dated September 18, 2014, and revise the Traffic Impact Analysis accordingly.

**Note:** *The applicant's response will be forwarded to Brian Kanely, P.E., of Volkert and Associates, Inc., for review. Any comments will be provided separately.*

1. *The TIA comments have satisfactorily address my comment concerning identifying the Raceway trip and assigning these trips to the intersection analysis.*

**No response required**

2. *My remaining major concern is the backup of left turning traffic (southbound) on NW 167<sup>th</sup> Blvd approaching US 441 that would block northbound traffic on NW 167<sup>th</sup> Blvd that is turning left into the Raceway. The HCS Signalized Results Summary for the future signalized intersection of US 441 and NW 167<sup>th</sup> Blvd show that the overall intersection LOS is C. However, the LOS for the SB movement is D. In addition, the Back of Queue, vehicles/lane (95<sup>th</sup> percentile) for the southbound left is 10.5 vehicles. The available storage for the southbound left at the new traffic signal appears to be 8 vehicles. This means that during peak conditions, the southbound turning left traffic at US 441 and NW 167<sup>th</sup> Blvd could block the median opening for northbound traffic turning in the Raceway. The most appropriate way to address this potential problem is to strip the southbound lanes as left only and left/right. The HCS report appears to have analyzed the southbound lanes as a left only and right only. The HCS could easily be run again with the southbound lanes assigned as a left and left/right. (When running this new analysis, I would also reassign 30% of the right turn traffic to the west side driveway to more accurately reflect that most motorists headed west on US 441 would avoid the signal and use the west right in/right out driveway). This new HCS analysis would document the impact of changing the southbound lanes to a left only and left/right and how this new lane assignment would impact the southbound queue length. The TIA consultant has the info available to run a new HCS analysis with minimal effort. This new HCS analysis would also be valuable with respect to the traffic signal design for the US 441 and NW 167<sup>th</sup> Blvd intersection. I highly recommend that a new HCS analysis be performed for the US 441 and NW 167<sup>th</sup> Blvd intersection with the southbound lanes assigned as a left only and left/right to address the southbound left turn traffic backup issue. This needs to be done in conjunction with the FDOT review of the project and the traffic signal design.*

**Response:** See attached letter and supporting materials from Traffic Planning and Design Inc.

3. *The median opening on US 441 that is west of the project is discussed in the comments. It is not clear whether FDOT intends to sign this median opening as a NO U TURN for westbound and/or eastbound traffic. I recommend this issue be clarified with FDOT and discussed with the City to ensure all parties are in agreement with any changes to traffic operations.*

**Response:** This will be discussed further with FDOT and the City.

4. *The comments satisfactorily addresses the issue of fiber optic cable interconnect along US 441. The City needs to pursue this issue to make sure that the signals along this section of US 441 between the I-75 ramps and Santa Fe High School are interconnected and operate in a coordinated manner.*

**No response required.**

**26. Concurrency Impact Analysis**

a. The Concurrency Impact Analysis references the Traffic Impact Analysis (TIA) prepared by Traffic Planning and Design, Inc. (TPD) for an analysis of impacts to transportation facilities. The TIA, however, considers future development of the outparcel located in the southwest corner of the subject property.

- i. Provide an analysis of the impact to transportation facilities which will result from the proposed development, demonstrating the impact on each Comprehensive Plan roadway segment as defined in Policy 1.1.a of the Comprehensive Plan Transportation Element; and,
- ii. Ensure consistency between the analysis and the trip generation data provided on Sheet C0.00.

**Remaining Insufficiency:** *The applicant has not identified this project's impacts to each affected roadway segment. As noted in Staff's DRT insufficiency comments, the applicant must provide an analysis of the impact to transportation facilities which will result from the proposed development, demonstrating the impact on each Comprehensive Plan roadway segment as defined in Policy 1.1.a of the Comprehensive Plan Transportation Element. Such an analysis is necessary and required to demonstrate concurrency for the project. It is acceptable to use the TIA's trip distribution to each segment for the transportation concurrency analysis, applying the percentage the trips generated by this development to each affected roadway segment.*

**Response:** Please see attached response document with updated trip distribution information.

c. The Concurrency Impact Analysis uses a water/wastewater generation rate of 15 gallons per day for the entirety of the development (56,000 square feet of floor area) and cites Chapter 64E-6, Florida Administrative Code, as the source. Chapter 64E-6, however, establishes generation rates for restaurants (40 gallons per day per seat for restaurants operating 16 hours or less per day) and for food outlets (10 gallons per day per 100 square feet of floor area, plus 40 gallons per day for every 100 square feet of deli floor space, plus 40 gallons per day for every 100 square feet of bakery floor space, plus 75 gallons per day for every 100 square feet of meat department floor space.) Revise the water and wastewater generation rates to consider the generation rates for a restaurant (for 3,900 square feet of the building) and for a food outlet (for 45,600 square feet of the building) plus the additional generation rates for a deli, bakery, and meat department. A generation rate of 15 gallons per day is acceptable for the 6,500 square foot retail area of the building.

**Remaining Insufficiency:** *The applicant's analysis of water and wastewater impacts on pages 1 and 2 states the proposed grocery store will generate 0.7 gallons per square foot, however, the data submitted actually states 0.07 gallons per square foot. The analysis also notes a total generation for water and wastewater for the grocery store of 8,400 gallons per day, instead of the correct figure of 3,255 gallons per day ( $0.07 \times 46,500$ ), and incorrectly identifies the project's total water/wastewater generation as 4,232 gallons per day (correct figure – 4,295 gallons per day.) Revise accordingly.*

**Response:** The concurrency analysis has been updated accordingly. A revised concurrency analysis document is attached.

*28. Fire Marshal/Public Services/Outside Engineering Review Comments*

- a. The applicant must comply with all comments provided by Brian Green, Fire Inspector, Alachua County Fire Rescue, provided in a memorandum dated September 3, 2014.
- b. The applicant must address the comments provided by Robert Walpole, P.E., of Causseaux, Hewett, & Walpole, Inc., provided in a letter dated September 15, 2014.
- c. The applicant must comply with all comments provided by the Public Services Department.

***Note:** The applicant's response will be forwarded to those listed above for review. Any comments will be provided separately.*

**Miscellaneous Comments Based Upon Review of Revised (10-6-2014) Plans:**

- Sheet C0.00: Revise Note 11, Development Information, to reflect revisions to the proposed stormwater management system.
- Sheet C0.00: Drawing Index, Revise Utility Plan Sheets – C4.00 – C4.51 – and Landscape Plan Sheets – LS-1 – LS-5.
- Sheet C1.02: Remove box/information pertaining to Stormwater System 3.
- Sheet C2.03: Provided Parking Spaces data is inconsistent with data on Sheet C0.00.
- Sheets IR101 – IR105: Irrigation plans do not reflect modifications made to landscape plans following City's review.

**Response:** Please see the revised plan sheets for the revisions as requested.





**Volkert, Inc.**

3501 South Main Street  
Suite 2  
Gainesville, FL 32601

Office 352.372.9594  
Fax 352.371.3988  
gainesville@volkert.com

October 8, 2014

[www.volkert.com](http://www.volkert.com)

Mr. Justin Tabor, AICP  
Principal Planner  
City of Alachua  
15100 NW 142<sup>nd</sup> Terrace  
P.O. Box 9  
Alachua, FL 32616

Subject: Alachua Market Place – 2<sup>nd</sup> Review of the Traffic Impact Analysis

Dear Mr. Tabor:

I have reviewed the revisions/additions to the Traffic Impact Analysis (TIA) for the Alachua Market Place that you have forwarded to me. My comments are as follows:

1. The TIA comments have satisfactorily addressed my comment concerning identifying the Raceway trips and assigning these trips to the intersection analysis.
2. My remaining major concern is the backup of left turning traffic (southbound) on NW 167<sup>th</sup> Blvd approaching US 441 that would block northbound traffic on NW 167<sup>th</sup> Blvd that is turning left into the Raceway. The HCS Signalized Results Summary for the future signalized intersection of US 441 and NW 167<sup>th</sup> Blvd show that the overall intersection LOS is C. However, the LOS for the SB movement is D. In addition, the Back of Queue, vehicles/lane (95<sup>th</sup> percentile) for the southbound left is 10.5 vehicles. The available storage for the southbound left at the new traffic signal appears to be 8 vehicles. This means that during peak conditions, the southbound turning left traffic at US 441 & NW 167<sup>th</sup> Blvd could block the median opening for northbound traffic turning into the Raceway. The most appropriate way to address this potential problem is to stripe the southbound lanes as left only and left/right. The HCS report appears to have analyzed the southbound lanes as a left only and right only. The HCS could easily be run again with the southbound lanes assigned as a left and left/right. (When running this new analysis, I would also reassign 30% of the right turn traffic to the west site driveway to more accurately reflect that most motorists headed west on US 441 would avoid the signal and use the west right in/right out driveway). This new HCS analysis would document the impact of changing the southbound lanes to a left only and left/right and how this new lane assignment would impact the southbound queue length. The TIA

**Office Locations:**

Birmingham, Foley, Huntsville, Mobile, Alabama • Gainesville, Orlando, Pensacola, Tampa, Florida • Atlanta, Georgia  
Collinsville, Illinois • Baton Rouge, Slidell, Louisiana • Biloxi, Mississippi • Jefferson City, Missouri • Raleigh, North Carolina  
Chattanooga, Tennessee • Alexandria, Virginia • Washington, D.C.



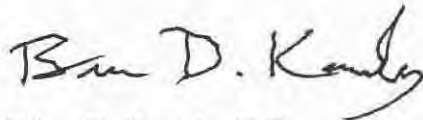


consultant has the info available to run a new HCS analysis with minimal effort. This new HCS analysis would also be valuable with respect to the traffic signal design for the US 441 & NW 167<sup>th</sup> Blvd intersection. I highly recommend that a new HCS analysis be performed for the US 441 & NW 167<sup>th</sup> Blvd intersection with the southbound lanes assigned as a left only and left/right to address the southbound left turn traffic backup issue. This needs to be done in conjunction with the FDOT review of the project and the traffic signal design.

3. The median opening on US 441 that is west of the project is discussed in the comments. It is not clear whether FDOT intends to sign this median opening as a NO U TURN for westbound and/or eastbound traffic. I recommend this issue be clarified with FDOT and discussed with the City to ensure all parties are in agreement with any changes to traffic operations at this median opening.
4. The comments satisfactorily addresses the issue of fiber optic cable interconnect along US 441. The City needs to pursue this issue to make sure that the signals along this section of US 441 between the I-75 ramps and Santa Fe High School are interconnected and operate in a coordinated manner.

Please contact me if you have any additional questions or comments.

Thank you for the opportunity to provide these engineering services.



Brian D. Kanely, P.E.  
Senior Traffic Engineer  
Volkert, Inc.  
P.E. #22592



## City of Alachua

TRACI L. CAIN  
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT  
DIRECTOR KATHY WINBURN, AICP

October 8, 2014

Mr. Sergio Reyes, PE  
President  
eda engineers-surveyors-planners, inc.  
2404 NW 43<sup>rd</sup> Street  
Gainesville, FL 32606

RE: Review of Revised Application & Plans: Alachua Market Place – Site Plan

Dear Mr. Reyes:

The City of Alachua Planning & Community Development Department has reviewed your revised application and plans for the project referenced above, and finds that the following insufficiencies must be resolved before the item may be scheduled for a public hearing before the Planning & Zoning Board (PZB.)

Please address all insufficiencies outlined below in writing and provide an indication as to how they have been addressed by **4:00 PM on Wednesday, October 15, 2014**. A total of three (3) copies of the application package, plans, and a CD containing a PDF of all application materials and plans must be provided by this date.

Please note that if Staff determines that the revised submission requires outside technical review by the City, your application may be delayed in order to allow for adequate review time. You must provide 13 *double-sided, three-hole punched sets* of each application package, 13 sets of plans, and a CD containing a PDF of all application materials *no later than 10 business days prior to the PZB Meeting at which your application is scheduled to be heard*.

Please address the following insufficiencies:

**Resubmittal Materials**

A total of three (3) copies of the application package, plans, and a CD containing a PDF of all application materials and plans must be provided.

***Remaining Insufficiency:*** For future resubmittals, please provide three complete application packages upon resubmittal. Application packages must include all application materials, including the application and all required attachments identified in the attachments section of the application.

**Needed Fire Flow**

1. The applicant must demonstrate how the minimum needed fire flow required for the development shall be provided.

**Remaining Insufficiency:** The site plan should indicate the size of the proposed fire tank. If the Public Services Department identifies a method to increase water pressure to the project site, Alachua County Fire Rescue must approve of the proposed fire suppression method. If the plans have received approval by the Planning & Zoning Board, a request for modification (and accompanying fee) will be required.

Large-Scale Retail Design Standards [Section 6.8.3]

3. *Façade & Material Design [Section 6.8.3(A)]:*

- a. Section 6.8.3(A)(1) requires all facades facing a street and lands containing existing residential uses to meet the standards provided in Section 6.8.3(A)(2), which relate to glazing, façade massing, colors, roof line changes, and prohibited materials. In order for the right and rear elevations to not be required to meet the design standards provided in Section 6.8.3(A)(2), the applicant must provide sufficient screening/buffering/fencing along NW 167<sup>th</sup> Boulevard and the north property line to effectively screen the right and rear elevations of the building such that it will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. To provide sufficient screening, a fence or wall with a minimum height of 6'-8' is suggested.
- f. Section 6.8.3(A)(2)(e) prohibits smooth-finished concrete block when visible from a street or existing residential uses. The plans do not sufficiently demonstrate how the right and rear elevation will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. Provide sufficient screening/buffering/fencing along NW 167<sup>th</sup> Boulevard and the north property line to effectively screen the right and rear elevations of the building such that it will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. To provide sufficient screening, a fence or wall with a minimum height of 6'-8' is suggested.

Design Standards for Business Uses [Section 6.8.2]

7. *Façade and Material Design [Section 6.8.2(A)]:*

- c. Section 6.8.2(A)(2)(d) prohibits exposed smooth finished concrete block when visible from a street or lands with a residential use. The plans do not sufficiently demonstrate how the rear elevation of the retail building will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. Provide sufficient screening/buffering/fencing along NW 167<sup>th</sup> Boulevard and the north property line to effectively screen the rear elevation of the retail building such that it will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. To provide sufficient screening, a fence or wall with a minimum height of 6'-8' is suggested.
- d. Section 6.8.2(A)(3) requires mechanical equipment to be fully concealed from visibility from a street or existing residential uses. Address how mechanical equipment located on the rooftop of the retail building will be fully concealed from visibility from NW 167<sup>th</sup> Boulevard and the existing residential uses to the north of the subject property.

**Remaining Insufficiency:** The applicant has proposed a 6 foot wooden fence around the north and east perimeter of the service area. Given the topography of the site, the proposed location of the fence immediately north of the service area will not sufficiently screen the building's rear façade from view from residential areas to the north, or from NW 167<sup>th</sup> Boulevard north of the proposed building. Relocate the proposed fence as



shown on the redlined plans provided to the applicant in an email on September 22, 2014.

Large-Scale Retail Design Standards [Section 6.8.3]

3. *Façade & Material Design [Section 6.8.3(A)]:*

- e. Section 6.8.3(A)(2)(d) requires façade colors that are low reflectance, subtle, neutral, and/or earth tones. High-intensity, bright, metallic, or black/fluorescent colors are prohibited except for in building trim. Provide architectural plans which demonstrate compliance with the provisions of the aforementioned section.

**Remaining Insufficiency:** *Incorporate the color rendering/palette into the full-scale site plan sheets.*

Design Standards for Business Uses [Section 6.8.2]

7. *Façade and Material Design [Section 6.8.2(A)]:*

- a. Section 6.8.2(A)(2)(a) requires a minimum of 20% glazing of the ground floor façade area when it faces a street or publicly accessible parking area which is part of the development and consists of 15% or more of the required off-street parking, and a minimum of 15% glazing of the ground floor façade area when the façade faces lands containing residential uses. Provide a calculation of the overall ground floor façade area of the retail building and a calculation of the glazing of the ground floor façade area for the front elevation and south elevation, and demonstrate how the rear elevation shall not be visible from residential areas to the north.

**Remaining Insufficiency:** *The right (east) elevation, which faces a street, provides 17% glazing (20% required.) Revise accordingly.*

17. *Off-Street Loading Standards [Section 6.1.5]*

- a. Table 6.1-2 requires two (2) off-street loading spaces for a use which is 25,000 square feet or greater in area but less than 60,000 square feet in area. Dimension the two (2) required off-street loading spaces which meet the minimum dimensional criteria provided in Section 6.1.7(B) (12' x 30', 14' vertical clearance.)

**Remaining Insufficiency:** *Depict off-street loading spaces meeting the minimum dimensional requirements specified above.*

19. *Pedestrian Facilities [Section 6.1.10]*

- a. Section 6.1.10(A)(1) requires all crosswalks within parking lots of 100 or more spaces to be at least 10 feet in width, either raised above the adjacent pavement, or otherwise designated through the use of alternative materials. In addition, Section 6.8.3(E)(4) requires the use of pavers, bricks, or scored/stamped concrete.
  - i. Revise all parking lot crosswalks to meet the requirements of the aforementioned sections; and,
  - ii. Provide detail on a detail sheet (C2.10) demonstrating the surface materials comply with the provisions of Section 6.8.3(E)(4).

**Remaining Insufficiency:** *The revised plans provide for three new crosswalks, one east of the building, northwest of the parking lot, and two south of the parking lot, near the northwest corner of the parking lot. All internal walkways, including these*

*crosswalks, must meet the requirements of Sections 6.1.10(A)(1) and 6.8.3(E)(4.) Revise the drawing to provide crosswalks in accordance with these sections (such as a stamped concrete material.)*

21. Lighting Standards [Section 6.4]

- a. Section 6.4.4(D)(2) requires the maximum initial lamp lumens not exceed 24,000 lumens. Provide the maximum initial lamp lumens for each light fixture type on Sheet ES-101.

**Remaining Insufficiency:** *Lumen data has been provided on cut sheets separate from the photometric plan (Sheet ES-101.) Provide lumen data in the luminaire schedule on the photometric plan (Sheet ES-101.)*

- b. Section 6.4.4(E) establishes ratios of the maximum to minimum lighting on a parcel. For the subject property the uniformity ratio is a maximum of 10:1. Provide the uniformity ratio for the site on Sheet ES-101.

**Remaining Insufficiency:** *The applicant notes that uniformity ratios are exceeding the maximum ratio of 10:1 at building entrances. The applicant must address compliance with the maximum to minimum uniformity ratios established within Section 6.4.4(E.)*

- d. Any wall pack lighting must be fully shielded, cannot be visible from off site or from residential areas, and is subject to the maximum height restrictions applicable to pole-mounted lighting. If wall pack lighting is proposed, indicate its location on Sheet ES-101 and on Sheets A002 and A003.

**Remaining Insufficiency:** *Specifications for proposed wall pack lighting has been provided on cut sheets separate from the photometric plan (Sheet ES-101.) Provide detail of wall pack lighting on Sheet ES-101 (Copying applicable pages of the cut sheet is acceptable.)*

*New Comment Based Upon Plan Revisions:*

- a.1. Section 6.4.4(C) states that the maximum initial horizontal illumination shall not exceed 10 footcandles at building entries and 5 footcandles in parking lots. The revised plan exceeds the maximum number of footcandles at the building's primary entrance, in some areas exceeding 20 footcandles at the building entry. In addition, there are areas within the parking lot immediately in front of the building's primary entry that exceed the maximum of 5 footcandles permitted within the parking lot, as well as southwest of the building and within the service area.

**Remaining Insufficiency:** *Revise the photometric plan to demonstrate compliance with Section 6.4.4(C), which requires the maximum initial horizontal illumination shall not exceed 10 footcandles at building entries and 5 footcandles in parking lots.*

24. Easements/Legal Access Issues

- c. Provide public utilities easements for all new publicly-maintained utilities, including but not limited to water, wastewater, and electric utilities.

**Remaining Insufficiency:** *The applicant must prepare and provide for review at this time draft public utilities easements for review by the applicable City departments,*



including but not limited to, Compliance and Risk Management, Planning and Community Development, and Public Services Departments.

25. Traffic Impact Analysis

- a. The applicant must comply with all comments provided by Brian Kanely, P.E., of Volkert and Associates, Inc., provided in a memorandum dated September 18, 2014, and revise the Traffic Impact Analysis accordingly.

**Note:** The applicant's response will be forwarded to Brian Kanely, P.E., of Volkert and Associates, Inc., for review. Any comments will be provided separately.

26. Concurrency Impact Analysis

- a. The Concurrency Impact Analysis references the Traffic Impact Analysis (TIA) prepared by Traffic Planning and Design, Inc. (TPD) for an analysis of impacts to transportation facilities. The TIA, however, considers future development of the outparcel located in the southwest corner of the subject property.
  - i. Provide an analysis of the impact to transportation facilities which will result from the proposed development, demonstrating the impact on each Comprehensive Plan roadway segment as defined in Policy 1.1.a of the Comprehensive Plan Transportation Element; and,
  - ii. Ensure consistency between the analysis and the trip generation data provided on Sheet C0.00.

**Remaining Insufficiency:** The applicant has not identified this project's impacts to each affected roadway segment. As noted in Staff's DRT insufficiency comments, the applicant must provide an analysis of the impact to transportation facilities which will result from the proposed development, demonstrating the impact on each Comprehensive Plan roadway segment as defined in Policy 1.1.a of the Comprehensive Plan Transportation Element. Such an analysis is necessary and required to demonstrate concurrency for the project. It is acceptable to use the TIA's trip distribution to each segment for the transportation concurrency analysis, applying the percentage the trips generated by this development to each affected roadway segment.

- c. The Concurrency Impact Analysis uses a water/wastewater generation rate of 15 gallons per day for the entirety of the development (56,000 square feet of floor area) and cites Chapter 64E-6, Florida Administrative Code, as the source. Chapter 64E-6, however, establishes generation rates for restaurants (40 gallons per day per seat for restaurants operating 16 hours or less per day) and for food outlets (10 gallons per day per 100 square feet of floor area, plus 40 gallons per day for every 100 square feet of deli floor space, plus 40 gallons per day for every 100 square feet of bakery floor space, plus 75 gallons per day for every 100 square feet of meat department floor space.) Revise the water and wastewater generation rates to consider the generation rates for a restaurant (for 3,900 square feet of the building) and for a food outlet (for 45,600 square feet of the building) plus the additional generation rates for a deli, bakery, and meat department. A generation rate of 15 gallons per day is acceptable for the 6,500 square foot retail area of the building.

**Remaining Insufficiency:** The applicant's analysis of water and wastewater impacts on pages 1 and 2 states the proposed grocery store will generate 0.7 gallons per square foot, however, the data submitted actually states 0.07 gallons per square foot. The analysis also notes a total generation for water and wastewater for the grocery store of 8,400 gallons per day, instead of the correct figure of 3,255 gallons per day

(0.07 x 46,500), and incorrectly identifies the project's total water/wastewater generation as 4,232 gallons per day (correct figure – 4,295 gallons per day.) Revise accordingly.

**28. Fire Marshal/Public Services/Outside Engineering Review Comments**

- a. The applicant must comply with all comments provided by Brian Green, Fire Inspector, Alachua County Fire Rescue, provided in a memorandum dated September 3, 2014.
- b. The applicant must address the comments provided by Robert Walpole, P.E., of Causseaux, Hewett, & Walpole, Inc., provided in a letter dated September 15, 2014.
- c. The applicant must comply with all comments provided by the Public Services Department.

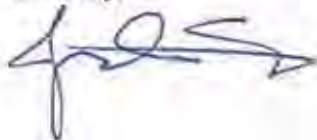
**Note:** The applicant's response will be forwarded to those listed above for review. Any comments will be provided separately.

**Miscellaneous Comments Based Upon Review of Revised (10-6-2014) Plans:**

- Sheet C0.00: Revise Note 11, Development Information, to reflect revisions to the proposed stormwater management system.
- Sheet C0.00: Drawing Index, Revise Utility Plan Sheets – C4.00 – C4.51 – and Landscape Plan Sheets – LS-1 – LS-5.
- Sheet C1.02: Remove box/information pertaining to Stormwater System 3.
- Sheet C2.03: Provided Parking Spaces data is inconsistent with data on Sheet C0.00.
- Sheets IR101 – IR105: Irrigation plans do not reflect modifications made to landscape plans following City's review.

If you have any questions regarding the information above, please contact me at 386-418-6100 x 107 or via e-mail at [jtabor@cityofalachua.com](mailto:jtabor@cityofalachua.com). We look forward to receiving your revised application.

Sincerely,



Justin Tabor, AICP  
Principal Planner

cc: Adam Boukari, Assistant City Manager (by electronic mail)  
Kathy Winburn, AICP, Planning & Community Development Director (by electronic mail)  
Roland Davis, Engineer (by electronic mail)  
Brandon Stubbs, Planner (by electronic mail)  
Clay Sweger, AICP, LEED AP, eda engineers-surveyors-planners, inc. (by electronic mail)  
Christopher Gmuer, PE, eda engineers-surveyors-planners, inc. (by electronic mail)  
Laurie Hall, PLA, ASLA, Buford Davis and Associates, Inc. (by electronic mail)  
Project File



Zimbra

ju\_tabor@cityofalachua.org

---

**Alachua Market Place - Revised Submittal**

---

**From :** Justin Tabor <jtabor@cityofalachua.com> Wed, Oct 08, 2014 08:03 AM  
**Subject :** Alachua Market Place - Revised Submittal  
**To :** Brian Green <bgreen@alachuacounty.us>, Roland Davis <rdavis@cityofalachua.org>  
**Cc :** Kathy Winburn (kwinburn@cityofalachua.com) <kwinburn@cityofalachua.com>, William P. Whitelock <wwhitelock@cityofalachua.org>

Brian and Roland,

The City has received a revised application for the Alachua Market Place project. The revised submittal is intended to address the insufficiency comments issued to the applicant at the DRT Meeting held on September 22, 2014, including the written comments you provided in advance of the DRT Meeting.

Please review the revised plans and provide any additional comments you may have. If your comments have been sufficiently addressed, please let me know. Confirmation that your comments have been sufficiently addressed is necessary so that the Planning Department can confirm that the applicant has addressed the application's insufficiencies and can proceed with scheduling the application for a Planning & Zoning Board meeting.

The revised plans and documentation may be downloaded from the following link: <http://cloud.cityofalachua.org/public.php?service=files&t=0b631a2cafb0ae9b0a9eca767da79c12>

Thank you for your time and assistance in reviewing this project.

Sincerely,

**Justin Tabor, AICP**

Principal Planner

City of Alachua

15100 NW 142nd Terrace | PO Box 9

Alachua, Florida 32616

386.418.6100 x 107 | fax: 386.418.6130

jtabor@cityofalachua.com

**City Hall Hours of Operation**

Monday - Thursday, 7:30 AM - 6:00 PM

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

---





## City of Alachua

TRACI L. CAIN  
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT  
DIRECTOR KATHY WINBURN, AICP

October 7, 2014

VIA HAND DELIVERY

Robert J. Walpole, PE, LEED AP  
President  
Causseaux, Hewett, & Walpole, Inc.  
132 NW 76<sup>th</sup> Drive  
Gainesville, FL 32607

RE: Review of Alachua Market Place – Site Plan

The City of Alachua Planning & Community Development Department has received revised plans for the Alachua Market Place site plan. Please review the attached plans and documentation to confirm that the comments which were provided in your letter of September 15, 2014 have been sufficiently addressed. Please provide comments by **9:00 AM on Tuesday, October 14, 2014.**

If you have any questions regarding this application, please contact me at 386-418-6100 x 107.

Sincerely,

Justin Tabor, AICP  
Principal Planner

c: Kathy Winburn, AICP, Planning & Community Development Director  
Project File



engineers • surveyors • planners, inc.

October 6, 2014

Justin Tabor  
City of Alachua  
15100 NW 142nd Terrace  
Alachua, FL 32616

**RE: Development Review Team (DRT) Summary for Alachua Market Place – Site Plan**

**Attachments:**

- Plans
- Recorded documentation of lot split legal descriptions
- Color Building Elevations and Material Schedule
- Existing Ingress Egress Easements
- Existing PUEs
- Revised Concurrency Impact Analysis
- FDOT Confirmation of Review
- SRWMD Permit ERP01-0042
- Revised Drainage Design Notes with Pipe Sizing Calculations
- Lighting fixture cut sheets
- Electrical Riser Diagrams

Mr. Tabor:

The applicant's responses to the insufficiency comments issued on September 22, 2014 are below:

***Needed Fire Flow***

1. The applicant must demonstrate how the minimum needed fire flow required for the development shall be provided.

**Response:** The public services department is continuing to evaluate water service to the site. While a resolution cannot be determined at this time, we have shown a potential fire tank location as a place holder on C4.00. We will continue to work with Public Services on this matter.

***Gateway Overlay District [Section 3.7.2(C)]***

2. Section 3.7.2(C) establishes the Gateway Overlay District. Tax Parcel 03053-001-001 is located in part in the Gateway Overlay District, however, the property subject to this site plan is not within the Gateway Overlay District. Section 3.7.2(C)(2)(b) states that the standards of the Gateway Overlay District apply to the entire parcel when all or a portion of the parcel is located

within the Gateway Overlay District. Based upon the preceding, the property subject to this site plan is subject to the provisions of the Gateway Overlay District, unless the property is split to create a new parcel consisting of only the property subject to this site plan. The applicant must either:

- a. Revise the design of the structure and site to comply with the development standards of the Gateway Overlay District as provided in Section 3.7.2(C)(5); or,
- b. Identify an applicable exemption from the subdivision standards provided in Section 2.4.10 and submit a request for a Lot Split.

**Response:** We have selected option b and submitted a lot split application on 9/23/14. It has been approved by staff and recorded in public records. A copy of the recorded document is included.

*Large-Scale Retail Design Standards [Section 6.8.3]*

*3. Façade & Material Design [Section 6.8.3(A)]:*

- a. Section 6.8.3(A)(1) requires all facades facing a street and lands containing existing residential uses to meet the standards provided in Section 6.8.3(A)(2), which relate to glazing, façade massing, colors, roof line changes, and prohibited materials. In order for the right and rear elevations to not be required to meet the design standards provided in Section 6.8.3(A)(2), the applicant must provide sufficient screening/buffering/fencing along NW 167<sup>th</sup> Boulevard and the north property line to effectively screen the right and rear elevations of the building such that it will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. To provide sufficient screening, a fence or wall with a minimum height of 6'-8' is suggested.

**Response:** A fence will be provided. Reference revised civil plans, sheet C1.00 for location.

- b. Section 6.8.3(A)(2)(a)(ii) states that for the purposes of glazing, the ground floor façade area of single story buildings shall be calculated by measuring the applicable building wall between the finished grade and the underside of the roof, parapet, or wall of the façade. Sheet A003 calculates the area of the front façade using the façade length and roof height, however, the referenced section requires the calculation to utilize the area of parapets and roofs extending above the height of the wall. Including the area of walls and parapets extending above the roof height increases the area to approximately 6,723 square feet. Revise the calculation of the ground floor façade area to include all area of the front façade, including the area of walls and parapets extending above the roofline.

**Response:** Façade area is now calculated from finish floor to top of parapet. New total façade area is 7042.9 s.f. Reference revised calculations on sheet A003

- c. Section 6.8.3(A)(2)(a)(iii) provides for a reduction in glazing from 30% to 20% when the façade incorporates a minimum of 20% of defined architectural elements (such as a natural brick product) and increased design features at customer entrances. In addition to this reduction, Section 6.8.3(A)(2)(a)(iv)(d) provides for a further reduction in glazing by 5% when the façade incorporates a corresponding increase in the percentage of architectural elements (i.e., natural brick product) in addition to the minimum required (20%) as an alternative to the minimum glazing standard. Sheet A003 indicates that the front façade provides 20% glazing and 23% cultured brick veneer. Based upon the



preceding comment related to the calculation of the area of the front façade, the percentage of glazing provided is approximately 15.82% and the percentage of veneer provided is approximately 17.79%. In addition, it does not appear that the plans provide the minimum six (6) design features at the customer entrance as required by the glazing alternative requirements.

i. Revise the plans:

1. To provide a minimum 20% glazing and 20% veneer utilizing the correct ground floor façade area; or,
2. To provide no less than 15% glazing with a corresponding increase in the percentage of veneer (plus the minimum 20%) to the amount of glazing area which is less than 20%.

ii. Identify the six (6) design features provided in Section 6.8.3(C)(2) which are incorporated into the design.

**Response:** The façade has been revised to provide 15% glazing and 27% veneer. The 6 design features provided in section 6.8.3(C)(2) have been labeled on the front elevation on sheet A003.

d. Section 6.8.3(A)(2)(b) requires the front façade to incorporate wall offsets at least two feet in depth a minimum of every 40 feet. The dimension plans/architectural plans do not provide sufficient detail to demonstrate compliance with the aforementioned provisions.

Revise the dimension plan sheets/architectural plan sheets:

- i. to demonstrate compliance with the aforementioned provisions: or,
- ii. to demonstrate compliance with the offset alternatives as provided in Section 6.8.3(A)(2)(b)(ii) which require: (1) façade color changes corresponding to the dimensional standards of the offset requirements; (2) pilasters having a minimum depth/width of 1 foot and a minimum height of 80% of the façade's height; and/or (3) roofline changes when coupled with corresponding façade material changes.

**Response:** The façade complies with 'roofline changes when coupled with corresponding façade material changes'. The material changes from cultured brick to stucco as the roof line changes across the façade.

e. Section 6.8.3(A)(2)(d) requires façade colors that are low reflectance, subtle, neutral, and/or earth tones. High-intensity, bright, metallic, or black/fluorescent colors are prohibited except for in building trim. Provide architectural plans which demonstrate compliance with the provisions of the aforementioned section.

**Response:** See attached color rendering and palette.

f. Section 6.8.3(A)(2)(e) prohibits smooth-finished concrete block when visible from a street or existing residential uses. The plans do not sufficiently demonstrate how the right and rear elevation will not be visible from NW 167th Boulevard and existing residential uses to the north of the subject property. Provide sufficient screening/buffering/fencing along NW 167<sup>th</sup> Boulevard and the north property line to effectively screen the right and rear elevations of the building such that it will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. To provide sufficient screening, a fence or wall with a minimum height of 6'-8' is suggested.



**Response: A fence will be provided. Reference revised civil plans.**

**4. Roofs [Section 6.8.2(B)]:**

a. Section 6.8.3(B)(2) requires that when a flat roof is used, parapet walls with three-dimensional cornice treatment conceal the roof. The cornice must project a minimum of eight inches from the parapet façade plane. The architectural plans do not provide for the concealment of the roof using a parapet with cornice along the right elevation, rear elevation, and a majority of the left elevation. Revise the architectural plans to provide for the concealment of the roof using a parapet with cornice meeting the provisions of the aforementioned section.

**Response: All 4 sides of the building have a parapet to conceal the flat roof. An 8" cornice has been added to the rear and side facades. See revised sheet A003 and new sheet A004 (Line of Site Studies).**

b. Section 6.8.3(B)(3) requires all roof-based mechanical equipment, as well as vents, pipes, antennas, satellite dishes, and other roof penetrations to be located on the rear elevation or screened with a parapet wall having a three dimensional cornice treatment so as to have minimal visual impact as seen from a public street and lands containing existing residential uses. Mechanical equipment is shown on Sheet A003 throughout the left elevation and rear elevation. Revise the architectural plans to either locate roof-based mechanical equipment to the rear elevation or to screen with a parapet wall with cornice to reduce its visual impact from NW 167th Boulevard and existing residential uses to the north of the subject property.

**Response: Most of the roof based mechanical equipment is located to the rear elevation. The RTUs towards the front will be screened from NW167 Blvd. with a raised parapet. See revised detail 4/A003 & 3D perspectives shown on A004.**

**5. Off-Street Parking [Section 6.8.3(D)]:**

a. Section 6.8.3(D) requires that no more than 50 percent of the required offstreet parking (for the retail sales & services use greater than 20,000 square feet in area) be located between the building's primary façade and the street it fronts. The use requires a minimum of 183 parking spaces, therefore, no more than 92 parking spaces dedicated to this use may be located between the use's primary façade and the street it fronts. Currently, 175 parking spaces are located in front of this use's primary façade and the street it fronts. 75 parking spaces are required for the retail/restaurant component of the development. In order to comply with the provisions of Section 6.8.3(D), the applicant must reduce the number of parking spaces in front of this use's primary façade by at least 8 parking spaces (175 spaces – 75 parking spaces (maximum number for retail/restaurant use) = 100 spaces for large retail use located in front of its façade; 92 maximum permitted; 100 spaces – 92 = 8 parking spaces.)

**Response: We worked with staff on this comment and determined that it resulted from a calculation error. It has been resolved with staff. See sheet C0.00 for revised calculations.**

**6. Pedestrian Circulation [Section 6.8.3(E)]:**

a. Section 6.8.3(E)(2) requires compliance with the provisions of Section 7.3.2(C), which requires all nonresidential developments to provide at least one improved pedestrian connection between the on-site pedestrian circulation system and the adjacent public

sidewalk network, with one additional connection required for each additional five acres of development area. Based upon the preceding, the development is required to provide four (4) connections to the adjacent sidewalk network (1 connection + 3 (12.73 acres / 1 connection per 5 acres) = 4 connections required.) See Sheet C0.20 of the redlined plan set for potential configurations. (Note that Section 6.8.3(E)(3) requires connection to both US Highway 441 and NW 167th Boulevard.) Dimension the width of sidewalks to demonstrate compliance with Section 7.3.2(B) (minimum 5' width.)

**Response:** See the revised plan sheet C0.20 for 4 connections labeled on the plan.

b. Section 6.8.3(E)(4) requires that all internal pedestrian walkways be distinguished from driving surfaces through the use of specified materials which include pavers, bricks, or scored/stamped concrete or asphalt to enhance pedestrian safety. Revise the plans to provide internal pedestrian walkways which comply with the design requirements and provide detail within the plan set demonstrating compliance with the materials requirements aforementioned section.

**Response:** See the revised plan sheet C1.00 for stamped concrete to be used for the pedestrian walkways.

*Design Standards for Business Uses [Section 6.8.2]*

*7. Façade and Material Design [Section 6.8.2(A)]:*

a. Section 6.8.2(A)(2)(a) requires a minimum of 20% glazing of the ground floor façade area when it faces a street or publicly accessible parking area which is part of the development and consists of 15% or more of the required off-street parking, and a minimum of 15% glazing of the ground floor façade area when the façade faces lands containing residential uses. Provide a calculation of the overall ground floor façade area of the retail building and a calculation of the glazing of the ground floor façade area for the front elevation and south elevation, and demonstrate how the rear elevation shall not be visible from residential areas to the north.

**Response:** The total retail façade area at the front is 3,700 s.f. 1,163 s.f. of glazing is provided for a total of 31%. See calculation provided on revised sheet A002.

The total retail façade area at the side is 1,467 s.f. 244.25 s.f. of glazing is provided for a total of 17%. Additional windows were added to the façade in order to meet this number. See calculation provided on revised sheet A002.

The rear elevation will be screened via a fence at the property line and along the road. See civil plans.

b. Section 6.8.2(A)(2)(b) requires front facades and street facing facades to incorporate wall offsets at least two feet in depth a minimum of every 30 feet. Each required offset must have a minimum width of 10 feet. The dimension plans/architectural plans do not provide sufficient detail to demonstrate compliance with the aforementioned provisions. Revise the dimension plan sheets/architectural plan sheets:

- i. To demonstrate compliance of the front and right elevations of the retail building with the aforementioned provisions: or,
- ii. To demonstrate compliance of the front and right elevations of the retail building with the offset alternatives as provided in Section 6.8.2.(A)(2)(b)(ii) which require: (1) façade color changes corresponding to the dimensional standards of

the offset requirements; (2) pilasters having a minimum depth/width of 1 foot and a minimum height of 80% of the façade's height; and/or (3) roofline changes when coupled with corresponding façade material changes.

**Response:** The façade complies with 'roofline changes when coupled with corresponding façade material changes'. The material changes from cultured brick to stucco as the roof line changes across the façade. Additional veneer locations have been provided at pilasters. See revised sheet A002.

c. Section 6.8.2(A)(2)(d) prohibits exposed smooth finished concrete block when visible from a street or lands with a residential use. The plans do not sufficiently demonstrate how the rear elevation of the retail building will not be visible from NW 167th Boulevard and existing residential uses to the north of the subject property. Provide sufficient screening/buffering/fencing along NW 167th Boulevard and the north property line to effectively screen the rear elevation of the retail building such that it will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. To provide sufficient screening, a fence or wall with a minimum height of 6'-8' is suggested.

**Response:** A fence will be provided. Reference revised civil plans.

d. Section 6.8.2(A)(3) requires mechanical equipment to be fully concealed from visibility from a street or existing residential uses. Address how mechanical equipment located on the rooftop of the retail building will be fully concealed from visibility from NW 167th Boulevard and the existing residential uses to the north of the subject property.

**Response:** A fence will be provided. Reference revised civil plans.

#### *Landscaping/Screening Standards*

#### *8. Site Landscaping [Section 6.2.2(D)(1)]:*

- a. The site landscaping calculations utilizes an area of 10.3 acres, however, the legal description indicates that the property's area is 12.73 acres.
  - i. Revise 30% landscaped area calculations accordingly;
  - ii. Revise the site landscaping calculations accordingly; and,
  - iii. Provide additional site landscaping as necessitated (and further described below.)

**Response:** Revised calculations provided. See Landscape Plan.

- b. Section 6.2.2(D)(1)(c)(ii) requires 6 understory trees per acre, with 25% planted to each side of the structure. Based upon the preceding and the site's acreage, 19 understory trees are required on each side of the structure. The landscape plan provides 5 understory trees west of the structure. The plans must be revised to:
  - i. Provide 14 additional understory trees to the west of the structure; or,
  - ii. Identify 14 existing understory trees which may be credited toward the site landscaping requirement pursuant to Section 6.2.2(D)(4); or,
  - iii. A combination thereof.

**Response:** Understory trees provided. See Landscape Plan.



c. Section 6.2.2(D)(1)(c)(iii) requires a row of shrubs planted along all facades of the structure. A row of shrubs has not been provided along the east building façade as required by the referenced section. Provide a row of shrubs along the east building façade (location noted on redlined plans.)

**Response: Shrubs provided. See Landscape Plan.**

**9. *Parking Lot Interior Landscaping [Section 6.2.2(D)(2)]:***

a. Section 6.2.2(D)(8)(b)(iv) requires shrubs which are upright in nature to be a minimum of 24 inches in height at time of planting, and shrubs which are spreading in nature to be a minimum of 18 inches in diameter at the time of planting. ONLY shrubs meeting these requirements may be accounted to meeting the minimum parking lot interior landscape standards (groundcover material does not meet this requirement.) Revise interior parking area landscape calculations to consider only shrubs which shall meet the minimum size requirements as provided in the referenced section.

**Response: Shrubs provided. See Landscape Plan.**

b. Section 6.2.2(D)(2)(a)(iii)b. requires shrubs at a rate of 10 shrubs per canopy or understory tree required within for parking lot interior landscaping. The proposed development requires 680 shrubs within the parking lot interior area, however, only 373 shrubs are provided (ground cover appears to have been included in the number of shrubs provided; ground cover materials do not meet the requirements for material height/diameter as a shrub.) Revise the plans to provide the minimum number of shrubs within the parking lot interior area. It may be possible to achieve this by massing shrubs around trees in landscape islands where no shrubs are currently proposed, and/or by changing the landscape material in certain landscape islands (from a material which does not meet the height/diameter requirements of Section 6.2.2(D)(8)(b)(iv) to a material which does meet its requirements.)

**Response: Shrubs provided. See Landscape Plan.**

**10. *Parking Lot Perimeter Landscaping [Section 6.2.2(D)(2)(b)]:***

a. Parking lot perimeter landscaping is required along the perimeter of all parking spaces and drive aisles which are part of the parking area. Parking lot perimeter landscaping has not been provided in certain areas, specifically the southeast corner of the parking lot area and the ingress/egress connection to NW 167th Boulevard southeast of the building. Provide parking lot perimeter landscaping in the noted areas (see redlined plans.)

**Response: Parking lot perimeter landscaping provided. See Landscape Plan.**

**11. *Perimeter Buffer [Section 6.2.2(D)(3)]:***

a. The north perimeter buffer requires 23 canopy trees (2 canopy trees every 40 linear feet, 450 linear feet, 22.5 trees required, round to 23.) The plans currently state that 22 trees are required. Revise accordingly.

**Response: Trees provided. See Landscape Plan.**

b. The development is required to provide a Type "D", 15 foot perimeter buffer between the development and the adjacent residential area to the north. The applicant has

selected "Option 1", which requires 2 canopy trees ever 40 linear feet plus an evergreen hedge. Pursuant to Section 6.2.2(D)(3)(e)(i), perimeter buffers must be located along the outer perimeter of the parcel extending from the parcel boundary line or right-of-way line. 23 canopy trees are required, however, there are only 14 canopy trees located along the 15 foot perimeter buffer along the north property line. Provide an additional 9 canopy trees and a continuous evergreen hedge within the north perimeter buffer.

**Response: Trees and hedge provided. See Landscape Plan.**

c. A Type B, 7.5 foot perimeter buffer is required along the eastern property line. It appears that the plans provide sufficient landscaping to meet the buffer requirements, however, calculations must be provided within the perimeter buffer landscape requirements table.

**Response: Calculations provided. See Landscape Plan.**

d. The perimeter buffer landscape requirements table appears to list the western perimeter buffer as the eastern perimeter buffer. Revise accordingly. (Note: a Type C, 10 foot buffer is required on the west perimeter, as opposed to a Type D buffer.)

**Response: Noted.**

e. The perimeter buffer landscape requirements table states that the buffer length of the western perimeter buffer is 790 feet, however, the length of the west property line is 1,000 feet.

- i. Revise the length of the buffer;
- ii. Revise the landscaping calculations for the western perimeter buffer; and,
- iii. Provide additional landscaping material as necessitated along the west property line.

**Response: Noted. Calculations have been revised.**

**12. Plant Size [Section 6.2.2(D)(8)]:**

a. Section 6.2.2(D)(8)(b)(ii) requires canopy trees to be a minimum of eight feet in height. Article 10 of the LDRs defines a canopy tree as any tree achieving a height of 30 feet or greater at maturity. The plant schedule on Sheet LS-2 notes the minimum height of one canopy tree species - Alta Magnolia – as 6 feet. Revise the landscape plan to comply with the provisions of the referenced section.

**Response: Magnolias have been changed to 'Little Gem', which is a smaller cultivar, growing to a mature height less than 30'. These are being used as an understory tree.**

b. Section 6.2.2(D)(8)(b)(iv) requires shrubs which are upright in nature to be a minimum of 24 inches in height at time of planting, and shrubs which are spreading in nature to be a minimum of 18 inches in diameter at the time of planting. Revise the shrubs which are required to meet the minimum landscaping standards to comply with the provisions of the referenced section.

**Response: Noted. See Landscape Plan.**

13. *Arterial Screening [Section 6.2.3(B)]:*

- a. The subject property has frontage along US Highway 441 from the west property line of Tax Parcel 03053-001-003 to the east property line of Tax Parcel 03052-000-000, which is a distance of approximately 380 feet. The development must provide arterial screening along the parcel's frontage of US Highway 441. Provide arterial buffer screening in accordance with Section 6.2.3(B).

**Response: Buffer provided. See Landscape Plan.**

14. *Service Area Screening [Section 6.2.3(C)]:*

- a. Service areas must be screened with either a solid wood, masonry, stone, or finished (non-reflective) metal fence, or a fence constructed of other similar materials, at least six feet in height or landscaped using evergreen materials capable of providing a substantially opaque barrier and attaining a minimum height of six feet within three years of planting. Provide screening materials around the entire perimeter of the paved service area located at the rear of the building, or demonstrate how the service area screening requirements are achieved through other on-site screening methods of the area (such as a fence/wall located on the north and west property lines.)

**Response: A 6' wooden fence will be provided to screen the service area.**

15. *Other Landscaping/Screening Comments*

- a. See redlined plans for additional miscellaneous comments.

**Response: Items on redlined plans have been addressed.**

*Parking/Traffic/Circulation Standards [Section 6.1]*

16. *Bicycle Parking [Section 6.1.4(D)]:*

- a. Sheet C0.00 notes that bicycle parking is required for the development, however, the plans do not provide bicycle parking. Section 6.1.4(D) requires bicycle parking to be within 50 feet of the front façade, near the main entrance (if feasible), and out of vehicular and pedestrian travel ways. Provide bicycle parking on the plans in accordance with the provisions of Section 6.1.4(D).

**Response: The bicycle parking calculation on the cover sheet has been revised and the spaces located directly across from the main entrance to the grocery store. See revised sheet C1.00.**

17. *Off-Street Loading Standards [Section 6.1.5]*

- a. Table 6.1-2 requires two (2) off-street loading spaces for a use which is 25,000 square feet or greater in area but less than 60,000 square feet in area. Dimension the two (2) required off-street loading spaces which meet the minimum dimensional criteria provided in Section 6.1.7(B) (12' x 30', 14' vertical clearance.)

**Response: The two loading spaces are provided within the loading dock of the grocery store. Labels have been added to sheet C1.00.**

- b. Section 6.1.5(B) requires off-street loading spaces which are directly accessible without entering any other required off-street loading space and arranged for convenient and safe ingress and egress. Provide AutoTurn diagrams which demonstrate:



- i. Safe and adequate on- and off-site circulation patterns for delivery vehicles from US Highway 441 to the delivery zone north of the proposed building; and,
- ii. Delivery vehicles are able to access each off-street loading space without entering the second off-street loading space.

**Response:** See sheet C0.21 for truck routing plan.

c. Table 6.1-2 requires at least one (1) off-street loading space for retail uses over 5,000 square feet in area. Provide a note on the site plan that an off-street loading space shall be designated at the time of building permit review should a single tenant within the retail building exceed 5,000 square feet in area.

**Response:** See sheet C1.00 for a depiction of a future loading space with the applicable note.

**18. Vehicle Stacking Spaces [Section 6.1.8]**

a. Section 6.1.8 requires vehicle stacking spaces for drive-through facilities. Table 6.1-4 identifies the minimum number of vehicle stacking spaces. Based upon the type of use (drive-through pharmacy), the use requires a minimum of four (4) vehicle stacking spaces. Spaces must be a minimum 9 feet by 20 feet and cannot impede on-site traffic movements (including the drive access/aisle west of the building.) Revise the plans to identify the minimum number of vehicle stacking spaces which are designed to comply with the provisions of Section 6.1.8.

**Response:** See the stacking spaces depicted on sheet C1.00.

**19. Pedestrian Facilities [Section 6.1.10]**

a. Section 6.1.10(A)(1) requires all crosswalks within parking lots of 100 or more spaces to be at least 10 feet in width, either raised above the adjacent pavement, or otherwise designated through the use of alternative materials. In addition, Section 6.8.3(E)(4) requires the use of pavers, bricks, or scored/stamped concrete.

- i. Revise all parking lot crosswalks to meet the requirements of the aforementioned sections; and,
- ii. Provide detail on a detail sheet (C2.10) demonstrating the surface materials comply with the provisions of Section 6.8.3(E)(4).

**Response:** See the 4 parking lot crosswalks on sheet C1.00.

b. The current design of the easternmost sidewalk through the parking lot and the parking spaces located adjacent to the side walk does not provide sufficient separation of pedestrian and vehicular traffic (Policy 1.5.e, Transportation Element.) Provide wheel stops or a landscape strip with curb along the row of parking spaces adjacent to the easternmost sidewalk through the parking lot.

**Response:** The sidewalk has been increased to 7' to provide a 3' clear route with 2' vehicle overhangs on each side. See revised sheet C1.01

c. Consider potential for a pedestrian cross access connection between the subject property and the property to the west (see Sheet C0.20 of the redlined plans for potential location.)

**Response:** The requested connection cannot be arranged with the school.

**20. Miscellaneous Parking/Traffic/Circulation Comments:**

a. Plan sheets currently depict the current configuration of the intersection of NW 167th Boulevard and NW US Highway 441. The approved Raceway project, however, proposed modifications to NW 167th Boulevard, specifically the removal of approximately half of the existing median north of the intersection of NW 167th Boulevard and NW US Highway 441 and the complete removal of the existing concrete separator, which currently runs from the north end of the existing median to near the proposed southern entrance drive to this project's site.

- i. Revise plan sheets to depict the modifications to the intersection of NW 167th Boulevard and NW US Highway 441 approved by the Raceway project's site plan; and,
- ii. Revise the site plan to depict any necessary modifications to intersection of NW 167th Boulevard and US 441 and/or to NW 167<sup>th</sup> Boulevard necessitated by this project.

**Response:** See the revised plan sheet C7.10 depicting the permitted median configuration of 167<sup>th</sup> and the proposed modifications to the intersection with 441. Please note that these intersection improvements are being reviewed and permitted by FDOT.

b. The plans do not provide for stop signs at on-site and off-site drive aisle/roadway intersections. Identify the location of all stop signs on the plans.

**Response:** See the revised plan sheets C1.00 thru C1.02 for intersection striping and signage.

c. There are numerous points of conflict between on- and off-site vehicular circulation patterns where a stop sign and stop bar is warranted. Provide stop signs and stop bars as notated on the redlined plan set.

**Response:** See the revised plan sheet C1.00 thru C1.02 for striping and signage.

**21. Lighting Standards [Section 6.4]**

a. Section 6.4.4(D)(2) requires the maximum initial lamp lumens not exceed 24,000 lumens. Provide the maximum initial lamp lumens for each light fixture type on Sheet ES-101.

**Response:** The lamp lumens have been provided. See revised schedule on sheet ES-101 in addition to fixture cut sheets.

b. Section 6.4.4(E) establishes ratios of the maximum to minimum lighting on a parcel. For the subject property the uniformity ratio is a maximum of 10:1. Provide the uniformity ratio for the site on Sheet ES-101.

**Response:** The max/min ratios have been provided for the site on sheet ES-101. Note that the areas shown above 10:1 are due to the under canopy lights which have higher f.c. readings than the site lighting.

c. Section 6.4.4(F) requires light fixtures in excess of 60 watts or 100 lumens to use full cut-off lenses or hoods to prevent glare and spill-over from the site onto adjacent land and roads. Provide full cut-off lenses/shielding to prevent spill-over from the site to adjacent roadways. Provide detail of any shielding on Sheet ES-101.

**Response:** The ECL1PSE light by Spaulding has a backlight control option which acts as a shield for the LED lighting. These will be used at the lights along the property line. See revised sheet ES-101 and attached cut sheet.

d. Any wall pack lighting must be fully shielded, cannot be visible from off site or from residential areas, and is subject to the maximum height restrictions applicable to pole-mounted lighting. If wall pack lighting is proposed, indicate its location on Sheet ES-101 and on Sheets A002 and A003.

**Response:** See sheets ES-101, A002 and A003 for wall pack locations. Wall packs will be a Kim wall director or equal, which is a full cut-off fixture. See attached cut sheet.

e. Section 6.4.4(G) requires the hue of lighting sources to be color correct types. Demonstrate compliance with the provisions of Section 6.4.4(G) on Sheet ES-101.

**Response:** All LED lighting will have a 4k light color. See revised schedule on sheet ES-101

*Signage [Section 6.5]*

*22. Freestanding Signage [Section 6.5.4(C)(2)]*

a. Sheet C0.20 depicts the location of three (3) freestanding monument signs for the development. Section 6.5.4(C)(2) permits a multi-tenant development to have two (2) freestanding signs along a road frontage. These signs must be separated from each other by at least 150 feet of road frontage. When a multitenant development has frontage along more than one road, an additional freestanding sign may be located along the secondary frontage, and must be separated from all other freestanding signs by at least 150 feet of road frontage. The development proposes three (3) freestanding signs which all front US Highway 441. Based upon the preceding, the development is allowed up to two (2) freestanding signs fronting either roadway upon which the development has frontage, with an additional freestanding sign along the secondary frontage. Revise the plans to comply with the aforementioned regulations.

**Response:** Signage has been clearly labeled as being shown for coordination purposes and that it will be permitted separately. See sheet C0.20.

b. The applicant must address how the proposed freestanding signage complies with Section 6.5.4(C)(2)(b), which requires freestanding signage that is part of a multi-tenant development to be located on a lot or outparcel which is part of the development, as determined by one of the following: (1) the lot/outparcel where the sign is located is in common ownership with other lots/outparcels which are part of the development; (2) the lot/outparcel where the sign is located is subject to a master association with one or more lots/outparcels which are part of the development; or, (3) the lot/outparcel where the sign is located is afforded ingress and egress from a shared access drive connecting between a road and the lot/outparcel where the sign is located. Demonstrate compliance with the preceding and provide any relevant documentation to support compliance.



**Response:** Signage has been clearly labeled as being shown for coordination purposes and that it will be permitted separately. See sheet C0.20.

c. The proposed monument sign near the property's southwest corner is within a required landscape buffer, which is prohibited by Section 6.2.6(D)(3)(f)i. Relocate the sign out of the required buffer (see redlined plans, Sheet C0.20.)

**Response:** Sign has been relocated out of the 10' landscape buffer. Signage has been clearly labeled as being shown for coordination purposes and that it will be permitted separately. See sheet C0.20.

*23. Miscellaneous Signage Comments*

a. Provide a note on all plan sheets where freestanding and wall signage are illustrated that such signage shall be approved under separate permit.

**Response:** Signage has been clearly labeled as being shown for coordination purposes and that it will be permitted separately.

*24. Easements/Legal Access Issues*

a. Provide a copy of all recorded ingress/egress easements granting ingress and egress to the subject property: (1) ingress/egress easement as recorded in OR Book 4243, Page 1713; (2) ingress/egress easement as recorded in OR Book 4243, Page 1722; ingress/egress easement as recorded in OR Book 2635, Page 1267.

**Response:** See the attached existing ingress egress easements.

b. Provide a copy of all recorded public utilities easements for existing public utilities which will serve the proposed development.

**Response:** See the attached existing PUEs.

c. Provide public utilities easements for all new publicly-maintained utilities, including but not limited to water, wastewater, and electric utilities.

**Response:** See plan sheets C4.00-C4.01 for the proposed PUEs. They will be recorded upon approval by the Public Services department.

*25. Traffic Impact Analysis*

a. The TIA considers the current configuration of the intersection of NW 167<sup>th</sup> Boulevard and NW US Highway 441. The approved Raceway project, however, proposed modifications to NW 167<sup>th</sup> Boulevard, specifically the removal of approximately half of the existing median north of the intersection of NW 167<sup>th</sup> Boulevard and NW US Highway 441 and the complete removal of the existing concrete separator, which currently runs from the north end of the existing median to near the proposed southern entrance drive to this project's site. Revise the TIA to consider and address any necessary modifications to the intersection of NW 167<sup>th</sup> Boulevard and NW US Highway 441 and the entrance into the Raceway parcel which may be necessitated by this project's impacts.

**Response:** The TIA was conducted with the full knowledge that the City had approved the Raceway project and its access configuration. The Raceway project would not influence the TIA with respect to its impact area, study roadways/intersections to be analyzed and the analysis procedures. Therefore, it is not necessary that the TIA be revised. Furthermore, as documented in the TIA, the Raceway project trips were included in the background traffic in the analysis of projected traffic conditions.

b. The applicant must comply with all comments provided by Brian Kanely, P.E., of Volkert and Associates, Inc., provided in a memorandum dated September 18, 2014, and revise the Traffic Impact Analysis accordingly.

**Existing Roadway Analysis:**

*The TIA performed a capacity analysis of the existing conditions for six (6) roadway segments and five (5) intersections. The TIA analysis concluded that all the roadway segments and intersections currently operate within the adopted Level of Service (LOS) standards. Volkert concurs with this finding.*

**No response necessary**

**Trip Generation:**

*The TIA computed the trip generation for the project using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition. The TIA computed project trips and pass-by trips. Volkert concurs with the TIA total trips, pass-by trips and total net new trips for the project.*

**No response necessary**

**Trip Distribution:**

*The trip distribution for the Project was based on the Gainesville/Alachua County Long Range Transportation Planning model maintained by the North Central Florida Regional Planning Council. Several minor modifications were made to the traffic analysis zones within the model to reflect Project conditions. The distribution of trips is reasonable and Volkert concurs with the TIA's trip distribution. There is not a similar existing development along US 441 west of I-75 that could be used to verify the trip distribution; therefore the model is the most reliable method to distribute the Project's trips.*

**No response necessary**

**Projected Traffic Conditions:**

*The TIA computed project traffic conditions (traffic volumes at project build out) based on new project trips, reserved trips and background traffic (with a growth factor) on US 441. Volkert concurs with the computation of the background traffic.*

*The computation of the projected Project trips should include the new trips from the Raceway Store. It is not clear from the TIA if the new trips from the Raceway Store were included in the computation of the projected traffic conditions. Figure 6 (Projected P.M.*

Peak Hour Traffic Volumes) does not contain a legend so a determination of whether or not the Raceway Store trips are included in the computation cannot be made. Since the status of the Raceway Store trips cannot be determined, a review of the future LOS for the study area roadway segments/intersections and the turn lane analysis could not be completed. In addition, the intersection of US 441 and NW 167<sup>th</sup> Blvd at project build out will be traffic signal controlled, not stop sign controlled. This intersection should be analyzed as a signaled intersection for the projected traffic conditions.

*Recommendation:*

1. The TIA should include the trips generated by the Raceway Store currently under construction. The TIA needs to clearly identify these trips in Figure 6. If the Raceway Store trips were not included in the TIA, the future LOS for roadway segments/intersections and the turn lane analysis will need to be recalculated.

**See response to #2 below.**

2. The future intersection of US 441 and NW 167<sup>th</sup> Blvd will be traffic signal controlled. The TIA should model the future traffic at this intersection with traffic signal control.

**Response:** As documented in the TIA report, the reserved trips were converted to an equivalent annual growth rate which was applied to existing traffic volumes to obtain background traffic volumes for use in the analysis. The reserved trips provided by the City and included in *Appendix B* of the TIA report included the Raceway store trips. Although the legend was inadvertently left out (not included in Figure 6), the projected traffic volumes were clearly defined in the TIA report to consist of background trips and project trips. Included with this response is *Figure 6* with the legend included.

As indicated above, the background traffic used in the determination of the future LOS for roadway segments did include the Raceway store trips. At the time of the TIA study, we did not have the traffic study prepared for the Raceway store and, therefore, the Raceway store trips were not distributed to NW 167<sup>th</sup> Boulevard and the right-in/out driveway even though these trips were included in the background traffic on the adjacent US 441 segment. The Raceway trips now obtained from that study have been assigned to NW 167<sup>th</sup> Boulevard and the right-in/out driveway serving both the Alachua Market Place and the Raceway Store as shown in *Figure 1A*. A capacity analysis conducted with the projected traffic volumes shown in this figure revealed satisfactory traffic operating conditions. Also included with this response are the HCS capacity analysis sheets.

In the TIA report, future traffic conditions at the US 441 and NW 167<sup>th</sup> Boulevard were analyzed with both STOP control and traffic signal control.

*Other Issues:*

*The review of the TIA produced other issues that should be addressed. These are:*

1. *Southbound lane configuration on NW 167<sup>th</sup> Blvd at US 441:* There are two southbound travel lanes on NW 167<sup>th</sup> Blvd at US 441. The conventional approach would be to have a left only lane and a right only lane. The Raceway Store has an entrance driveway on NY



167<sup>th</sup> Blvd relatively close to US 441. This driveway configuration was necessary due to the turning requirements for the fuel truck that services the site. During the peak hours of the Project, southbound traffic on NW 167<sup>th</sup> Blvd that is waiting to turn left at the traffic signal to access US 441 could back up and block the entrance driveway to the Raceway Store for northbound traffic on NW 167<sup>th</sup> Blvd. One way to address this situation would be to assign the two southbound travel lanes on NW 167<sup>th</sup> Blvd at US 441 as a left only lane and a left & right lane. This would increase the southbound left turn capacity significantly on NW 167<sup>th</sup> Blvd and reduce the potential for northbound traffic being blocked trying to access to the Raceway Store driveway. Once local traffic that is headed west on US 441 from the Project is aware of the right in/right out driveway on the west side of the site, Volkert predicts that the vast majority of traffic headed west on US 441 will utilize the right in/right out driveway and avoid the future traffic signal at US 441 and NW 167<sup>th</sup> Blvd.

**Response:** The two southbound travel lanes on NW 167<sup>th</sup> Boulevard at US 441 can be striped as a left lane only and a left/right lane. We are in the process of designing the traffic signal at this location and we will discuss this further with FDOT Traffic Operations staff.

2. Status of Median Opening on US 441 Just West of the Project: The status of the median opening on US 441 just west of the project was not addressed in the TIA. In this median opening to be modified in some manner to accommodate Project traffic that uses this median opening to make a U turn and head east on US 441. This is an issue that FDOT and the Consultant should address if they have not already reviewed the design and operation of the median opening.

**Response:** The status of the median opening on US 441 just west of the project has already been discussed with FDOT. Because of the new traffic signal at SW 167<sup>th</sup> Boulevard, project traffic would utilize the signal to head east and not west to make a u-turn to go east.

3. Future Traffic Signal Coordination along US 441: Volkert discussed with the City of Gainesville the status of plans to coordinate the traffic signals along US 441 in the project area and include the signals into the Gainesville/Alachua County Traffic Management System. The traffic signal related issues are installation of fiber optic cable, utilization of the existing old fiber optic cable/communications. This is a complex issue. The Alachua Market Place development should participate in the costs associated with the traffic signal coordination since the new signal at US 441 and NW 167<sup>th</sup> Blvd is located between the existing signals at the I-75 ramps and the existing signal at Santa Fe High School. Volkert recommends that the FDOT initiate discussions with respect to how the Alachua Market Place development should participate financially with this traffic signal coordination.

**Response:** As a part of the signalization plans for the US 441 and NW 167<sup>th</sup> Boulevard intersection, a Fiber Optic Plan Sheet will be prepared as per FDOT/City of Gainesville standards. In communication with the City of Gainesville Traffic Operation Manager, the existing underground fiber going from I-75 to CR 235A along US 441 will be intercepted so that the new signal will be able to communicate with the other signals along the corridor. This will include new fiber, pull boxes and other equipment as may be required.

**26. Concurrency Impact Analysis**

- a. The Concurrency Impact Analysis references the Traffic Impact Analysis (TIA) prepared by Traffic Planning and Design, Inc. (TPD) for an analysis of impacts to transportation facilities. The TIA, however, considers future development of the outparcel located in the southwest corner of the subject property.
- i. Provide an analysis of the impact to transportation facilities which will result from the proposed development, demonstrating the impact on each Comprehensive Plan roadway segment as defined in Policy 1.1.a of the Comprehensive Plan Transportation Element; and,
  - ii. Ensure consistency between the analysis and the trip generation data provided on Sheet C0.00.

**Response:** The restaurant listed in this sheet is the fast-food restaurant in the outparcel included in the TIA. We propose to keep the trip generation in the TIA the same for FDOT. See sheet C0.00 for trip generation limited to the current site plan application.

- b. The trip generation data provided on Sheet C0.00 uses ITE Code 934 for trip generation data for the 3,500 square foot restaurant (part of the tenant space.) This code includes fast food restaurants with drive-through windows. A more appropriate code is ITE Code 932 – High Turnover Sit Down Restaurant. Revise trip generation calculations for the Concurrency Impact Analysis accordingly.

**Response:** The future outparcel restaurant represented the fast food restaurant. The inline tenant space utilized ITE Code 826 Retail Shops/Stores which is consistent with the proposed uses. Trip generation calculations do not need to be revised.

- c. The Concurrency Impact Analysis uses a water/wastewater generation rate of 15 gallons per day for the entirety of the development (56,000 square feet of floor area) and cites Chapter 64E-6, Florida Administrative Code, as the source. Chapter 64E-6, however, establishes generation rates for restaurants (40 gallons per day per seat for restaurants operating 16 hours or less per day) and for food outlets (10 gallons per day per 100 square feet of floor area, plus 40 gallons per day for every 100 square feet of deli floor space, plus 40 gallons per day for every 100 square feet of bakery floor space, plus 75 gallons per day for every 100 square feet of meat department floor space.) Revise the water and wastewater generation rates to consider the generation rates for a restaurant (for 3,900 square feet of the building) and for a food outlet (for 45,600 square feet of the building) plus the additional generation rates for a deli, bakery, and meat department. A generation rate of 15 gallons per day is acceptable for the 6,500 square foot retail area of the building.

**Response:** An average of actual water/wastewater flows have been provided for similar size/layout grocery stores in place of the suggested calculation. The remaining square footage of the building has been classified as retail space (FAC Chapter 64E-6: Shopping centers without food or laundry), and 0.1gal/square foot was used for calculations. See attached the Revised Concurrency Impact Analysis.

**27. Comprehensive Plan Consistency Analysis**

a. Verify all goals, objectives, and policies cited in the Comprehensive Plan Consistency Analysis are from the current Comprehensive Plan elements – effective dates: April 23, 2012 (Vision Element) and May 15, 2013 (all other elements.)

**Response:** The goal stated from the Vision Element of the Comprehensive Plan has been updated. A revised document is attached.

28. *Fire Marshal/Public Services/Outside Engineering Review Comments*

a. The applicant must comply with all comments provided by Brian Green, Fire Inspector, Alachua County Fire Rescue, provided in a memorandum dated September 3, 2014.

*I have reviewed the plans and have found the location of the FDC and the associated fire hydrant in their present location to be unacceptable. Due to the location of the delivery truck positioned at the dock it blocks our access to these appurtenances. With the fire flow calculations being over 3000 gpm a third hydrant is required. Any existing hydrant within 1000 feet of the nearest part of the building is acceptable.*

*After reviewing the fire flow calculations I see no problem with them and accept them as an approved document.*

*Demonstration of how this fire flow will be achieved at this location is required. If the fire flow cannot be achieved by the potable water system, supplemental water for firefighting purposes may be required. This shall be in an approved tank that can be maintained and will require a fire pump.*

**Response:** The public services department is continuing to evaluate water service to the site. While a resolution cannot be determined at this time, we have shown a potential fire tank location as a place holder on C4.00. We will continue to work with Public Services on this matter.

b. The applicant must address the comments provided by Robert Walpole, P.E., of Causseaux, Hewett, & Walpole, Inc., provided in a letter dated September 15, 2014.

**Stormwater Design and Report:**

- *DA3 is an untreated drainage area discharging directly off-site. The report indicates that WQTV and Rates offset this discharge. In fact, for most storms it does not meet this statement but not for all. The City may accept this approach if the engineer can illustrate that the receiving basin is not a direct discharge to a sinkhole (i.e. illustrate that WQTV can be accomplished offsite before discharge to the sink).*

**Response:** Please see the revised drainage design notes and plan sheets C2.02 and C2.20. We have added a treatment swale for these driveways and have addressed the discharge rates.

**Sheet C1.00:**

- *Add appropriate striping and signage at the drive-thru exit and at both vehicular access points to the public ROW.*

**Response:** See the revised plan sheets C1.00 thru C1.02.



- *The existing transformer located north of the northern most entrance is too close to sidewalk and drive aisle. Narrow driveway or relocate transformer.*

**Response:** We are shifting the driveway to provide 10' of clearance from back of curb. See sheet C1.00.

- *Label generator, compactor, and loading dock items.*

**Response:** See sheet C0.20.

**Sheet C1.01:**

- *At the main entrance (4-way) traffic control is only provided from the north. Provide stop control in multiple directions.*

**Response:** We have signed and striped that intersection to be an all way stop with cross walks. See sheet C1.02.

**Sheet C1.02:**

- *Show proper traffic control and signage at the entrance/public ROW.*

**Response:** See the revised plan sheets C1.00 thru C1.02

**Sheet C2.00:**

- *General – provide pipe sizing calculations for all storm pipe.*

**Response:** See the revised drainage design notes.

- *A storm table of inlets tops and inverts was omitted. Revise plans to include a structure table.*

**Response:** See the revised sheet C2.00 for a table of storm structures.

- *Provide details, profiles, or spot grades indicating connections to the public road do not exceed FDOT standards for grade and have a max of 2% cross slope in the crosswalk areas.*

**Response:** See additional spot grades at the intersections, plan sheets C2.00 thru C2.02.

**Sheet C2.20:**

- *Cross section profile A-A is cut backwards – reverse A-A arrows.*

**Response:** See the revised cut direction on sheet C2.20.

- *S-23 Elevation A reads 119.00; it should be 109.00.*

**Response:** See the revised structure info on sheet C2.20.

- *Location of inlet (outfall) is such that discharge pipe is exposed. In addition, outfall has limited ballast to prevent movement or flotation. Revise as appropriate.*

**Response:** The discharge pipes have been lowered to provide 18" of minimum cover. Flotation calcs for Type C inlets show that 6" walls alone are enough to provide a 1.2 safety factor. No ballast is proposed.

- *Establish limits of sod and seeding of the SMF.*

**Response:** See the revised cross section on sheet C2.20.

**Sheet C4.00:**

- *General #1 – Wastewater (WW) calculations in the concurrency analysis are incorrect. Utilize a grocery with bakery, deli, and butcher. In addition, per the traffic report restaurants are proposed, thus revise the small shop S.F. to accurately reflect the WW demand. The lift station that this project flows to is at capacity and may require upgrades or replacement to the station and FM. Upon receipt of the correct information, the City will evaluate the existing condition and advise as to the developer's responsibility for such upgrades.*

**Response:** See the revised calculations. An average of actual water/wastewater flows have been provided for similar size/layout grocery stores in place of the suggested calculation. The remaining square footage of the building has been classified as retail space (FAC Chapter 64E-6: Shopping centers without food or laundry), and 0.1gal/square foot was used for calculations. See attached the Revised Concurrency Impact Analysis.

- *General #2 – Fire flow calculations were provided but not actual fire flow test results. The developer shall test two adjacent fire hydrants with at least one at an elevation of approximately 110.00. Should the tests show the minimum fire flow needed for the project cannot be met, then the developer and his/her engineer will be responsible for a solution and construction to provide the minimum fire flow as part of this development approval.*

**Response:** The public services department is continuing to evaluate water service to the site. While a resolution cannot be determined at this time, we have shown a potential fire tank location as a place holder on C4.00. We will continue to work with Public Services on this matter.

- *The 8" water main shall be looped around the building to avoid long dead-end fire hydrant runs. Alternately, master meter the entire site and all water mains on-site will be private.*

**Response:** We have worked with the Public Services Department to reduce the concerns over dead-end runs by isolating it to a single fire hydrant. See sheet C4.00.

- *Once looped, provide an additional fire hydrant to the west for better fire protection coverage.*

**Response:** We are coordinating with the Public Services Department to evaluate the requirements for an additional fire hydrant.

- *The fitting schedule has errors. Please review and correct (i.e. #2 is a TEE and a 90 degree bend).*

**Response:** See the revised schedule on sheet C4.00.

- *Label and of City responsibility as follows: meter for water service, valve for fire services, and manhole #6 for sewer.*

**Response:** See the revised schedule on sheet C4.00.

- *Laterals are labeled as "8" – maximum lateral size is "6". Revise plans accordingly.*

**Response:** See the revised plan sheet C4.00.

- *MH 6 is very close to storm pipe run S-8 to S-9. Verify/label minimum clearance elevations per FDEP and that it's adequate for construction and maintenance.*

**Response:** See the plan and profile on C4.51

- *Illustrate backflow preventers at all services by symbol and callout.*

**Response:** See the revised sheet C4.00

**Sheet LS-2:**

- *The utility layout on LS-2 does not match C4.00. Revise as appropriate and provide a new plan so utility and landscape conflicts may be reviewed.*

**Response:** Please see the revised landscape plan, LS-1 to LS-5.

**Sheet A-1:**

- *The floor plans provided do not match the civil and landscape sheets.*

**Response:** See the revised floor plan on sheet A-1.

**Sheet A001:**



- *The plan indicates a fire riser room for the small shop space; however utility plans make no accommodation for a fire line. (refer to Sheet C4.00).*

**Response:** See the revised utility plans on sheet C4.00.

c. The applicant must comply with all comments provided by the Public Services Department.

1. General

- Public Utility Easements (PUE's) are required by the owner for all City of Alachua maintained utilities located on private property.
- Developer is responsible for all fees associated with the electric, water and wastewater system upgrades.
- Public Services Department will be responsible for invoicing developer prior to the start of the project.

**Response:** Please see the revised plan sheet C4.00 for the PUE locations. The fees are so noted.

2. Electric

- Electrical engineer to provide information related to the electrical loads for each proposed facility
- Size primary electric transformers and confirm services are adequate for additional load.
- Not how proposed facilities will achieve electric service from each power transformer to the City's existing switchgears located in the R/W.
- Adjust north entrance 20' south of existing switchgear; equipment cannot be relocated.
- Identify primary electric feeder loops between two (2) transformer locations; not indicated on the drawings.
- High efficiency transformers will be ordered by the City and invoice to the developer.
- Provide vehicle access to each transformer and maintain a 10' clear zone around each transformer.
- Provide a 15' PUE from R/W to proposed transformer locations.
- Developer installed electric system will be in accordance with the City's electric standards, approved materials and electric policy.

**Response:** See the revised plans provided by the mechanical engineer. The driveway was shifted 10' south and pipe bollards were added to the switchgear.

3. Streets and Roads

- Pave streets will require additional utility stubbed out for future developments.
- Provide PUE's for all utility facilities.

**Response:** Please note that the outparcel will be served from 441. See sheet C4.01 for the conceptual location of those stubouts. No public utility extension will be required through the site.

4. Stormwater

- No Comments

5. Water

- Locate and connect to existing 8" water lines stubbed out to R/W; two (2) locations available.
- Locate water meters in R/W for all facilities; no landscaping to obstruct access to meters.
- New fire hydrant adjacent to the southwest corner of the property shall be privately owned and maintained system.
- On-site water and fire support systems are privately owned and maintained. City's point of service stops at the R/W line.

**Response:** The revised utility layout has been coordinated with the Public Services Department.

6. Wastewater

- Identify types of waste (domestic only, industrial only, mixed) generated by proposed facility.
- Identify nature and quantity of any liquids used in the facility that may be introduced to the wastewater system.
- Confirm the location and connection to an existing 6" sewer lateral stubbed out at R/W. Note: Proposed facilities and showing 8" connection to a 6" lateral.
- On-site sewer systems and grease traps are privately owned and maintained. City's point of service stops at the R/W line.

**Response:** No industrial waste is proposed, only commercial. No substantial quantities of other liquids are proposed for disposal in the sewer system. Please note that while the surface cleanout is 6", the sewer main is 8" as evidenced in the invert measurements in the downstream manhole and the

**previous development plans for 167<sup>th</sup>. Private maintenance for all on-site sewer is shown to begin at MH-1 as shown on C4.00.**

**29. Completeness Review Comments:**

- a. The applicant must address all completeness review deficiencies as provided in a letter dated September 3, 2014 and as follows:

**Site Plan Attachment #13**

If access is from a State Road, access management permit from Florida Department of Transportation (or documentation providing evidence that a permit application has been submitted).

**Action Needed to Address Deficiency:** The application states that the project does not access FDOT roads directly, and that an application for modification of an existing intersection will be submitted to FDOT for review. While the project may not directly access FDOT-maintained roads, one (1) permitted access point to the property connects to US Highway 441, and the proposed intersection modifications are necessitated by this project. The applicant must provide a documentation which evidences that a permit application has been submitted to FDOT.

**Response:** See the attached copy of our submittal to FDOT. Adam Doyle will confirm their review of the project.

**30. Miscellaneous/General Issues**

**a. Sheet C0.00:**

- i. Note 4, Development Information: The project address listed is located on the portion of the parent parcel (03053-001-001) located east of NW 167th Boulevard, and is not located on the portion of the parcel subject to this application. Revise accordingly.
- ii. Note 11, Development Information: Identify the electric utility and gas utility providers.
- iii. Vicinity Map: The zoning of properties within the Heritage Oaks subdivision are shown incorrectly. The zoning is shown as RSF-4, however, the correct zoning is PUD. Revise accordingly.
- iv. Vicinity Map: Many of the lots within Heritage Oaks for which property information is provided are not contiguous to the subject property. Information should only be provided for property which is contiguous to the subject property. Revise the zoning and Future Land Use Map Designations listed on Sheet C0.00 to list those identified within the Vicinity Map.;
- v. Impervious Area Calculations: The total site area is shown to be 455,421 square feet, however, based upon the legal description, the correct area is 554,519 square feet. Revise the total site area square footage and acreage accordingly, and revise percentages of site for all other impervious areas accordingly.
- vi. Parking Calculations: The correct minimum and maximum parking standards for the grocery store use is 182 minimum, 228 maximum. Revise the table accordingly.
- vii. Parking Calculations: Revise the calculations for maximum parking area as follows:
  1. Grocery Store: 182 x 125%



2. Retail/Restaurant: 60 x 125%

3. Total Required Parking: Show final calculations: 243 spaces(minimum), 303 spaces (maximum)

viii. Parking Calculations: The bicycle parking standard was amended by Ordinance 14-08 to require 1 bicycle parking space per 10 required offstreet parking spaces. The subject property is therefore required to provide 24 bicycle parking spaces (242 required parking spaces x 10% = 24 bicycle parking spaces.)

ix. Drawing Index: List the correct sheet numbers of all sheets (photometric plan, boundary and topographic survey, landscape plan, architectural plan) and order (photometric plan, landscape plan, architectural plan.)

**Response: See the revised calculations on C0.00, cover sheet.**

b. Sheet C0.10:

i. Sheet provides detail for a brick paver pattern within the legend, and states the pattern is to be determined by the owner and may be substituted with stamped asphalt or painted pedestrian crossings. To demonstrate compliance with the provisions of the LDRs, the materials which all walkways shall be constructed of must be determined and documented in the plans. Revise the note accordingly, and provide detail of any pavers and stamped concrete on Sheet C2.10.

**Response: See the revised note on sheet C1.00 and C2.03.**

c. Sheet C0.20:

i. Dimension the distance from all building corners to property lines(reference redlined plans.)

ii. Label all setbacks, including west property line (0') and east property line (5') (reference redlined plans.)

iii. There is an area in the northwest corner of the outparcel which is not labeled, and it is unclear of what this area is intended to delineate (reference redlined plans.)

**Response: See the revised plan sheet C0.20, the referenced area is shown for coordination purposes only for a future lot split. It has been labeled as such and de-emphasized.**

d. Sheet C0.30:

i. Remove notes 8 and 9 (not applicable to this project.)

**Response: See the revised note on sheet C0.30.**

e. Sheets C1.00 – C1.02:

i. Remove manhole layer as the data is not useful on these sheets and is provided elsewhere in the plan set.

ii. X/Y data clutters the dimension plan. This data is typically not provided on plan sets submitted to the City for permitting. Please remove from plan sets for City permitting to clarify the information which is required for the City's review.

- iii. Dimension all drive aisle widths (see redlined plans for locations.)
- iv. C1.00: Dimension width of sidewalk located at the rear of the retail building.
- v. C1.00: Verify dimensions of dumpster pad – Sheet A100 shows pad as 26' 8" x 12'
- vi. C1.01: Reconfigure stop bar at northwest corner of parking lot to be adjacent to the curb (see redlined plans.)
- vii. C1.01: Provide note on easternmost sidewalk through the parking lot that the width is 5' TYPICAL.

**Response: See the revised plan sheets C1.00-C1.02.**

f. Sheet C2.00 – 2.02:

- i. Provide directional arrows indicating the direction of flow of stormwater runoff.
- ii. Sheet C2.01: Verify invert elevations from S-20 (N invert = 97.91) to S-14 (S invert = 98.41).

**Response: See the revised plan sheets C2.00-C2.02.**

g. Sheet C2.10: There is a typographical error on the second line of note 7.

**Response: See the revised note on sheet C2.10.**

h. Sheet C2.20: Identify the top elevations and invert elevations of all existing manholes to which the proposed stormwater system will connect.

**Response: See the revised plan sheet.**

i. Sheet C3.00:

- i. There is an incorrect reference to "16th Blvd." in note 2, Section II, Site Description. Revise to correct street name.
- ii. Note 3, Section VI, Controls for Other Potential Pollutants, references Gainesville Regional Utilities water/sewer system. Revise to City of Alachua.

**Response: See the revised notes.**

j. Sheet C4.00: Verify invert elevations from CO-14 (invert = 105.50) to MH-9 (SW invert = 106.98/106.83)

**Response: See the revised plan sheet.**

k. Provide a copy of the existing Environmental Resource Permit (ERP01-0042) to which discharge from this site shall be conveyed.

**Response: See the attached SRWMD permit.**



## City of Alachua

TRACI L. CAIN  
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT  
DIRECTOR KATHY WINBURN, AICP

September 30, 2014

Mr. Sergio Reyes, PE  
President  
eda engineers-surveyors-planners, inc.  
2404 NW 43<sup>rd</sup> Street  
Gainesville, FL 32606

RE: Approval of Application to Divide Property: Hipp Investments, LLC Parcel  
Tax Parcel 03053-001-001

Dear Mr. Reyes:

On September 22, 2014, the City of Alachua received your application for the division of land pursuant to the subdivision exemption provided in Subsection 2.4.10(B)(3)(f) of the City's Land Development Regulations (LDRs.) The proposed division would divide an existing  $\pm 24.68$  acre tract (Tax Parcel 03053-001-001) into two newly created lots consisting of  $\pm 12.73$  acres ("Lot 1") and  $\pm 11.95$  acres ("Lot 2.")

Subsection 2.4.10(B)(3)(f) of the City's LDRs provides for the exemption of a development from subdivision review when the development consists of a multifamily, office, commercial, and/or industrial use(s) requiring site plan review pursuant to Subsection 2.4.9 of the LDRs, provided that the development does not result in the creation, relocation, or extension of any street. The site plan for such development is required to indicate the location and specifications of all utility infrastructure, including but not limited to water, wastewater, and electrical facilities, which shall serve the development.

The proposed division of the referenced parcel is in relation to the Alachua Market Place site plan application, which is a commercial development proposed on a portion of the parcel (Lot 1.) The Alachua Market Place site plan application is consistent with the requirements of Subsection 2.4.10(B)(3)(f), and will not result in the creation, relocation, or extension of any street. In addition, the site plan indicates the location and specifications of all utility infrastructure, including but not limited to water, wastewater, and electrical facilities, which shall serve the development.

The two proposed lots, as described within the legal descriptions submitted as an exhibit to the application and as illustrated in the accompanying sketch, have been reviewed for and are found to be in compliance with the applicable dimensional criteria and zoning regulations, as provided within the LDRs.

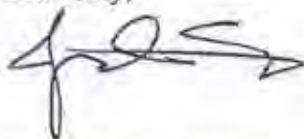


Based upon the preceding information, the proposed application for the division of the property referenced above has been approved by the Planning & Community Development Department. Any additional division of the property subject to this approval must comply with the provisions of Section 2.4.10 of the LDRs, which may require the approval of a Major or Minor Subdivision.

Please be advised that the legal descriptions approved by this division must be recorded in the public records of Alachua County, Florida, prior to any public hearing(s) for the Alachua Market Place site plan.

If you have any questions regarding this approval, please feel free to contact me at (386) 418-6100 x 107.

Sincerely,

A handwritten signature in black ink, appearing to read 'Justin Tabor', with a stylized flourish at the end.

Justin Tabor, AICP  
Principal Planner

c: Kathy Winburn, AICP, Planning & Community Development Director  
Brandon Stubbs, Planner  
File

Zimbra

ju\_tabor@cityofalachua.org

---

**Re: Alachua Market Place - DRT Summary & Follow Up**

---

**From :** Justin Tabor <jtabor@cityofalachua.com>  
**Subject :** Re: Alachua Market Place - DRT Summary & Follow Up

Wed, Sep 24, 2014 07:27 AM

**To :** Chris Gmuer <cgmuer@edafi.com>

**Cc :** Tom Murray <tmurray@WINDCRESTINC.COM>,  
Kathy Winburn <kwinburn@cityofalachua.com>

Chris,

Yes, waste receptacles (including compactors and dumpsters) require screening, regardless of their location:

**Section 6.2.3**

(B) Waste receptacles. Waste receptacles shall be screened with one of the following materials:

- (1) a solid fence at least six feet in height constructed of wood, masonry, stone, finished (non-reflective) metal, or other similar materials, or
- (2) landscaping using evergreen materials, capable of providing a substantially opaque, hedge-like barrier and attaining a minimum height of six feet within three years of planting.

Sides which provide service access to waste receptacles shall be gated. Gates shall be constructed of a material consistent with the screening material all other sides of the receptacle, except when using evergreen materials to screen the sides of the receptacles. In such instances, a material consistent with Section 6.2.3(B)(1) shall be utilized.

(C) Service areas. Service areas shall be screened with either a solid wood, masonry, stone, or finished (non-reflective) metal fence, or a fence constructed of other similar materials, at least six feet in height or landscaped using evergreen materials capable of providing a substantially opaque hedge-like barrier and attaining a minimum height of six feet within three years of planting.

Sincerely,

**Justin Tabor, AICP**

Principal Planner

City of Alachua

15100 NW 142nd Terrace | PO Box 9

Alachua, Florida 32616

386.418.6100 x 107 | fax: 386.418.6130

jtabor@cityofalachua.com

### City Hall Hours of Operation

Monday - Thursday, 7:30 AM - 6:00 PM

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

---

**From:** "Chris Gmuer" <cgmuer@edafl.com>  
**To:** "Justin Tabor" <jtabor@cityofalachua.org>  
**Cc:** "Tom Murray" <tmurray@WINDCRESTINC.COM>, "Kathy Winburn" <kwinburn@cityofalachua.com>  
**Sent:** Tuesday, September 23, 2014 5:15:07 PM  
**Subject:** RE: Alachua Market Place - DRT Summary & Follow Up

Thanks for those responses.

I have a question from the plan redlines that were not in the comments.

**Sheet C1.00** Do we need to screen the trash compactor if we are putting screening around the whole loading area? Would this situation also apply to the regular dumpster and its screening?

**Christopher A. Gmuer, P.E.**

**Director of Engineering**

[CGmuer@edafl.com](mailto:CGmuer@edafl.com)

(352) 281-4928

eda engineers-surveyors-planners, inc.

(352) 373-3541

---

**From:** Justin Tabor [mailto:jtabor@cityofalachua.org]  
**Sent:** Tuesday, September 23, 2014 3:46 PM  
**To:** Chris Gmuer  
**Cc:** Tom Murray; Kathy Winburn  
**Subject:** Re: Alachua Market Place - DRT Summary & Follow Up

Chris,

Please see the following in response to your questions:

**Comment 6a:** I think the calc of 12.75 acres / 5acres should be rounded down to 2 instead of 3. This would result in 1 + 2 additional = 3 sidewalk connections total.

Section 7.3.2(C) states that all nonresidential development shall provide at least one improved pedestrian connection between the on-site pedestrian circulation system and the adjacent public sidewalk network, with an additional connection for each addition five acres of development area. The calculation was conducted as follows:



Minimum 1 connection +  $(12.73/5 = 2.546) = 3.546$ .

I would concur with rounding down if the fraction was 0.49 or less, but given the property's acreage it results in a fraction of 0.50, which in our code requires rounding up (except as related to density.)

**Comment 19b:** Would a 7' wide sidewalk be ok (3' Clear + 2' Vehicle Overhang + 2' Vehicle Overhang)?

I believe that this should be an acceptable alternative.

**Comment 30ai:** What address should we use for the site? We can't apply for a 911 address until the building permit is applied for.

Understood. Technically, the project area does not have a physical address. It is acceptable to include only the tax parcel number (updated to reflect the new parcel number if applicable following the recording of the proposed lots.)

Sincerely,

**Justin Tabor, AICP**

Principal Planner

City of Alachua

15100 NW 142nd Terrace | PO Box 9

Alachua, Florida 32616

386.418.6100 x 107 | fax: 386.418.6130

[jtabor@cityofalachua.com](mailto:jtabor@cityofalachua.com)

***City Hall Hours of Operation***

Monday - Thursday, 7:30 AM - 6:00 PM

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

---

**From:** "Chris Gmuer" <[cgmuer@edafi.com](mailto:cgmuer@edafi.com)>

**To:** "Justin Tabor" <[jtabor@cityofalachua.org](mailto:jtabor@cityofalachua.org)>

**Cc:** "Tom Murray" <[tmurray@WINDCRESTINC.COM](mailto:tmurray@WINDCRESTINC.COM)>

**Sent:** Tuesday, September 23, 2014 1:10:36 PM

**Subject:** Re: Alachua Market Place - DRT Summary & Follow Up

Justin, we have a couple of questions that we need your feedback on.

**Comment 6a:** I think the calc of 12.75 acres / 5 acres should be rounded down to 2 instead of 3. This

would result in 1 + 2 additional = 3 sidewalk connections total.

**Comment 19b:** Would a 7' wide sidewalk be ok (3' Clear + 2' Vehicle Overhang + 2' Vehicle Overhang)?

**Comment 30ai:** What address should we use for the site? We can't apply for a 911 address until the building permit is applied for.

**Christopher A. Gmuer, P.E.**

**Director of Engineering**

[CGmuer@edafi.com](mailto:CGmuer@edafi.com)

(352) 281-4928

eda engineers-surveyors-planners, inc.

(352) 373-3541

---

**From:** Justin Tabor [<mailto:jtabor@cityofalachua.org>]

**Sent:** Monday, September 22, 2014 3:20 PM

**To:** [CGmuer@edafi.com](mailto:CGmuer@edafi.com)

**Subject:** Fwd: Alachua Market Place - DRT Summary & Follow Up

Chris,

Please see the email below. I accidentally sent the original email to the wrong address for you.

My apologies.

Sincerely,

**Justin Tabor, AICP**

Principal Planner

City of Alachua

15100 NW 142nd Terrace | PO Box 9

Alachua, Florida 32616

386.418.6100 x 107 | fax: 386.418.6130

[jtabor@cityofalachua.com](mailto:jtabor@cityofalachua.com)

***City Hall Hours of Operation***

Monday - Thursday, 7:30 AM - 6:00 PM

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

---

**From:** "Justin Tabor" <[jtabor@cityofalachua.com](mailto:jtabor@cityofalachua.com)>

**To:** "Sergio Reyes" <[sreyes@edafi.com](mailto:sreyes@edafi.com)>, "Adam Boukari"

<[aboukari@cityofalachua.com](mailto:aboukari@cityofalachua.com)>, "Kathy Winburn" <[kwinburn@cityofalachua.com](mailto:kwinburn@cityofalachua.com)>.

"Roland Davis" <[rdavis@cityofalachua.org](mailto:rdavis@cityofalachua.org)>, "Brandon Stubbs"

<[bstubbs@cityofalachua.org](mailto:bstubbs@cityofalachua.org)>, "Clay Sweger" <[csweger@edafi.com](mailto:csweger@edafi.com)>, "Chris Gmuer"

<[chrisg@chw-inc.com](mailto:chrisg@chw-inc.com)>, [christ@c-p.com](mailto:christ@c-p.com), [laurie@bda-la.net](mailto:laurie@bda-la.net), [tmurray@windcrestinc.com](mailto:tmurray@windcrestinc.com)

**Sent:** Monday, September 22, 2014 1:03:01 PM

**Subject:** Alachua Market Place - DRT Summary & Follow Up



All,

Please find attached to this email a letter summarizing today's DRT Meeting concerning the Alachua Market Place Site Plan.

I have attached Ordinance 14-08 to this email, which adopted numerous amendments to various code sections, including those which pertain to bicycle parking, signage, and design standards, among other areas. This language will be useful as revisions are made to the plans.

The redlined plans for Alachua Market Place, as well as the DRT comments which provide a further explanation of the necessary plan revisions, can be downloaded from the following link:

<http://cloud.cityofalachua.org/public.php?service=files&t=f19335027d5bdb55164f080014a1fe76>

If you have any issues accessing the files, or if you have any questions, please let me know.

Sincerely,

**Justin Tabor, AICP**

Principal Planner

City of Alachua

15100 NW 142nd Terrace | PO Box 9

Alachua, Florida 32616

386.418.6100 x 107 | fax: 386.418.6130

[jtabor@cityofalachua.com](mailto:jtabor@cityofalachua.com)

***City Hall Hours of Operation***

Monday - Thursday, 7:30 AM - 6:00 PM

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.





## City of Alachua


Traci L. Cain  
City Manager

Roland E. Davis, EI  
Public Services

### INTER-OFFICE COMMUNICATION

**Date:** September 22, 2014

**To:** Kathy Winburn, AICP  
Planning & Community Developer Director

**From:** Roland E. Davis, EI  
Engineer-Public Services 

**Subject:** Alachua Market Place Site Plan Review Comments

Electric, water and wastewater utilities are available for this development. I have reviewed the subject development and offer the following comments:

#### 1. General

- Public Utility Easements (PUE's) are required by the owner for all City of Alachua maintained utilities located on private property.
- Developer is responsible for all fees associated with the electric, water and wastewater system upgrades.
- Public Services Department will be responsible for invoicing developer prior to the start of the project.

#### 2. Electric

- Electrical engineer to provide information related to the electrical loads for each proposed facility.
- Size primary electric transformers and confirm services are adequate for additional load.
- Note how proposed facilities will achieve electric service from each power transformer to the City's existing switchgears located in the R/W.
- Adjust north entrance 20' south of existing switchgear; equipment cannot be relocated.
- Identify primary electric feeder loops between two (2) transformer locations; not indicated on the drawings.
- High efficiency transformers will be ordered by the City and invoice to the developer.
- Provide vehicle access to each transformer and maintain a 10' clear zone around each transformer.
- Provide a 15' PUE from R/W to proposed transformer locations.
- Developer installed electric system will be in accordance with the City's electric standards, approved materials and electric policy.

**3. Streets & Roads**

- Pave streets will require additional utility stubbed out for future developments.
- Provide PUE's for all utility facilities.

**4. Stormwater**

- No comments.

**5. Water**

- Locate and connect to existing 8" water lines stubbed out to R/W; two (2) locations available.
- Locate water meters in R/W for all facilities; no landscaping to obstruct access to meters.
- New fire hydrant adjacent to the southwest corner of the property shall be privately owned and maintained system.
- On-site water and fire support systems are privately owned and maintained. City's point of service stops at the R/W line.

**6. Wastewater**

- Identify types of waste (domestic only, industrial only, mixed) generated by proposed facility.
- Identify nature and quantity of any liquids used in the facility that may be introduced to the wastewater system.
- Confirm the location and connection to an existing 6" sewer lateral stubbed out at R/W. Note: Proposed facilities and showing 8" connection to a 6" lateral.
- On-site sewer systems and grease traps are privately owned and maintained. City's point of service stops at the R/W line.

Please advise me if you have questions or require additional information. Thanks.

cc: Justin Tabor, Planner  
Brandon Stubbs, Planner  
File



## City of Alachua

TRACI L. CAIN  
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT  
DIRECTOR KATHY WINBURN, AICP

September 22, 2014

Mr. Sergio Reyes, PE  
President  
eda engineers-surveyors-planners, inc.  
2404 NW 43<sup>rd</sup> Street  
Gainesville, FL 32606

RE: Development Review Team (DRT) Summary for Alachua Market Place – Site Plan

Dear Mr. Reyes:

The application referenced above was reviewed at our September 22, 2014 Development Review Team (DRT) Meeting. Please address all insufficiencies outlined below in writing and provide an indication as to how they have been addressed by **4:00 PM on Monday, October 6, 2014**. A total of three (3) copies of the application package, plans, and a CD containing a PDF of all application materials and plans must be provided by this date.

Upon receipt of your revised application, Staff will notify you of any remaining insufficiencies which must be resolved before the item may be scheduled for a public hearing before the Planning & Zoning Board (PZB.) Please note that if Staff determines that the revised submission requires outside technical review by the City, your application may be delayed in order to allow for adequate review time. You must provide 13 *double-sided, three-hole punched sets* of each application package, 13 sets of plans, and a CD containing a PDF of all application materials *no later than 10 business days prior to the PZB Meeting at which your application is scheduled to be heard*.

As discussed at the DRT Meeting, please address the following insufficiencies:

*Needed Fire Flow*

1. The applicant must demonstrate how the minimum needed fire flow required for the development shall be provided.

*Gateway Overlay District [Section 3.7.2(C)]*

2. Section 3.7.2(C) establishes the Gateway Overlay District. Tax Parcel 03053-001-001 is located in part in the Gateway Overlay District, however, the property subject to this site plan is not within the Gateway Overlay District. Section 3.7.2(C)(2)(b) states that the standards of the Gateway Overlay District apply to the entire parcel when all or a portion of the parcel is located within the Gateway Overlay District. Based upon the preceding, the property subject to this site plan is subject to the provisions of the Gateway Overlay District, unless the property is split to create a new parcel consisting of only the property subject to this site plan. The applicant must either:



- a. Revise the design of the structure and site to comply with the development standards of the Gateway Overlay District as provided in Section 3.7.2(C)(5); or,
- b. Identify an applicable exemption from the subdivision standards provided in Section 2.4.10 and submit a request for a Lot Split.

Large-Scale Retail Design Standards [Section 6.8.3]

3. *Façade & Material Design [Section 6.8.3(A)]:*

- a. Section 6.8.3(A)(1) requires all facades facing a street and lands containing existing residential uses to meet the standards provided in Section 6.8.3(A)(2), which relate to glazing, façade massing, colors, roof line changes, and prohibited materials. In order for the right and rear elevations to not be required to meet the design standards provided in Section 6.8.3(A)(2), the applicant must provide sufficient screening/buffering/fencing along NW 167<sup>th</sup> Boulevard and the north property line to effectively screen the right and rear elevations of the building such that it will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. To provide sufficient screening, a fence or wall with a minimum height of 6'-8' is suggested.
- b. Section 6.8.3(A)(2)(a)(ii) states that for the purposes of glazing, the ground floor façade area of single story buildings shall be calculated by measuring the applicable building wall between the finished grade and the underside of the roof, parapet, or wall of the façade. Sheet A003 calculates the area of the front façade using the façade length and roof height, however, the referenced section requires the calculation to utilize the area of parapets and roofs extending above the height of the wall. Including the area of walls and parapets extending above the roof height increases the area to approximately 6,723 square feet. Revise the calculation of the ground floor façade area to include all area of the front façade, including the area of walls and parapets extending above the roofline.
- c. Section 6.8.3(A)(2)(a)(iii) provides for a reduction in glazing from 30% to 20% when the façade incorporates a minimum of 20% of defined architectural elements (such as a natural brick product) and increased design features at customer entrances. In addition to this reduction, Section 6.8.3(A)(2)(a)(iv)(d) provides for a further reduction in glazing by 5% when the façade incorporates a corresponding increase in the percentage of architectural elements (i.e., natural brick product) in addition to the minimum required (20%) as an alternative to the minimum glazing standard. Sheet A003 indicates that the front façade provides 20% glazing and 23% cultured brick veneer. Based upon the preceding comment related to the calculation of the area of the front façade, the percentage of glazing provided is approximately 15.82% and the percentage of veneer provided is approximately 17.79%. In addition, it does not appear that the plans provide the minimum six (6) design features at the customer entrance as required by the glazing alternative requirements.
  - i. Revise the plans:
    1. To provide a minimum 20% glazing and 20% veneer utilizing the correct ground floor façade area; or,
    2. To provide no less than 15% glazing with a corresponding increase in the percentage of veneer (plus the minimum 20%) to the amount of glazing area which is less than 20%.
  - ii. Identify the six (6) design features provided in Section 6.8.3(C)(2) which are incorporated into the design.
- d. Section 6.8.3(A)(2)(b) requires the front façade to incorporate wall offsets at least two feet in depth a minimum of every 40 feet. The dimension plans/architectural plans do

not provide sufficient detail to demonstrate compliance with the aforementioned provisions. Revise the dimension plan sheets/architectural plan sheets:

- i. to demonstrate compliance with the aforementioned provisions: or,
- ii. to demonstrate compliance with the offset alternatives as provided in Section 6.8.3(A)(2)(b)(ii) which require: (1) façade color changes corresponding to the dimensional standards of the offset requirements; (2) pilasters having a minimum depth/width of 1 foot and a minimum height of 80% of the façade's height; and/or (3) roofline changes when coupled with corresponding façade material changes.
- e. Section 6.8.3(A)(2)(d) requires façade colors that are low reflectance, subtle, neutral, and/or earth tones. High-intensity, bright, metallic, or black/fluorescent colors are prohibited except for in building trim. Provide architectural plans which demonstrate compliance with the provisions of the aforementioned section.
- f. Section 6.8.3(A)(2)(e) prohibits smooth-finished concrete block when visible from a street or existing residential uses. The plans do not sufficiently demonstrate how the right and rear elevation will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. Provide sufficient screening/buffering/fencing along NW 167<sup>th</sup> Boulevard and the north property line to effectively screen the right and rear elevations of the building such that it will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. To provide sufficient screening, a fence or wall with a minimum height of 6'-8' is suggested.

4. *Roofs [Section 6.8.2(B)]:*

- a. Section 6.8.3(B)(2) requires that when a flat roof is used, parapet walls with three-dimensional cornice treatment conceal the roof. The cornice must project a minimum of eight inches from the parapet façade plane. The architectural plans do not provide for the concealment of the roof using a parapet with cornice along the right elevation, rear elevation, and a majority of the left elevation. Revise the architectural plans to provide for the concealment of the roof using a parapet with cornice meeting the provisions of the aforementioned section.
- b. Section 6.8.3(B)(3) requires all roof-based mechanical equipment, as well as vents, pipes, antennas, satellite dishes, and other roof penetrations to be located on the rear elevation or screened with a parapet wall having a three-dimensional cornice treatment so as to have minimal visual impact as seen from a public street and lands containing existing residential uses. Mechanical equipment is shown on Sheet A003 throughout the left elevation and rear elevation. Revise the architectural plans to either locate roof-based mechanical equipment to the rear elevation or to screen with a parapet wall with cornice to reduce its visual impact from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property.

5. *Off-Street Parking [Section 6.8.3(D)]:*

- a. Section 6.8.3(D) requires that no more than 50 percent of the required off-street parking (for the retail sales & services use greater than 20,000 square feet in area) be located between the building's primary façade and the street it fronts. The use requires a minimum of 183 parking spaces, therefore, no more than 92 parking spaces dedicated to this use may be located between the use's primary façade and the street it fronts. Currently, 175 parking spaces are located in front of this use's primary façade and the street it fronts. 75 parking spaces are required for the retail/restaurant component of the development. In order to comply with the provisions of Section 6.8.3(D), the applicant must reduce the number of parking spaces in front of this use's primary façade by at least 8 parking spaces (175 spaces - 75 parking spaces

(maximum number for retail/restaurant use) = 100 spaces for large retail use located in front of its façade; 92 maximum permitted; 100 spaces – 92 = 8 parking spaces.)

6. *Pedestrian Circulation [Section 6.8.3(E)]:*

- a. Section 6.8.3(E)(2) requires compliance with the provisions of Section 7.3.2(C), which requires all nonresidential developments to provide at least one improved pedestrian connection between the on-site pedestrian circulation system and the adjacent public sidewalk network, with one additional connection required for each additional five acres of development area. Based upon the preceding, the development is required to provide four (4) connections to the adjacent sidewalk network (1 connection + 3 (12.73 acres / 1 connection per 5 acres) = 4 connections required.) See Sheet C0.20 of the redlined plan set for potential configurations. (Note that Section 6.8.3(E)(3) requires connection to both US Highway 441 and NW 167<sup>th</sup> Boulevard.) Dimension the width of sidewalks to demonstrate compliance with Section 7.3.2(B) (minimum 5' width.)
- b. Section 6.8.3(E)(4) requires that all internal pedestrian walkways be distinguished from driving surfaces through the use of specified materials which include pavers, bricks, or scored/stamped concrete or asphalt to enhance pedestrian safety. Revise the plans to provide internal pedestrian walkways which comply with the design requirements and provide detail within the plan set demonstrating compliance with the materials requirements aforementioned section.

*Design Standards for Business Uses [Section 6.8.2]*

7. *Façade and Material Design [Section 6.8.2(A)]:*

- a. Section 6.8.2(A)(2)(a) requires a minimum of 20% glazing of the ground floor façade area when it faces a street or publicly accessible parking area which is part of the development and consists of 15% or more of the required off-street parking, and a minimum of 15% glazing of the ground floor façade area when the façade faces lands containing residential uses. Provide a calculation of the overall ground floor façade area of the retail building and a calculation of the glazing of the ground floor façade area for the front elevation and south elevation, and demonstrate how the rear elevation shall not be visible from residential areas to the north.
- b. Section 6.8.2(A)(2)(b) requires front facades and street facing facades to incorporate wall offsets at least two feet in depth a minimum of every 30 feet. Each required offset must have a minimum width of 10 feet. The dimension plans/architectural plans do not provide sufficient detail to demonstrate compliance with the aforementioned provisions. Revise the dimension plan sheets/architectural plan sheets:
  - i. To demonstrate compliance of the front and right elevations of the retail building with the aforementioned provisions: or,
  - ii. To demonstrate compliance of the front and right elevations of the retail building with the offset alternatives as provided in Section 6.8.2.(A)(2)(b)(ii) which require: (1) façade color changes corresponding to the dimensional standards of the offset requirements; (2) pilasters having a minimum depth/width of 1 foot and a minimum height of 80% of the façade's height; and/or (3) roofline changes when coupled with corresponding façade material changes.
- c. Section 6.8.2(A)(2)(d) prohibits exposed smooth finished concrete block when visible from a street or lands with a residential use. The plans do not sufficiently demonstrate how the rear elevation of the retail building will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. Provide sufficient screening/buffering/fencing along NW 167<sup>th</sup> Boulevard and the north



property line to effectively screen the rear elevation of the retail building such that it will not be visible from NW 167<sup>th</sup> Boulevard and existing residential uses to the north of the subject property. To provide sufficient screening, a fence or wall with a minimum height of 6'-8' is suggested.

- d. Section 6.8.2(A)(3) requires mechanical equipment to be fully concealed from visibility from a street or existing residential uses. Address how mechanical equipment located on the rooftop of the retail building will be fully concealed from visibility from NW 167<sup>th</sup> Boulevard and the existing residential uses to the north of the subject property.

#### Landscaping/Screening Standards

##### 8. *Site Landscaping [Section 6.2.2(D)(1)]:*

- a. The site landscaping calculations utilizes an area of 10.3 acres, however, the legal description indicates that the property's area is 12.73 acres.
  - i. Revise 30% landscaped area calculations accordingly;
  - ii. Revise the site landscaping calculations accordingly; and,
  - iii. Provide additional site landscaping as necessitated (and further described below.)
- b. Section 6.2.2(D)(1)(c)(ii) requires 6 understory trees per acre, with 25% planted to each side of the structure. Based upon the preceding and the site's acreage, 19 understory trees are required on each side of the structure. The landscape plan provides 5 understory trees west of the structure. The plans must be revised to:
  - i. Provide 14 additional understory trees to the west of the structure; or,
  - ii. Identify 14 existing understory trees which may be credited toward the site landscaping requirement pursuant to Section 6.2.2(D)(4); or,
  - iii. A combination thereof.
- c. Section 6.2.2(D)(1)(c)(iii) requires a row of shrubs planted along all facades of the structure. A row of shrubs has not been provided along the east building façade as required by the referenced section. Provide a row of shrubs along the east building façade (location noted on redlined plans.)

##### 9. *Parking Lot Interior Landscaping [Section 6.2.2(D)(2)]:*

- a. Section 6.2.2(D)(8)(b)(iv) requires shrubs which are upright in nature to be a minimum of 24 inches in height at time of planting, and shrubs which are spreading in nature to be a minimum of 18 inches in diameter at the time of planting. ONLY shrubs meeting these requirements may be accounted to meeting the minimum parking lot interior landscape standards (groundcover material does not meet this requirement.) Revise interior parking area landscape calculations to consider only shrubs which shall meet the minimum size requirements as provided in the referenced section.
- b. Section 6.2.2(D)(2)(a)(iii)b. requires shrubs at a rate of 10 shrubs per canopy or understory tree required within for parking lot interior landscaping. The proposed development requires 680 shrubs within the parking lot interior area, however, only 373 shrubs are provided (ground cover appears to have been included in the number of shrubs provided; ground cover materials do not meet the requirements for material height/diameter as a shrub.) Revise the plans to provide the minimum number of shrubs within the parking lot interior area. It may be possible to achieve this by massing shrubs around trees in landscape islands where no shrubs are currently proposed, and/or by changing the landscape material in certain landscape islands (from a material which does not meet the height/diameter requirements of Section 6.2.2(D)(8)(b)(iv) to a material which does meet its requirements.)

10. *Parking Lot Perimeter Landscaping [Section 6.2.2(D)(2)(b)]:*

- a. Parking lot perimeter landscaping is required along the perimeter of all parking spaces and drive aisles which are part of the parking area. Parking lot perimeter landscaping has not been provided in certain areas, specifically the southeast corner of the parking lot area and the ingress/egress connection to NW 167<sup>th</sup> Boulevard southeast of the building. Provide parking lot perimeter landscaping in the noted areas (see redlined plans.)

11. *Perimeter Buffer [Section 6.2.2(D)(3)]:*

- a. The north perimeter buffer requires 23 canopy trees (2 canopy trees every 40 linear feet, 450 linear feet, 22.5 trees required, round to 23.) The plans currently state that 22 trees are required. Revise accordingly.
- b. The development is required to provide a Type "D", 15 foot perimeter buffer between the development and the adjacent residential area to the north. The applicant has selected "Option 1", which requires 2 canopy trees every 40 linear feet plus an evergreen hedge. Pursuant to Section 6.2.2(D)(3)(e)(i), perimeter buffers must be located along the outer perimeter of the parcel extending from the parcel boundary line or right-of-way line. 23 canopy trees are required, however, there are only 14 canopy trees located along the 15 foot perimeter buffer along the north property line. Provide an additional 9 canopy trees and a continuous evergreen hedge within the north perimeter buffer.
- c. A Type B, 7.5 foot perimeter buffer is required along the eastern property line. It appears that the plans provide sufficient landscaping to meet the buffer requirements, however, calculations must be provided within the perimeter buffer landscape requirements table.
- d. The perimeter buffer landscape requirements table appears to list the western perimeter buffer as the eastern perimeter buffer. Revise accordingly. (Note: a Type C, 10 foot buffer is required on the west perimeter, as opposed to a Type D buffer.)
- e. The perimeter buffer landscape requirements table states that the buffer length of the western perimeter buffer is 790 feet, however, the length of the west property line is 1,000 feet.
  - i. Revise the length of the buffer;
  - ii. Revise the landscaping calculations for the western perimeter buffer; and,
  - iii. Provide additional landscaping material as necessitated along the west property line.

12. *Plant Size [Section 6.2.2(D)(8)]:*

- a. Section 6.2.2(D)(8)(b)(ii) requires canopy trees to be a minimum of eight feet in height. Article 10 of the LDRs defines a canopy tree as any tree achieving a height of 30 feet or greater at maturity. The plant schedule on Sheet LS-2 notes the minimum height of one canopy tree species - Alta Magnolia - as 6 feet. Revise the landscape plan to comply with the provisions of the referenced section.
- b. Section 6.2.2(D)(8)(b)(iv) requires shrubs which are upright in nature to be a minimum of 24 inches in height at time of planting, and shrubs which are spreading in nature to be a minimum of 18 inches in diameter at the time of planting. Revise the shrubs which are required to meet the minimum landscaping standards to comply with the provisions of the referenced section.

13. *Arterial Screening [Section 6.2.3(B)]:*

- a. The subject property has frontage along US Highway 441 from the west property line of Tax Parcel 03053-001-003 to the east property line of Tax Parcel 03052-000-000, which is a distance of approximately 380 feet. The development must provide arterial

screening along the parcel's frontage of US Highway 441. Provide arterial buffer screening in accordance with Section 6.2.3(B).

*14. Service Area Screening [Section 6.2.3(C)]:*

- a. Service areas must be screened with either a solid wood, masonry, stone, or finished (non-reflective) metal fence, or a fence constructed of other similar materials, at least six feet in height or landscaped using evergreen materials capable of providing a substantially opaque barrier and attaining a minimum height of six feet within three years of planting. Provide screening materials around the entire perimeter of the paved service area located at the rear of the building, or demonstrate how the service area screening requirements are achieved through other on-site screening methods of the area (such as a fence/wall located on the north and west property lines.)

*15. Other Landscaping/Screening Comments*

- a. See redlined plans for additional miscellaneous comments.

*Parking/Traffic/Circulation Standards [Section 6.1]*

*16. Bicycle Parking [Section 6.1.4(D)]:*

- a. Sheet C0.00 notes that bicycle parking is required for the development, however, the plans do not provide bicycle parking. Section 6.1.4(D) requires bicycle parking to be within 50 feet of the front façade, near the main entrance (if feasible), and out of vehicular and pedestrian travel ways. Provide bicycle parking on the plans in accordance with the provisions of Section 6.1.4(D).

*17. Off-Street Loading Standards [Section 6.1.5]*

- a. Table 6.1-2 requires two (2) off-street loading spaces for a use which is 25,000 square feet or greater in area but less than 60,000 square feet in area. Dimension the two (2) required off-street loading spaces which meet the minimum dimensional criteria provided in Section 6.1.7(B) (12' x 30', 14' vertical clearance.)
- b. Section 6.1.5(B) requires off-street loading spaces which are directly accessible without entering any other required off-street loading space and arranged for convenient and safe ingress and egress. Provide AutoTurn diagrams which demonstrate:
  - i. Safe and adequate on- and off-site circulation patterns for delivery vehicles from US Highway 441 to the delivery zone north of the proposed building; and,
  - ii. Delivery vehicles are able to access each off-street loading space without entering the second off-street loading space.
- c. Table 6.1-2 requires at least one (1) off-street loading space for retail uses over 5,000 square feet in area. Provide a note on the site plan that an off-street loading space shall be designated at the time of building permit review should a single tenant within the retail building exceed 5,000 square feet in area.

*18. Vehicle Stacking Spaces [Section 6.1.8]*

- a. Section 6.1.8 requires vehicle stacking spaces for drive-through facilities. Table 6.1-4 identifies the minimum number of vehicle stacking spaces. Based upon the type of use (drive-through pharmacy), the use requires a minimum of four (4) vehicle stacking spaces. Spaces must be a minimum 9 feet by 20 feet and cannot impede on-site traffic movements (including the drive access/aisle west of the building.) Revise the plans to identify the minimum number of vehicle stacking spaces which are designed to comply with the provisions of Section 6.1.8.



19. *Pedestrian Facilities [Section 6.1.10]*

- a. Section 6.1.10(A)(1) requires all crosswalks within parking lots of 100 or more spaces to be at least 10 feet in width, either raised above the adjacent pavement, or otherwise designated through the use of alternative materials. In addition, Section 6.8.3(E)(4) requires the use of pavers, bricks, or scored/stamped concrete.
  - i. Revise all parking lot crosswalks to meet the requirements of the aforementioned sections; and,
  - ii. Provide detail on a detail sheet (C2.10) demonstrating the surface materials comply with the provisions of Section 6.8.3(E)(4).
- b. The current design of the easternmost sidewalk through the parking lot and the parking spaces located adjacent to the side walk does not provide sufficient separation of pedestrian and vehicular traffic (Policy 1.5.e, Transportation Element.) Provide wheel stops or a landscape strip with curb along the row of parking spaces adjacent to the easternmost sidewalk through the parking lot.
- c. Consider potential for a pedestrian cross access connection between the subject property and the property to the west (see Sheet C0.20 of the redlined plans for potential location.)

20. *Miscellaneous Parking/Traffic/Circulation Comments:*

- a. Plan sheets currently depict the current configuration of the intersection of NW 167<sup>th</sup> Boulevard and NW US Highway 441. The approved Raceway project, however, proposed modifications to NW 167<sup>th</sup> Boulevard, specifically the removal of approximately half of the existing median north of the intersection of NW 167<sup>th</sup> Boulevard and NW US Highway 441 and the complete removal of the existing concrete separator, which currently runs from the north end of the existing median to near the proposed southern entrance drive to this project's site.
  - i. Revise plan sheets to depict the modifications to the intersection of NW 167<sup>th</sup> Boulevard and NW US Highway 441 approved by the Raceway project's site plan; and,
  - ii. Revise the site plan to depict any necessary modifications to intersection of NW 167<sup>th</sup> Boulevard and US 441 and/or to NW 167<sup>th</sup> Boulevard necessitated by this project.
- b. The plans do not provide for stop signs at on-site and off-site drive aisle/roadway intersections. Identify the location of all stop signs on the plans.
- c. There are numerous points of conflict between on- and off-site vehicular circulation patterns where a stop sign and stop bar is warranted. Provide stop signs and stop bars as notated on the redlined plan set.

21. *Lighting Standards [Section 6.4]*

- a. Section 6.4.4(D)(2) requires the maximum initial lamp lumens not exceed 24,000 lumens. Provide the maximum initial lamp lumens for each light fixture type on Sheet ES-101.
- b. Section 6.4.4(E) establishes ratios of the maximum to minimum lighting on a parcel. For the subject property the uniformity ratio is a maximum of 10:1. Provide the uniformity ratio for the site on Sheet ES-101.
- c. Section 6.4.4(F) requires light fixtures in excess of 60 watts or 100 lumens to use full cut-off lenses or hoods to prevent glare and spill-over from the site onto adjacent land and roads. Provide full cut-off lenses/shielding to prevent spill-over from the site to adjacent roadways. Provide detail of any shielding on Sheet ES-101.
- d. Any wall pack lighting must be fully shielded, cannot be visible from off site or from residential areas, and is subject to the maximum height restrictions applicable to pole-

mounted lighting. If wall pack lighting is proposed, indicate its location on Sheet ES-101 and on Sheets A002 and A003.

- e. Section 6.4.4(G) requires the hue of lighting sources to be color correct types. Demonstrate compliance with the provisions of Section 6.4.4(G) on Sheet ES-101.

#### Signage [Section 6.5]

##### 22. Freestanding Signage [Section 6.5.4(C)(2)]

- a. Sheet C0.20 depicts the location of three (3) freestanding monument signs for the development. Section 6.5.4(C)(2) permits a multi-tenant development to have two (2) freestanding signs along a road frontage. These signs must be separated from each other by at least 150 feet of road frontage. When a multi-tenant development has frontage along more than one road, an additional freestanding sign may be located along the secondary frontage, and must be separated from all other freestanding signs by at least 150 feet of road frontage. The development proposes three (3) freestanding signs which all front US Highway 441. Based upon the preceding, the development is allowed up to two (2) freestanding signs fronting either roadway upon which the development has frontage, with an additional freestanding sign along the secondary frontage. Revise the plans to comply with the aforementioned regulations.
- b. The applicant must address how the proposed freestanding signage complies with Section 6.5.4(C)(2)(b), which requires freestanding signage that is part of a multi-tenant development to be located on a lot or outparcel which is part of the development, as determined by one of the following: (1) the lot/outparcel where the sign is located is in common ownership with other lots/outparcels which are part of the development; (2) the lot/outparcel where the sign is located is subject to a master association with one or more lots/outparcels which are part of the development; or, (3) the lot/outparcel where the sign is located is afforded ingress and egress from a shared access drive connecting between a road and the lot/outparcel where the sign is located. Demonstrate compliance with the preceding and provide any relevant documentation to support compliance.
- c. The proposed monument sign near the property's southwest corner is within a required landscape buffer, which is prohibited by Section 6.2.6(D)(3)(f)i. Relocate the sign out of the required buffer (see redlined plans, Sheet C0.20.)

##### 23. Miscellaneous Signage Comments

- a. Provide a note on all plan sheets where freestanding and wall signage are illustrated that such signage shall be approved under separate permit.

##### 24. Easements/Legal Access Issues

- a. Provide a copy of all recorded ingress/egress easements granting ingress and egress to the subject property: (1) ingress/egress easement as recorded in OR Book 4243, Page 1713; (2) ingress/egress easement as recorded in OR Book 4243, Page 1722; ingress/egress easement as recorded in OR Book 2635, Page 1267.
- b. Provide a copy of all recorded public utilities easements for existing public utilities which will serve the proposed development.
- c. Provide public utilities easements for all new publicly-maintained utilities, including but not limited to water, wastewater, and electric utilities.

##### 25. Traffic Impact Analysis

- a. The TIA considers the current configuration of the intersection of NW 167<sup>th</sup> Boulevard and NW US Highway 441. The approved Raceway project, however, proposed modifications to NW 167<sup>th</sup> Boulevard, specifically the removal of approximately half of

the existing median north of the intersection of NW 167<sup>th</sup> Boulevard and NW US Highway 441 and the complete removal of the existing concrete separator, which currently runs from the north end of the existing median to near the proposed southern entrance drive to this project's site. Revise the TIA to consider and address any necessary modifications to the intersection of NW 167<sup>th</sup> Boulevard and NW US Highway 441 and the entrance into the Raceway parcel which may be necessitated by this project's impacts.

- b. The applicant must comply with all comments provided by Brian Kanely, P.E., of Volkert and Associates, Inc., provided in a memorandum dated September 18, 2014, and revise the Traffic Impact Analysis accordingly.

#### 26. Concurrency Impact Analysis

- a. The Concurrency Impact Analysis references the Traffic Impact Analysis (TIA) prepared by Traffic Planning and Design, Inc. (TPD) for an analysis of impacts to transportation facilities. The TIA, however, considers future development of the outparcel located in the southwest corner of the subject property.
  - i. Provide an analysis of the impact to transportation facilities which will result from the proposed development, demonstrating the impact on each Comprehensive Plan roadway segment as defined in Policy 1.1.a of the Comprehensive Plan Transportation Element; and,
  - ii. Ensure consistency between the analysis and the trip generation data provided on Sheet C0.00.
- b. The trip generation data provided on Sheet C0.00 uses ITE Code 934 for trip generation data for the 3,500 square foot restaurant (part of the tenant space.) This code includes fast food restaurants with drive-through windows. A more appropriate code is ITE Code 932 – High Turnover Sit Down Restaurant. Revise trip generation calculations for the Concurrency Impact Analysis accordingly.
- c. The Concurrency Impact Analysis uses a water/wastewater generation rate of 15 gallons per day for the entirety of the development (56,000 square feet of floor area) and cites Chapter 64E-6, Florida Administrative Code, as the source. Chapter 64E-6, however, establishes generation rates for restaurants (40 gallons per day per seat for restaurants operating 16 hours or less per day) and for food outlets (10 gallons per day per 100 square feet of floor area, plus 40 gallons per day for every 100 square feet of deli floor space, plus 40 gallons per day for every 100 square feet of bakery floor space, plus 75 gallons per day for every 100 square feet of meat department floor space.) Revise the water and wastewater generation rates to consider the generation rates for a restaurant (for 3,900 square feet of the building) and for a food outlet (for 45,600 square feet of the building) plus the additional generation rates for a deli, bakery, and meat department. A generation rate of 15 gallons per day is acceptable for the 6,500 square foot retail area of the building.

#### 27. Comprehensive Plan Consistency Analysis

- a. Verify all goals, objectives, and policies cited in the Comprehensive Plan Consistency Analysis are from the current Comprehensive Plan elements – effective dates: April 23, 2012 (Vision Element) and May 15, 2013 (all other elements.)

#### 28. Fire Marshal/Public Services/Outside Engineering Review Comments

- a. The applicant must comply with all comments provided by Brian Green, Fire Inspector, Alachua County Fire Rescue, provided in a memorandum dated September 3, 2014.
- b. The applicant must address the comments provided by Robert Walpole, P.E., of Causseaux, Hewett, & Walpole, Inc., provided in a letter dated September 15, 2014.



- c. The applicant must comply with all comments provided by the Public Services Department.

29. Completeness Review Comments:

- a. The applicant must address all completeness review deficiencies as provided in a letter dated September 3, 2014 and as follows:

**Site Plan Attachment #13**

If access is from a State Road, access management permit from Florida Department of Transportation (or documentation providing evidence that a permit application has been submitted).

**Action Needed to Address Deficiency:** The application states that the project does not access FDOT roads directly, and that an application for modification of an existing intersection will be submitted to FDOT for review. While the project may not directly access FDOT-maintained roads, one (1) permitted access point to the property connects to US Highway 441, and the proposed intersection modifications are necessitated by this project. The applicant must provide a documentation which evidences that a permit application has been submitted to FDOT.

30. Miscellaneous/General Issues

a. Sheet C0.00:

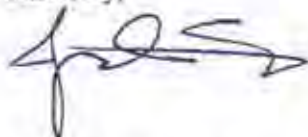
- i. Note 4, Development Information: The project address listed is located on the portion of the parent parcel (03053-001-001) located east of NW 167<sup>th</sup> Boulevard, and is not located on the portion of the parcel subject to this application. Revise accordingly.
- ii. Note 11, Development Information: Identify the electric utility and gas utility providers.
- iii. Vicinity Map: The zoning of properties within the Heritage Oaks subdivision are shown incorrectly. The zoning is shown as RSF-4, however, the correct zoning is PUD. Revise accordingly.
- iv. Vicinity Map: Many of the lots within Heritage Oaks for which property information is provided are not contiguous to the subject property. Information should only be provided for property which is contiguous to the subject property. Revise the zoning and Future Land Use Map Designations listed on Sheet C0.00 to list those identified within the Vicinity Map.
- v. Impervious Area Calculations: The total site area is shown to be 455,421 square feet, however, based upon the legal description, the correct area is 554,519 square feet. Revise the total site area square footage and acreage accordingly, and revise percentages of site for all other impervious areas accordingly.
- vi. Parking Calculations: The correct minimum and maximum parking standards for the grocery store use is 182 minimum, 228 maximum. Revise the table accordingly.
- vii. Parking Calculations: Revise the calculations for maximum parking area as follows:
  - 1. Grocery Store: 182 x 125%
  - 2. Retail/Restaurant: 60 x 125%
  - 3. Total Required Parking: Show final calculations: 243 spaces (minimum), 303 spaces (maximum)
- viii. Parking Calculations: The bicycle parking standard was amended by Ordinance 14-08 to require 1 bicycle parking space per 10 required off-street

- parking spaces. The subject property is therefore required to provide 24 bicycle parking spaces (242 required parking spaces x 10% = 24 bicycle parking spaces.)
- ix. Drawing Index: List the correct sheet numbers of all sheets (photometric plan, boundary and topographic survey, landscape plan, architectural plan) and order (photometric plan, landscape plan, architectural plan.)
  - b. *Sheet C0.10:*
    - i. Sheet provides detail for a brick paver pattern within the legend, and states the pattern is to be determined by the owner and may be substituted with stamped asphalt or painted pedestrian crossings. To demonstrate compliance with the provisions of the LDRs, the materials which all walkways shall be constructed of must be determined and documented in the plans. Revise the note accordingly, and provide detail of any pavers and stamped concrete on *Sheet C2.10*.
  - c. *Sheet C0.20:*
    - i. Dimension the distance from all building corners to property lines (reference redlined plans.)
    - ii. Label all setbacks, including west property line (0') and east property line (5') (reference redlined plans.)
    - iii. There is an area in the northwest corner of the outparcel which is not labeled, and it is unclear of what this area is intended to delineate (reference redlined plans.)
  - d. *Sheet C0.30:*
    - i. Remove notes 8 and 9 (not applicable to this project.)
  - e. *Sheets C1.00 – C1.02:*
    - i. Remove manhole layer as the data is not useful on these sheets and is provided elsewhere in the plan set.
    - ii. X/Y data clutters the dimension plan. This data is typically not provided on plan sets submitted to the City for permitting. Please remove from plan sets for City permitting to clarify the information which is required for the City's review.
    - iii. Dimension all drive aisle widths (see redlined plans for locations.)
    - iv. C1.00: Dimension width of sidewalk located at the rear of the retail building.
    - v. C1.00: Verify dimensions of dumpster pad – Sheet A100 shows pad as 26' 8" x 12'
    - vi. C1.01: Reconfigure stop bar at northwest corner of parking lot to be adjacent to the curb (see redlined plans.)
    - vii. C1.01: Provide note on easternmost sidewalk through the parking lot that the width is 5' TYPICAL.
  - f. *Sheet C2.00 – 2.02:*
    - i. Provide directional arrows indicating the direction of flow of stormwater runoff.
    - ii. Sheet C2.01: Verify invert elevations from S-20 (N invert = 97.91) to S-14 (S invert = 98.41).
  - g. *Sheet C2.10:* There is a typographical error on the second line of note 7.
  - h. *Sheet C2.20:* Identify the top elevations and invert elevations of all existing manholes to which the proposed stormwater system will connect.
  - i. *Sheet C3.00:*
    - i. There is an incorrect reference to "16<sup>th</sup> Blvd." in note 2, Section II, Site Description. Revise to correct street name.
    - ii. Note 3, Section VI, Controls for Other Potential Pollutants, references Gainesville Regional Utilities water/sewer system. Revise to City of Alachua.

- j. *Sheet C4.00*: Verify invert elevations from CO-14 (invert = 105.50) to MH-9 (SW invert = 106.98/106.83)
- k. Provide a copy of the existing Environmental Resource Permit (ERP01-0042) to which discharge from this site shall be conveyed.

If you have any questions regarding the information above, please contact me at 386-418-6100 x 107 or via e-mail at [jtabor@cityofalachua.com](mailto:jtabor@cityofalachua.com). We look forward to receiving your revised application.

Sincerely,



Justin Tabor, AICP  
Principal Planner

Attachments: Memorandum from Brian Green, Alachua County Fire Rescue, dated September 3, 2014  
Letter from Robert Walpole, PE, dated September 15, 2014  
Memorandum from Brian Kanely, PE, dated September 18, 2014  
Memorandum from Roland Davis, Engineer, dated September 21, 2014

cc: Adam Boukari, Assistant City Manager (by electronic mail)  
Kathy Winburn, AICP, Planning & Community Development Director (by electronic mail)  
Roland Davis, Engineer (by electronic mail)  
Brandon Stubbs, Planner (by electronic mail)  
Clay Sweger, AICP, LEED AP, eda engineers-surveyors-planners, inc. (by electronic mail)  
Christopher Gmuier, PE, eda engineers-surveyors-planners, inc. (by electronic mail)  
Christopher Thie, Cuhaci & Peterson, Inc. (by electronic mail)  
Laurie Hall, PLA, ASLA, Buford Davis and Associates, Inc. (by electronic mail)  
Project File





# Alachua County Fire Rescue

Edwin C. Bailey, Chief

## Development Review Comment – City of Alachua

### MEMORANDUM

September 3, 2014

To: City of Alachua Development Review Team

From: Brian Green

**Subject: Alachua Market Place**

I have reviewed the plans and have found the location of the FDC and the associated fire hydrant in their present location to be unacceptable. Due to the location of the delivery truck positioned at the dock it blocks our access to these appurtenances. With the fire flow calculations being over 3000 gpm a third hydrant is required. Any existing hydrant within 1000 feet of the nearest part of the building is acceptable.

After reviewing the fire flow calculations I see no problem with them and accept them as an approved document.

Demonstration of how this fire flow will be achieved at this location is required. If the fire flow cannot be achieved by the potable water system, supplemental water for firefighting purposes may be required. This shall be in an approved tank that can be maintained and will require a fire pump.



September 15, 2014

City of Alachua  
Planning and Community Development  
Justin Tabor, AICP  
P.O. Box 9  
Alachua, FL 32616

Re: Alachua Market Place

Dear Justin:

Pursuant to your request, we have conducted an engineering review of the referenced project that generally includes horizontal layout, stormwater and drainage, and utilities. Our review is based on plans dated August 28, 2014, proposed by Sergio Reyes, P.E. of EDA.

Our comments are as follows:

Stormwater Design and Report:

- DA3 is an untreated drainage area discharging directly off-site. The report indicates that WQTV and Rates offset this discharge. In fact, for most storms it does not meet this statement but not for all. The City may accept this approach if the engineer can illustrate that the receiving basin is not a direct discharge to a sinkhole. (i.e. illustrate that WQTV can be accomplished offsite before discharge to the sink)

Sheet C1.00:

- Add appropriate striping and signage at the drive-thru exit and at both vehicular access points to the public ROW.
- The existing transformer located north of the northern most entrance is too close to sidewalk and drive aisle. Narrow driveway or relocate transformer.
- Label generator, compactor, and loading dock items.

Sheet C1.01:

- At the main entrance (4-way) traffic control is only provided from the north. Provide stop control in multiple directions.

Sheet C1.02:

- Show proper traffic control and signage at the entrance/public ROW.

GAINESVILLE:  
132 NW 76th Dr.  
Gainesville, FL 32607  
p: (352) 331-1976

OCALA:  
101 NE 1st Avenue  
Ocala, Florida 34470  
p: (352) 414-4621

[WWW.CHW-INC.COM](http://WWW.CHW-INC.COM)

Sheet C2.00:

- General – provide pipe sizing calculations for all storm pipe.
- A storm table of inlets tops and inverts was omitted. Revise plans to include a structure table.
- Provide details, profiles, or spot grades indicating connections to the public road do not exceed FDOT standards for grade and have a max of 2% cross slope in the crosswalk areas.

Sheet C2.20:

- Cross section profile A-A is cut backwards – reverse A-A arrows.
- S-23 Elevation A reads 119.00; it should be 109.00.
- Location of inlet (outfall) is such that discharge pipe is exposed. In addition, outfall has limited ballast to prevent movement or flotation. Revise as appropriate.
- Establish limits of sod and seeding of the SMF.

Sheet C4.00:

- General #1 – Wastewater (WW) calculations in the concurrency analysis are incorrect. Utilize a grocery with bakery, deli, and butcher. In addition, per the traffic report restaurants are proposed, thus revise the small shop S.F. to accurately reflect the WW demand. The lift station that this project flows to is at capacity and may require upgrades or replacement to the station and FM. Upon receipt of the correct information, the City will evaluate the existing condition and advise as to the developer's responsibility for such upgrades.
- General #2 – Fire flow calculations were provided but not actual fire flow test results. The developer shall test two adjacent fire hydrants with at least one at an elevation of approximately 110.00. Should the tests show the minimum fire flow needed for the project cannot be met, then the developer and his/her engineer will be responsible for a solution and construction to provide the minimum fire flow as part of this development approval.
- The 8" water main shall be looped around the building to avoid long dead-end fire hydrant runs. Alternately, master meter the entire site and all water mains on-site will be private.
- Once looped, provide an additional fire hydrant to the west for better fire protection coverage.
- The fitting schedule has errors. Please review and correct (i.e. #2 is a TEE and a 90 degree bend)
- Label end of City responsibility as follows: meter for water service, valve for fire services, and manhole #6 for sewer.



- Laterals are labeled as "8" – maximum lateral size is 6". Revise plans accordingly.
- MH 6 is very close to storm pipe run S-8 to S-9. Verify/label minimum clearance elevations per FDEP and that it's adequate for construction and maintenance.
- Illustrate backflow preventers at all services by symbol and callout.

Sheet LS-2:

- The utility layout on LS-2 does not match C4.00. Revise as appropriate and provide a new plan so utility and landscape conflicts may be reviewed.

Sheet A-1:

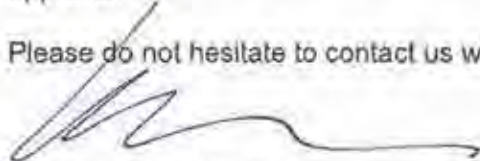
- The floor plans provided do not match the civil and landscape sheets.

Sheet A001:

- This plan indicates a fire riser room for the small shop space; however utility plans make no accommodation for a fire line. (refer to Sheet C4.00)

We appreciate the opportunity to provide you with these comments. We recommend that the developer/engineer provide the necessary utility details, calculations, revisions, and solutions to the City Public Services and CHW Office with adequate time to revise and respond prior to this item receiving Planning and Zoning Board approval.

Please do not hesitate to contact us with any questions.



Robert J. Walpole, P.E.  
President

L:\2014\11-0373\Engineering\City Clerk\City\110012 Submittal\TR 110015 Nectus Market Place City of Nectus.dwg

**Independent Review of the Traffic Impact Analysis  
For the Alachua Market Place Development, Alachua, Florida,  
Prepared by Volkert, Inc., September, 2014**

At the request of the City of Alachua, FL, Planning and Community Development Department, Volkert, Inc. conducted an independent review of the Traffic Impact Analysis (TIA) for the Alachua Market Place development. The traffic impact analysis was prepared by Traffic Planning and Design, Inc. (Consultant) in March 2014.

The Alachua Market Place (Project) is located to the north and west of the intersection of US 441 (State Road 25) and NW 167<sup>th</sup> Blvd. The proposed Project is planned to consist of the following components:

- 46,031 square foot Publix Supermarket.
- 9,100 square feet of retail shops/stores.
- Fast food restaurant out parcel.
- Not included in the development is a Raceway Store. The Raceway Store is in the northwest quadrant of the US 441 and NW 167<sup>th</sup> Blvd intersection. The Raceway Store is currently under construction.

The build out year for the Project is 2016. The site will be accessed by two driveways off US 441; a full access driveway at NW 167<sup>th</sup> Blvd and a right in/right out driveway on the west side of the development.

The TIA was performed in accordance with the methodology submitted to and approved by the City of Alachua (City), the Florida Department of Transportation (FDOT). The independent review reached the following conclusions:

**Existing Roadway Analysis**

The TIA performed a capacity analysis of the existing conditions for six (6) roadway segments and five (5) intersections. The TIA analysis concluded that all the roadway segments and intersections currently operate within the adopted Level of Service (LOS) standards. Volkert concurs with this finding.

**Trip Generation**

The TIA computed the trip generation for the project using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9<sup>th</sup> Edition*. The TIA computed project trips and pass-by trips. Volkert concurs with the TIA total trips, pass-by trips and total net new trips for the project.

**Trip Distribution**

The trip distribution for the Project was based on the Gainesville/Alachua County Long Range Transportation Planning model maintained by the North Central Florida Regional Planning Council. Several minor modifications were made to the traffic analysis zones within the model to reflect Project conditions. The distribution of trips is reasonable and

Volkert concurs with the TIA's trip distribution. There is not a similar existing development along US 441 west of I-75 that could be used to verify the trip distribution; therefore the model is the most reliable method to distribute the Project's trips.

### **Projected Traffic Conditions**

The TIA computed projected traffic conditions (traffic volumes at project build out) based on new project trips, reserved trips and background traffic (with a growth factor) on US 441. Volkert concurs with the computation of the background traffic.

The computation of the projected Project trips should include the new trips from the Raceway Store. It is not clear from the TIA if the new trips from the Raceway Store were included in the computation of the projected traffic conditions. Figure 6 (Projected P.M. Peak Hour Traffic Volumes) does not contain a legend so a determination of whether or not the Raceway Store trips are included in the computation cannot be made. Since the status of the Raceway Store trips cannot be determined, a review of the future LOS for the study area roadway segments/intersections and the turn lane analysis could not be completed. In addition, the intersection of US 441 and NW 167<sup>th</sup> Blvd at project build out will be traffic signal controlled, not stop sign controlled. This intersection should be analyzed as a signalized intersection for the projected traffic conditions.

### **Recommendation:**

1. The TIA should include the trips generated by the Raceway Store currently under construction. The TIA needs to clearly identify these trips in Figure 6. If the Raceway Store trips were not included in the TIA, the future LOS for the roadway segments/intersections and the turn lane analysis will need to be recalculated.
2. The future intersection of US 441 and NW 167<sup>th</sup> Blvd will be traffic signal controlled. The TIA should model the future traffic at this intersection with traffic signal control.

### **Other Issues**

The review of the TIA produced other issues that should be addressed. These are:

1. Southbound lane configuration on NW 167<sup>th</sup> Blvd at US 441: There are two southbound travel lanes on NW 167<sup>th</sup> Blvd at US 441. The conventional approach would be to have a left only lane and a right only lane. The Raceway Store has an entrance driveway on NW 167<sup>th</sup> Blvd relatively close to US 441. This driveway configuration was necessary due to the turning requirements for the fuel truck that services the site. During the peak hours of the Project, southbound traffic on NW 167<sup>th</sup> Blvd that is waiting to turn left at the traffic signal to access US 441 could back up and block the entrance driveway to the Raceway Store for northbound traffic on NW 167<sup>th</sup> Blvd. One way to address this situation would be to assign the two southbound travel lanes on NW 167<sup>th</sup> Blvd at US 441 as a left only lane and a left & right lane. This would increase the southbound left turn capacity significantly on NW 167<sup>th</sup> Blvd and reduce the potential for northbound traffic being blocked trying to access to the Raceway Store driveway. Once local traffic

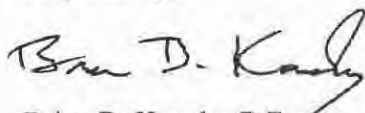


that is headed west on US 441 from the Project is aware of the right in/right out driveway on the west side of the site, Volkert predicts that the vast majority of traffic headed west on US 441 will utilize the right in/right out driveway and avoid the future traffic signal at US 441 and NW 167<sup>th</sup> Blvd.

2. Status of Median Opening on US 441 Just West of the Project: The status of the median opening on US 441 just west of the project was not addressed in the TIA. Is this median opening to be modified in some manner to accommodate Project traffic that uses this median opening to make a U turn and head east on US 441. This is an issue that FDOT and the Consultant should address if they have not already reviewed the design and operation of the median opening.
3. Future Traffic Signal Coordination along US 441: Volkert discussed with the City of Gainesville the status of plans to coordinate the traffic signals along US 441 in the project area and include the signals into the Gainesville/Alachua County Traffic Management System. The traffic signal related issues are installation of fiber optic cable, utilization of the existing old fiber cable versus newer cable and associated costs involving the fiber optic cable/communications. This is a complex issue. The Alachua Market Place development should participate in the costs associated with the traffic signal coordination since the new signal at US 441 and NW 167<sup>th</sup> Blvd is located between the existing signals at the I-75 ramps and the existing signal at Santa Fe High School. Volkert recommends that the FDOT initiate discussions with respect to how the Alachua Market Place development should participate financially with this traffic signal coordination issue.

Please advise if you have any questions and/or need additional information relating to this independent review of the TIA for the Alachua Market Place Project. If modifications are made to the TIA as recommended, Volkert is prepared to review those revisions as a component of the independent review for this project.

Prepared by;



Brian D. Kanelly, P.E.  
Senior Traffic Engineer  
Volkert, Inc.  
P.E. #22592  
September 18, 2014.



# City of Alachua

Traci L. Cain  
City Manager

Roland E. Davis, EI  
Public Services

## INTER-OFFICE COMMUNICATION

**Date:** September 21, 2014

**To:** Kathy Winburn, AICP  
Planning & Community Developer Director

**From:** Roland E. Davis, EI  
Engineer-Public Services

**Subject:** Alachua Market Place Site Plan Review Comments

Electric, water and wastewater utilities are available for this development. I have reviewed the subject development and offer the following comments:

### 1. General

- Public Utility Easements (PUE's) are required by the owner for all City of Alachua maintained utilities located on private property.
- Developer is responsible for all fees associated with the electric, water and wastewater system upgrades.
- Public Services Department will be responsible for invoicing developer prior to the start of the project.

### 2. Electric

- Electrical engineer to provide information related to the electrical loads for each proposed facility.
- Size primary electric transformers and confirm services are adequate for additional load.
- Note how proposed facilities will achieve electric service from each power transformer to the City's existing switchgears located in the R/W.
- Adjust north entrance 20' south of existing switchgear; equipment cannot be relocated.
- Identify primary electric feeder loops between two (2) transformer locations; not indicated on the drawings.
- High efficiency transformers will be ordered by the City and invoice to the developer.
- Provide vehicle access to each transformer and maintain a 10' clear zone around each transformer.
- Provide a 15' PUE from R/W to proposed transformer locations.
- Developer installed electric system will be in accordance with the City's electric standards, approved materials and electric policy.

**3. Streets & Roads**

- Pave streets will require additional utility stubbed out for future developments.
- Provide PUE's for all utility facilities.

**4. Stormwater**

- No comments.

**5. Water**

- Locate and connect to existing 8" water lines stubbed out to R/W; two (2) locations available.
- Locate water meters in R/W for all facilities; no landscaping to obstruct access to meters.
- Install (1) new fire hydrant adjacent to the southwest corner of the property.
- On-site water and fire support systems are privately owned and maintained. City's point of service stops at the R/W line.

**6. Wastewater**

- Identify types of waste (domestic only, industrial only, mixed) generated by proposed facility.
- Identify nature and quantity of any liquids used in the facility that may be introduced to the wastewater system.
- Confirm the location and connection to an existing 6" sewer lateral stubbed out at R/W. Note: Proposed facilities and showing 8" connection to a 6" lateral.
- On-site sewer systems and grease traps are privately owned and maintained. City's point of service stops at the R/W line.

Please advise me if you have questions or require additional information. Thanks.

cc: Justin Tabor, Planner  
Brandon Stubbs, Planner  
File