



City of Alachua

Planning & Community Development Department Staff Report

Planning & Zoning Board Hearing Date: November 18, 2014
Quasi-Judicial Hearing

SUBJECT: A request for Site Plan approval for a proposed Family Dollar, consisting of a proposed $\pm 8,398$ square foot building with associated drainage, paving, grading, and utility infrastructure improvements on a ± 0.92 acre project site (Tax Parcel Number 03067-001-003); and, a proposed AutoZone, consisting of a proposed $\pm 6,816$ square foot building with associated drainage, paving, grading, and utility infrastructure improvements on a ± 1.16 acre project site (Tax Parcel Number 03067-001-004).

APPLICANT: Maastricht Engineering, Inc. on behalf of Hamilton Development, Inc.

PROPERTY OWNERS: HWY. 441 Partners, LLC. & Alachua 441 Wash, LLC.

LOCATION: U.S. Highway 441; north of Hitchcock's Plaza; east of Advanced Auto Parts; and south of Oak Hill Plaza.

PARCEL ID NUMBER(S): 03067-001-003 & 03067-001-004

FLUM DESIGNATION: Commercial

ZONING: Commercial Intensive (CI)

OVERLAY: N/A

ACREAGE: ± 0.92 acres (Parcel 03067-001-003) & ± 1.16 acres (Parcel 03067-001-004)

PROJECT PLANNER: Brandon M. Stubbs

RECOMMENDATION: Staff recommends that this Board approve this application for a Site Plan upon making the following motion:

RECOMMENDED MOTION: *Based upon the competent substantial evidence presented at this hearing, the presentation before this Board, and Staff's recommendation, this Board finds the application to be consistent with the City of Alachua Comprehensive Plan and in compliance with the Land Development Regulations and approves this application for a Site Plan, subject to the three (3) conditions provided in Exhibit "A" of the Staff Report.*

SUMMARY

The proposed site plan is a request by Maastricht Engineering, Inc. on behalf of Hamilton Development, Inc. applicant/agent for HWY. 441 Partners, LLC. and Alachua 441 Wash, LLC., property owners, for a proposed Family Dollar, consisting of a proposed ±8,398 square foot building with associated drainage, paving, grading, and utility infrastructure improvements on a ±0.92 acre project site (Tax Parcel Number 03067-001-003); and, a proposed AutoZone, consisting of a proposed ±6,816 square foot building with associated drainage, paving, grading, and utility infrastructure improvements on a ±1.16 acre project site (Tax Parcel Number 03067-001-004).

The subject property is located north of U.S. Highway 441 and Hitchcock's Plaza; south of Oak Hill Plaza; east of Advanced Auto Part, Campus USA Credit Union; and west of N.W. 144th Street and residential uses.

The proposed development will convey stormwater runoff to a proposed stormwater basin to a proposed stormwater basin located on the south side of the subject property.

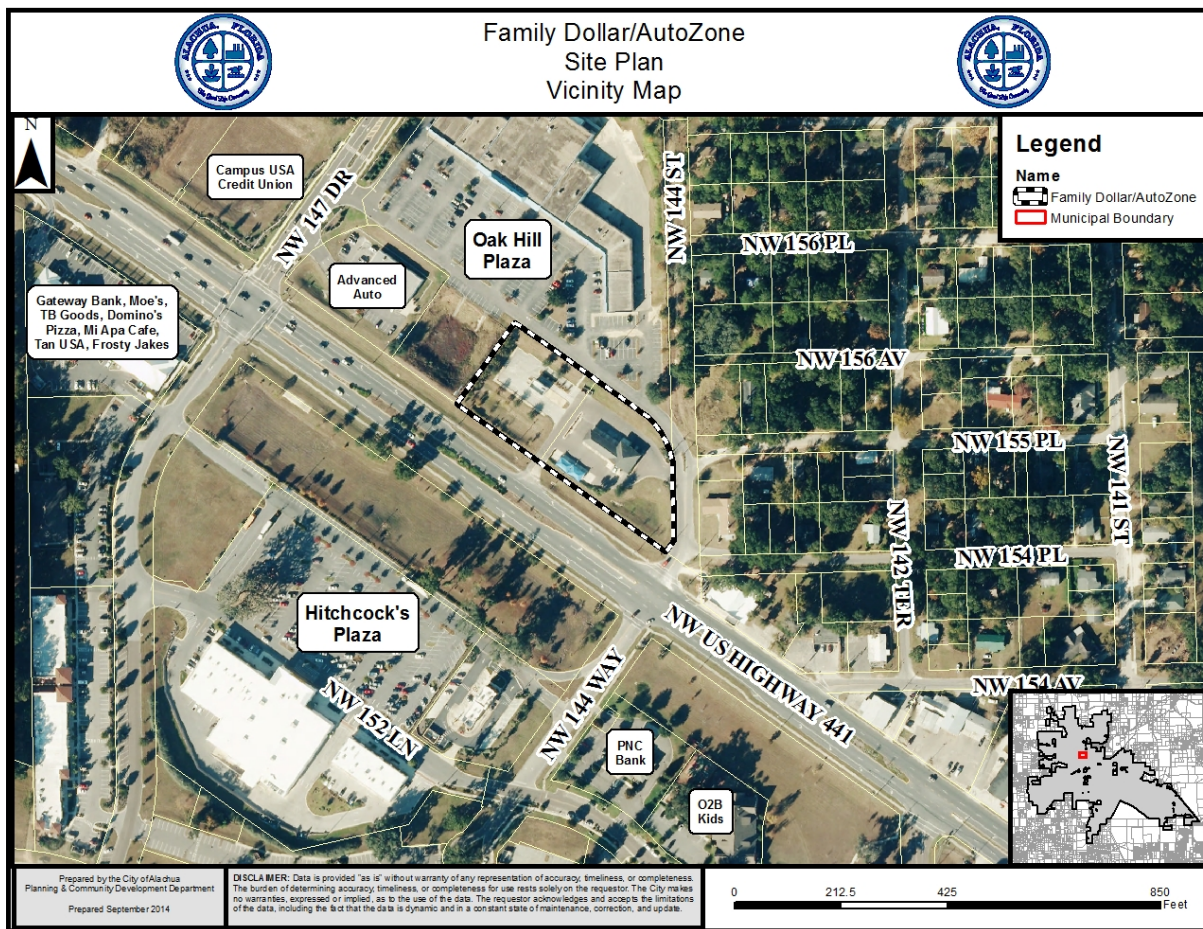
SURROUNDING USES

The existing uses, Future Land Use Map (FLUM) Designations, and zoning districts of the surrounding area are identified in Table 1. Map 1 provides an overview of the vicinity of the subject property. (NOTE: The information below is intended to provide a general overview of the area surrounding the subject property and to generally orient the reader. It is not intended to be all-inclusive, and may not identify all existing uses, FLUM Designations, and/or zoning districts surrounding the subject property.)

Table 1. Surrounding Land Uses

Direction	Existing Use(s)	FLUM Designation(s)	Zoning District(s)
North	Oak Hill Plaza	Commercial	Commercial Intensive (CI)
South	U.S. Highway 441/Hitchcock's Plaza	Commercial	Commercial Intensive (CI)
East	N.W. 144th Street/Residential	Medium Density Residential	Residential Single Family - 3 (RSF-3)
West	Campus USA Credit Union/Advanced Auto Parts	Commercial	Commercial Intensive (CI)

Map 1. Vicinity Map



NEIGHBORHOOD MEETING

The purpose of a Neighborhood Meeting is to educate the owners of nearby land and any other interested members of the public about the project and to receive comments regarding the project. As required by Section 2.2.4 of the LDRs, all property owners within 400 feet of the subject property were notified of the meeting and notice of the meeting was published in a newspaper of general circulation.

A Neighborhood Meeting was held on July 31, 2014 at the Alachua County Library - Alachua Branch located at 14913 NW 140th St, Alachua, FL. The applicant's agent was present and available to answer questions. As evidenced by materials submitted by the applicant, the meeting was attended by one (1) members of the public. A summary of the discussion which occurred at the Neighborhood Meeting has been provided by the applicant and is included within the application materials.

SITE PLAN STANDARDS

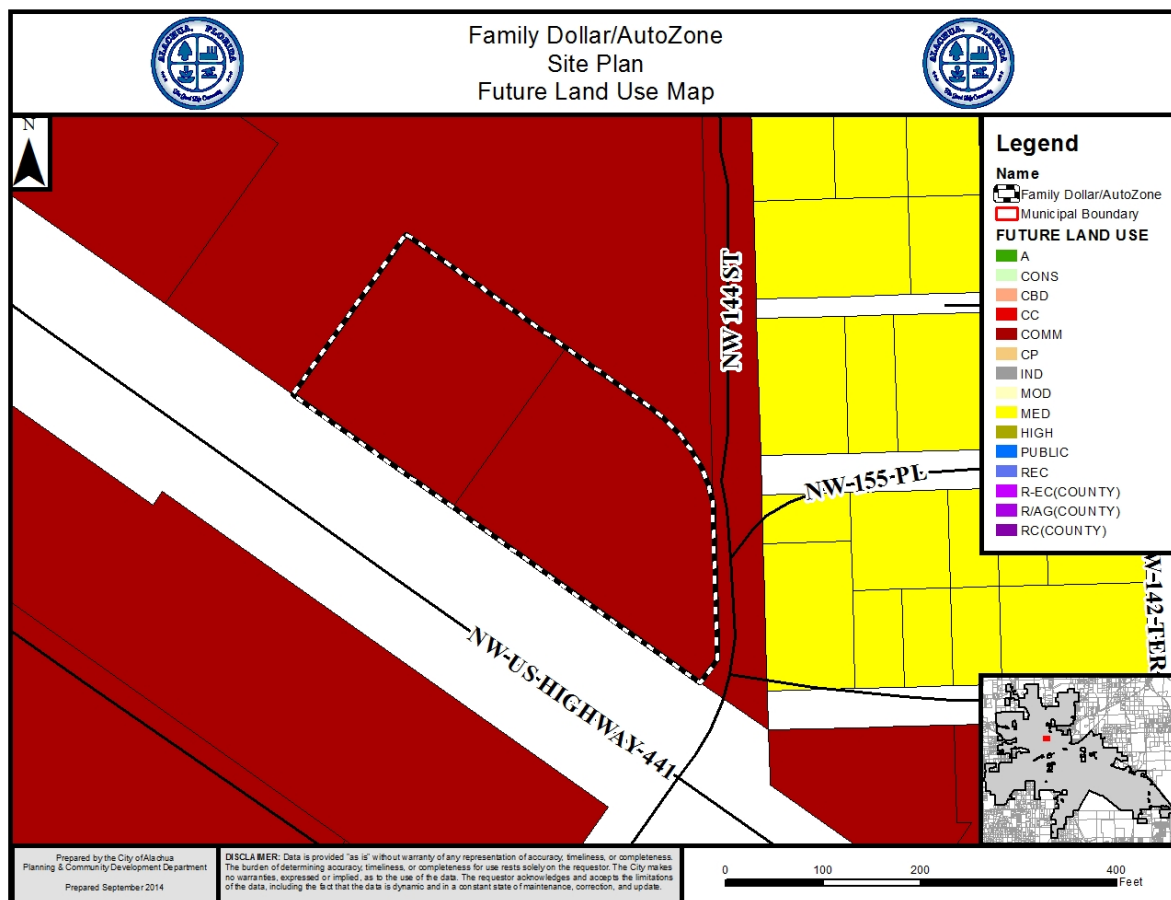
Article 2, Section 2.4.9(E) provides a list of six review standards which must be satisfied by the applicant before the Planning and Zoning Board approves a Site Plan. These six standards include the following, which are addressed in detail below:

1. Consistency with Comprehensive Plan
2. Use Allowed in Zone District
3. Zone District Use-Specific Standards
4. Development and Design Standards
5. Subdivision Standards
6. Complies with All Other Relevant Laws and Ordinances

- 1. Consistency with Comprehensive Plan:** The development and uses in the Site Plan shall comply with the Goals, Objectives, and Policies of the Comprehensive Plan.

Map 3 shows that the parcel for the proposed Site Plan has a Commercial Future Land Use Map (FLUM) Designation, which is described under Objective 1.3 (and the policies therein) of the Future Land Use Element within the City's Comprehensive Plan. The subject property is in the Commercial Intensive ("CI") Zoning District, which is consistent with the Commercial Future Land Use Map Designation. Further, a "Sales Establishment" and "Automobile Parts Sales" are consistent with the Commercial FLUM Designation.

Map 3. Future Land Use Map: 2015 with Subject Parcel



In addition to the description of the Commercial Future Land Use Map Designation and a list of allowed uses, the Comprehensive Plan also includes performance standards for industrial development proposals found in Policy 1.3.d. The criteria listed in the aforementioned policy are addressed and evaluated below with regard to the proposed project.

1. *Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage roads and / or shared access.*

Evaluation: The applicant proposes two (2) points of access. The first point of access is a right-in, right-out along NW U.S. Highway 441, and the second is a full access drive along NW 144th Street. The applicant has provided AutoTurn diagrams indicating satisfactory on-site circulation. Further, the applicant is providing cross access between the proposed Family Dollar and AutoZone site.

Given the applicant has provided safe means of ingress/egress, the proposed site plan meets the requirements of this section.

2. *Buffering from adjacent existing/potential uses.*

Evaluation: The site for the proposed development directly abuts lands designated for similar allowed uses to the north, south, and west and residentially zoned property to the east. Future Land Use Element Policies 2.4.1 and 2.4.2 provide the general guidelines for buffering from adjacent existing/potential uses, with particular mention of providing perimeter landscaping that is appropriate for the “adjacent use and the desired result of the buffer.”

Per Section 6.2.2(D)(3) of the Land Development Regulations (LDRs), the applicant is required to provide a 5 foot, type "A" buffer along the north, south, and west sides and a 15 foot, type "D" buffer along the east side of the proposed development. The applicant has provided all the necessary plantings to meet the required buffers.

Given the information provided above, the applicant has met the required standards for landscaping or buffering in accordance with Section 6.2.2 of the Land Development Regulations.

3. *Open space provisions and balance of proportion between gross floor area and site size.*

Evaluation: The Comprehensive Plan requires a minimum open space set-aside of 10% and a minimum of 30% site landscaping. Per Article 6, Section 6.7(B)(2), “areas occupied by required landscaping...shall be counted towards the open space set-aside.” As such, the 10% open space requirement can be included in the larger 30% landscaping requirement such that at a minimum, at least 20% of the site must be landscaped and 10% must be kept in open space.

The applicant has provided the required landscaping for both of the subject properties in accordance with Section 6.2.2(D) of the LDRs. The applicant indicates that approximately 12,021 square feet or 30 percent of the proposed Family Dollar site will be landscaped and 12,021 square feet or 30 percent of the proposed Family Dollar site will remain in open space. Further, the applicant indicates that approximately 26,168 square feet or 52 percent of the proposed AutoZone site will be landscaped and 26,168 square feet or 52 percent of the proposed AutoZone site will remain in open space, thus both subject properties meet the 10% open space requirement.

4. *Adequacy of pervious surface area in terms of drainage requirements.*

Evaluation: The Development Data on the cover sheet of the site plan indicates that 27,975 square feet or 70% of the proposed Family Dollar site will be impervious after development, and 24,229 square feet or 48% of the proposed AutoZone site will be impervious after development. The applicant indicates that stormwater will be conveyed to a proposed stormwater management facility located on the proposed AutoZone site that is designed to serve both of the subject properties. Further, the applicant must obtain permits from the Suwannee River Water Management District.

As noted above, the property is located in flood zone X (areas outside of the 500-year flood zone). As a result, there is no immediate concern for additional considerations regarding finished floor elevations and the like.

5. *Placement of signage.*

Evaluation: As this time, no signage is proposed for the subject property. Pursuant to Article 6, Section 6.5 of the LDRs, sign permits must be obtained from the City before any new or additional signage can be placed on-site, whether it is permanent or temporary in nature. Off-site signs are strictly prohibited. No signage shall be approved via site plan approval. The applicant must obtain a sign permit to receive approval for signage.

All signage will have to meet the applicable standards in the Land Development Regulations.

6. *Adequacy of site lighting and intrusiveness of lighting upon the surrounding area.*

Evaluation: Sheet LP-1.0 (Family Dollar Photometric Plan) indicates the parking lot will be lit with five (5), seventy (70) watt, Spaulding Lighting - Cimarron LED Full Cut-Off Luminaires mounted at a height of fifteen (15) feet and eight (8), seventy (70) watt, Spaulding Lighting - Laredo Series LED Full Cut-Off Luminaires mounted at a height of thirteen (13) feet, nine (9) inches on the front, side, and rear facades of the proposed Family Dollar. Further, the maximum aspect ratio is 8:1. As such, the photometric plan meets the criteria established in Section 6.4.4.

Sheet LP-2.0 (AutoZone Photometric Plan) indicates the parking lot will be lit with six (6), seventy (70) watt, Lithonia Lighting D-Series LED Area Full Cut-Off Luminaires mounted at a height of fifteen (15) feet and two (2), seventy (70) watt, Lithonia Lighting D-Series LED Wall full Cut-Off Luminaires mounted at a height of twelve (12) feet on the front facade of the proposed AutoZone.

7. *Safety of on-site circulation patterns (patron, employee and delivery vehicles), including parking layout and drive aisles, and points of conflict.*

Evaluation: As previously mentioned, ingress and egress is provided via NW U.S. Highway 441 and NW 144th Street. The parking requirement for the proposed Family Dollar (Department or Discount Store) per Table 6.1-1 of the LDRs is one (1) parking space per every three-hundred five (305) square feet of floor area. This ratio requires a minimum of twenty-eight (28) parking spaces and a maximum of thirty-five (35) parking spaces. The applicant proposes twenty-eight (28) parking spaces (2 being handicap).

The parking requirement for the proposed AutoZone (Automobile Parts Sales) per Table 6.1-1 of the LDRs is one (1) parking space per every four-hundred (400) square feet of floor area. This ratio requires a minimum of seventeen (17) parking spaces and a maximum of twenty-one (21) parking spaces. The applicant proposes twenty-five (25) parking spaces (2 being handicap). The applicant submitted a request for a parking adjustment in accordance with Section 6.1.4(B)(5)(b) of the LDRs to allow for the twenty-five (25) parking spaces provided. The LDR Administrator approved the parking adjustment on October 23, 2014. A copy of the approval letter is in the backup materials.

Additionally; internal on-site circulation appears to be satisfactory, as the applicant is proposing parking and sidewalk areas to be located proximate to the proposed building.

8. *Landscaping, as it relates to the requirements of the Comprehensive Plan and Land Development Regulations.*

Evaluation: Future Land Use Element Policy 2.4.1 of the City of Alachua Comprehensive Plan states that:

“Landscaping: General – The City shall require landscaping plans to be submitted with each nonresidential and multiple family residential Site Plan. The minimum landscaped area shall be 30% of the development site....”

As noted under item 3 above, the applicant meets the minimum percentage of required landscaping for the site.

9. *Unique features and resources which may constrain site development, such as soils, existing vegetation and historic significance.*

Evaluation: According to best available data, and as evidenced in Map 3 above, there are no wetlands, lakes, streams, sinkholes, champion trees, or pits and spoil areas located on the subject property. In addition, the subject property does not contain any strategic ecosystems, Alachua County Forever Lands, Florida Natural Area Inventory Areas, historic structures or historic markers. Further, Map 2 above indicates that the site is located in Flood Zone X (areas outside of the 500-year flood zone).

Each soil type found on the subject property is identified below. The hydrologic soil group is an indicator of potential soil limitations. The hydrologic soil group, as defined for each specific soil, refers to a group of soils which have been categorized according to their runoff-producing characteristics. These hydrologic groups are defined by the Soil Survey of Alachua County, Florida, dated August 1985. The chief consideration with respect to runoff potential is the capacity of each soil to permit infiltration (the slope and kind of plant cover are not considered, but are separate factors in predicting runoff). There are four hydrologic groups: A, B, C, and D. "Group A" soils have a higher infiltration rate when thoroughly wet and therefore have a lower runoff potential. "Group D" soils have very lower infiltration rates and therefore a higher runoff potential.

There are two (2) soil types found on the subject properties:

Arredondo Sand (5% – 8% slopes)

Hydrologic Soil Group: C

This soil type is sloping, well drained and is usually in small areas on sharp breaking and in relatively large areas on long slopes of uplands. Arredondo soil usually has a low water capacity in the surface and a medium water capacity in the subsoil. Surface runoff is slow. This soil type poses moderate limitations for development.

Gainesville Sand (0% – 5% slopes)

Hydrologic Soil Group: B

This soil type is gently sloping, well drained and is usually in elongated areas on long slopes of uplands. Gainesville soil usually has a low water capacity, and the permeability is rapid. Surface runoff is slow. This soil type poses only slight limitations for development.

Additionally, the survey indicates that soil properties and site features should not pose any limitations for the type of development being proposed.

10. *Performance based zoning requirements, which may serve as a substitute for or accompany land development regulations in attaining acceptable site design.*

Evaluation: There are no performance based zoning requirements for the proposed uses of "Department or Discount Store" (less than 20,000 sq ft) and "Automobile Parts Sales".

11. *Commercial uses shall be limited to an intensity of less than or equal to .50 floor area ratio for parcels 10 acres or greater, .50 floor area ratio for parcels less than 10 acres but 5 acres or greater, a .75 floor area ratio for parcels less than 5 acres but greater than 1 acre, and 1.0 floor area ratio for parcels 1 acre or less.*

Evaluation: The information provided indicates that proposed Family Dollar site has a floor area ratio (FAR) of approximately 21 percent of the ± 0.92 acre project area, and the proposed AutoZone site has a floor area ratio (FAR) of approximately 13.5 percent of the ± 1.16 acre project area. Thus, the proposed development is well within the requirements of item 11 (listed directly above).

2. **Use Allowed in Zone District:** The use is allowed in the zone district in accordance with Article 4: *Use Regulations*.

The subject property is located in the Commercial Intensive ("CI") Zone District. Table 4.1-1 of the Land Development Regulations identifies those uses permitted in the CI Zone District.

The applicant proposes a "Department or Discount Store" and "Automobile Parts Sales" uses in an CI Zone District. Both uses are permitted in the CI Zone District; therefore, there are no issues related to the proposed use.

3. **Zone District Use-Specific Standards:** *Use-Specific Standards* as per Section 4.3 are applicable to this development.

There are no Use-Specific Standards for the proposed uses.

4. **Development and Design Standards:** The development proposed in the Site Plan and its general layout and design comply with all applicable standards in Article 6: *Development Standards*.

The bulk of the Development Standards in the City of Alachua LDRs are found in Article 6. The 11 design and performance evaluation criteria for Commercial Future Land Use Map Designations proposals discussed above encapsulate the standards for Off-Street Parking and Loading, Tree Protection/Landscaping/Xeriscaping, Fencing, Exterior Lighting, Signage, Open Space, and Environmental Protection. As such, consult subsection 3.1, Consistency with the Comprehensive Plan, of the Land Development Regulations Site Plan review standards above for a discussion of the development standards.

- 5. Subdivision Standards:** In cases where a subdivision has been approved or is pending, the development proposed in the Site Plan and its general layout and design comply with all appropriate standards of Article 7: *Subdivision Standards*.

Because the site is not being subdivided, the standards found within Article 2, Section 2.4.10 (Subdivision) as well as those of Article 7 (Subdivision Standards) will not be discussed in detail. However, it should be noted that one general development review guideline pertaining to Visibility Clearance (Section 7.2.6) has been reviewed, and the proposed Site Plan is found to be in compliance with the particulars of this subsection.

- 6. Complies with All Other Relevant Laws and Ordinances:** The proposed site plan development and use complies with all other relevant City laws and ordinances, state and federal laws, and regulations.

At the time of this writing, the proposed Site Plan and submittals to date comply with all other relevant laws and ordinances not specifically addressed in this report.

COMPLIANCE WITH SECTION 6.8, DESIGN STANDARDS FOR BUSINESS USES

Section 6.8 of the City's Land Development Regulations (LDRs) establishes design standards for business uses. The standards established within Section 6.8.2 apply to business use types, except for single tenant retail sales and services uses greater than or equal to 20,000 square feet or unless otherwise exempted within Subsection 6.8.1(B.) Uses exempt from the design standards pursuant to Subsection 6.8.1(B) include use types within the industrial services, manufacturing and production, warehouse and freight movement, waste-related services, and wholesale sales use categories.

The application has been reviewed for compliance with the standards of Section 6.8. An evaluation and findings of the application's compliance with the standards of Section 6.8 is provided below.

6.8.2 Design standards for business uses.

(A) Façade and Material Design.

- (1) Generally.*** All façades facing a street, lands containing existing residential uses, or vacant land classified as CSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P, RMF-8, or RMF-15, shall be subject to the standards set forth in Subsection 6.8.2(A)(2).
- (2) Standards.***
 - (a) Glazing.***
 - (i)*** Glazing of the front facade in the following amounts:
 - a. Twenty percent of the ground floor façade area when it faces a street or a publicly-accessible parking area which is a part of the development and consists of 15 percent or more of the development's minimum off-street parking requirement pursuant to Section 6.1.4(B);
 - b. Fifteen percent of the ground floor façade area when it faces any vacant land classified as CSV, A, RSF-1, RSF-3,

RSF-4, RSF-6, RMH-5, RMH-P, RMF-8 or RMF-15, or lands containing existing residential uses.

- (ii) For the purposes of this section, 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, wall, or parapet of the facade. For buildings with more than one story, the ground floor façade area shall be calculated by measuring the applicable building wall between the finished grade and the underside of the floor above the ground level floor.

Evaluation & Findings: Family Dollar: The front facade provides 468.3 square feet or 22.9 percent glazing of the ground floor façade area of the south elevation (facing U.S. Highway 441) and 305.7 square feet or 20.7 percent glazing of the ground floor façade area of the east elevation (facing a publicly-accessible parking area) The north and west facades are not required to provide glazing according to Section 6.8.2(A)(2)(a) of the LDRs.

AutoZone: The front facade provides 516 square feet or 23 percent glazing of the ground floor façade area of the south elevation (facing U.S. Highway 441) and 354.3 square feet or 22.6 percent glazing of the ground floor façade area of the east elevation (facing a lands containing existing residential uses) The north and west facades are not required to provide glazing according to Section 6.8.2(A)(2)(a) of the LDRs.

(b) *Façade Massing.*

- (i) Offset Required. Front facades and street-facing facades shall incorporate wall offsets of at least two feet in depth (projections or recesses) a minimum of every 30 feet. Each required offset shall have a minimum width of ten feet.
- (ii) Offset Alternatives. The following alternatives can be used in place of the required front façade offsets:
 - a. Façade color changes following the same dimensional standards as the offset requirements;
 - b. Pilasters having a minimum depth of one foot, a minimum width of one foot, and a minimum height of 80 percent of the façade's height; and/or
 - c. Roofline changes when coupled with correspondingly aligned façade material changes.

Evaluation & Findings: Family Dollar: The front façade (south elevation) incorporates roofline changes coupled with correspondingly aligned facade material changes in accordance with the provisions of Section 6.8.2(A)(2)(b)(ii)(c). The north, east, and west facades are not required to provide massing in accordance with Section 6.8.2(A)(2)(b) of the LDRs.

AutoZone: The front façade (south elevation) incorporates pilasters having a minimum depth of one foot, a minimum width of one foot, and a minimum height of 80 percent of the facade's height and roofline changes coupled with correspondingly aligned facade material changes in accordance with the provisions of Section 6.8.2(A)(2)(b)(ii)(b) and (c). The side façade (east elevation) incorporates roofline changes coupled with correspondingly aligned facade material changes in accordance with the provisions of Section 6.8.2(A)(2)(b)(ii)(c). The north and west facades are not required to provide massing in accordance with Section 6.8.2(A)(2)(b) of the LDRs.

(c) *Material Design.*

- (i) A minimum of twenty-five percent of the materials utilized for each side facade and the rear façade shall be the same as the materials utilized for the front or street-facing façade(s).

Evaluation & Findings: Family Dollar: The side and rear elevations utilize a fiber cement wall panel greater than twenty-five percent of the façade area. Matching fiber cement wall panel is utilized within the front elevation.

AutoZone: The side and rear elevations utilize a split face concrete block and stucco finish greater than twenty-five percent of the façade area. Matching split face concrete block and stucco finish is utilized within the front elevation.

(d) *Prohibited materials.* The following materials shall be prohibited:

- (i) Metal siding in more than 50 percent of any façade when visible from a street, lands classified as CSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P, RMF-8 or RMF-15, or lands containing existing residential uses;
- (ii) Exposed smooth finished concrete block when visible from a street, lands classified as CSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P, RMF-8 or RMF-15, or lands containing existing residential uses; and,
- (iii) Exposed split face concrete block in more than 60 percent of any façade.

Evaluation & Findings: Family Dollar: The proposed Family Dollar does not propose metal siding in excess of 50 percent or exposed split face block in excess of 60 percent on any of the facades. Further, no exposed smooth finished concrete block is utilized on any facade.

AutoZone: The proposed AutoZone does not propose exposed split face block in excess of 60 percent on any of the facades. Further, no metal siding or exposed smooth finished concrete block is utilized on any facade.

- (3) *Screening of mechanical equipment.* Mechanical equipment shall be fully concealed from visibility from a street, lands classified as CSV, A, RSF-1, RSF-3, RSF-4, RSF-6, RMH-5, RMH-P, RMF-8 or RMF-15, or lands containing existing residential uses.

Evaluation & Findings: Mechanical equipment will be screened from view from NW U.S. Highway 441 and from residential areas to the east.

- (4) *Connections to sidewalk system.* When a sidewalk system exists within a right of way which is contiguous to the development, a minimum of one pedestrian connection to the sidewalk system shall be provided. On-site pedestrian circulation patterns shall be configured to provide safe and convenient access from the off-site sidewalk system to the main entrance(s) of the building(s). Sidewalks shall be constructed in accordance with Subsection 7.3.2(B), Configuration.

Evaluation & Findings: The proposed development provides sidewalk connections to the contiguous sidewalk system along NW U.S. Highway 441.

PUBLIC FACILITIES IMPACT

Traffic Impact

Table 2. Affected Comprehensive Plan Roadway Segments¹

Segment Number ^{2, 3}	Segment Description	Lanes	Functional Classification	Area Type	LOS
3/4	U.S. 441 (From N.W. 126 th Ave to SR 235)	4/D	Principal Arterial	Urban Trans	D
5	U.S. 441 (From SR 235 to NCL of Alachua)	4/D	Principal Arterial	Urban Trans	D
8	S.R. 235 (From C.R. 2054 to U.S. Hwy 441)	2/U	Major Collector	Comm	D
9	S.R. 235 (From U.S. Hwy 441 to NCL of Alachua)	2/U	Major Collector	Comm	D

¹ Source: City of Alachua Comprehensive Plan, Transportation Element.

² For developments generating less than 1,000 trips, affected roadway segments are identified as all those wholly or partially located within ½ mile of the development's ingress/egress [Section 2.4.14(H)(2) of the LDRs].

³ FDOT roadway segment number shown in parenthesis (when applicable.) For the purposes of concurrency management, COA Comprehensive Plan segments that make up a portion of a larger FDOT roadway segment will be evaluated together when determining post development roadway capacity.

Table 3. Trip Generation¹

Land Use	AADT (Enter/Exit) ²	AM Peak Hour (Enter/Exit) ²	PM Peak Hour (Enter/Exit) ²
Free Standing Discount Store (ITE Code 815)	481 (241/240)	46 (24/22)	47 (24/23)
Automobile Parts Sales (ITE Code 843)	422 (211/211)	30 (Not Available)	44 (23/21)
Total	903	76	91

¹ Source: ITE Trip Generation, 9th Edition.

² Formulas: AADT – 57.24 trips per thousand (1,000) sq ft x 8,398 sq ft (50% entering/50% exiting); AM Peak Hour – 5.48 trips per thousand (1,000) sq ft x 8,398 sq ft (51% entering/49% exiting); PM Peak Hour – 5.57 trips per thousand (1,000) sq ft x 8,398 sq ft (50% entering/50% exiting).

³ Formulas: AADT – 61.91 trips per thousand (1,000) sq ft x 6,816 sq ft (50% entering/50% exiting); AM Peak Hour – 4.41 trips per thousand (1,000) sq ft x 6,816 sq ft (Not Available); PM Peak Hour – 6.44 trips per thousand (1,000) sq ft x 6,816 sq ft (51% entering/49% exiting).

Table 4. Projected Impact on Affected Comprehensive Plan Roadway Segments

Traffic System Category	US 441 Segment 3/4 (16) ¹	US 441 Segment 5 (13, 14, & 15) ¹	SR 235 Segment 9 (137 & 138) ¹	SR 235 Segment 8 (136) ¹
Maximum Service Volume ²	35,500	35,500	13,300	13,300
Existing Traffic ³	17,495	23,000	6,653	9,495
Reserved Trips ⁴	853	3,701	110	185
Available Capacity ⁴	17,152	8,799	6,537	3,620
Projected Daily Trips ⁵	181	903	271	271
Residual Capacity⁶	16,971	7,896	6,266	3,349
PM Peak Hour Traffic Analysis	US 441 Segment 3/4 (16) ¹	US 441 Segment 5 (13, 14, & 15) ¹	SR 235 Segment 9 (137 & 138) ¹	SR 235 Segment 8 (136) ¹
Maximum Service Volume ²	3,200	3,200	1,200	1,200
Existing Traffic ³	1,662	2,185	632	902
Reserved Trips ⁴	107	315	10	16
Available Capacity ⁴	1,431	700	558	282
Projected PM Peak Hour Trips ⁵	19	91	27	27
Residual Capacity⁶	1,412	609	531	255
¹ FDOT roadway segment number shown in parenthesis (when applicable.) For the purposes of concurrency management, COA Comprehensive Plan segments that make up a portion of a larger FDOT roadway segment will be evaluated together when determining post development roadway capacity. ² Source: FDOT 2013 Quality/Level of Service Handbook, Generalized Annual Average Daily Volumes and Generalized Peak Hour Two-Way Volumes for Areas Transitioning to Urbanized Areas or Areas of 5,000 Not in Urbanized Areas. ³ Florida State Highway System Level of Service Report 2011, Florida Department of Transportation, District II, June 2012. ⁴ Source: City of Alachua August 2014 Development Monitoring Report. ⁵ Trip Distributions ⁶ The application is for a Final Development Order. Facility capacity and concurrency will be reserved.				

Evaluation: The impacts generated by the development will not adversely affect the Level of Service (LOS) of the roadway segment identified above; therefore, the demand generated by the development is acceptable.

Potable Water Impacts

Table 5. Potable Water Impacts

System Category	Gallons Per Day
Current Permitted Capacity ¹	2,300,000
Less Actual Potable Water Flows ¹	1,140,000
Reserved Capacity ²	95,193
Available Capacity	1,064,807
Projected Potable Water Demand from Application ³	1,912
Residual Capacity	1,062,895
Percentage of Permitted Design Capacity Utilized	53.79 %
Sources: ¹ City of Alachua Public Services Department, April 2013 ² City of Alachua August 2013 Development Monitoring Report ³ Source: Rule 64E-6.008 (Formula: 0.1 gallons per day per square foot x 15,214 square feet = 1,521 gallons per day & 26 employees per 8 hour shift x 15 gallons per day per employee per 8 hour shift = 390 gallons per day [1,522GPD + 390GPD = 1,912GPD Total])	

Evaluation: The impacts generated by the development will not adversely affect the Level of Service (LOS) for potable water facilities; therefore, the demand generated by the development is acceptable.

Sanitary Sewer Impacts

Table 6. Sanitary Sewer Impacts

System Category	Gallons Per Day
Treatment Plant Current Permitted Capacity	1,230,000
Less Actual Treatment Plant Flows ¹	595,000
Reserved Capacity ²	68,743
Available Capacity	566,257
Projected Sanitary Sewer Demand from Application ³	1,912
Residual Capacity	564,345
Percentage of Permitted Design Capacity Utilized	54.12%
Sources: ¹ City of Alachua Public Services Department, April 2014 ² City of Alachua August 2014 Development Monitoring Report ³ Source: Rule 64E-6.008 (Formula: 0.1 gallons per day per square foot x 15,214 square feet = 1521 gallons per day & 26 employees per 8 hour shift x 15 gallons per day per employee per 8 hour shift = 390 gallons per day [1,522GPD + 390GPD = 1,912GPD Total])	

Evaluation: The impacts generated by the development will not adversely affect the Level of Service (LOS) for sanitary sewer facilities; therefore, the demand generated by the development is acceptable.

Solid Waste Impacts

Table 7. Solid Waste Impacts

System Category	Pounds Per Day	Tons Per Year
Demand from Existing Development ¹	37,200	6,789
Reserved Capacity ²	3,678.22	671.28
Demand Generated by Application ³	304.28	55.53
New River Solid Waste Facility Capacity ⁴	50 years	
Sources:		
1 University of Florida, Bureau of Economic & Business Research, Estimates of Population by County and City in Florida, April 1, 2012; Policy 2.1.a, CFNGAR Element (Formula: 9,300 persons x 0.73 tons per person per year).		
2 City of Alachua August 2014 Development Monitoring Report.		
3 Formula: $[(20\text{lbs per day per } 1,000 \text{ square feet}) \times 15,215 \text{ square feet}] / 2000 = 55.53 \text{ Tons Per Year}$		
4 New River Solid Waste Facility, April 2013.		

Evaluation: The impacts generated by the development will not adversely affect the Level of Service (LOS) of solid waste facilities; therefore, the demand generated by the development is acceptable.

Recreation Facilities

The proposed development is nonresidential in nature, therefore, there are no impacts to recreation facilities. The development will have no impact to the Level of Service (LOS) of recreation facilities.

Public School Facilities

The proposed development is nonresidential in nature, therefore, there are no impacts to public school facilities. The development will have no impact to the Level of Service (LOS) of public school facilities.

EXHIBIT "A"
TO FAMILY DOLLAR/AUTOZONE SITE PLAN
STAFF REPORT

CONDITIONS:

- 1) The applicant agrees it shall provide the City of Alachua a copy of the recorded cross access easement as depicted on the approved site plan prior to applying for or issuance of a building permit.
- 2) The applicant agrees it shall provide the City of Alachua a copy of the recorded Public Utility Easements (P.U.E.) as depicted on the approved site plan prior to applying for or issuance of a building permit.
- 3) The applicant agrees that Conditions 1 and 2 as stated above do not inordinately burden the land and shall be binding upon the property owner, including any subsequent property owners, successors, or assigns, and that the development shall comply with Conditions 1 and 2 as stated herein.