



City of Alachua

Planning & Community Development Department Staff Report

Planning & Zoning Board Hearing Date: Quasi-Judicial Hearing

March 10, 2015

SUBJECT:	A request to amend the Official Zoning Atlas from Agriculture ("A") and Planning Unit Development ("PUD") to Community Commercial ("CC"), Commercial Intensive ("CI"), and Governmental Facilities ("GF") on an approximate 154.5 acre subject property.
APPLICANT/AGENT:	CHW, Inc. (Agent)
PROPERTY OWNER(S):	Alachua Holdings, Ltd; 10.47, LLC; City of Alachua; First Street Group, L. C.; Christopher Allan Korosic; and Wal-Mart Stores East, LP.
LOCATION:	South of U.S. Highway 441, McDonalds, BP Fuels, Quality Inn, and Eco Lodge; north of Clover Ranch Estates; east of U.S. Interstate Highway 75 (I-75); and west of Park Vegetariana, NW 151 st Blvd, 151 Apartments, Wyndswept Hills, and Clover Ranch Estates, Alachua, Florida.
PARCEL ID NUMBER(S):	03863-000-000, 03868-002-000, 03868-002-001, 03869-000-000, 03869-008-000, 03869-010-000, 03869-013-000, and 03869-014-000
ACREAGE:	±154.5 acres
PROJECT PLANNER:	Brandon M. Stubbs
RECOMMENDATION:	Staff recommends that the Planning & Zoning transmit the proposed Site Specific Amendment to the Official Zoning Atlas to the City Commission with a recommendation of approval.
RECOMMENDED MOTION:	<i>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 transmits the proposed Site Specific Amendment to the Official Zoning Atlas to the City Commission, with a recommendation to approve.</i>

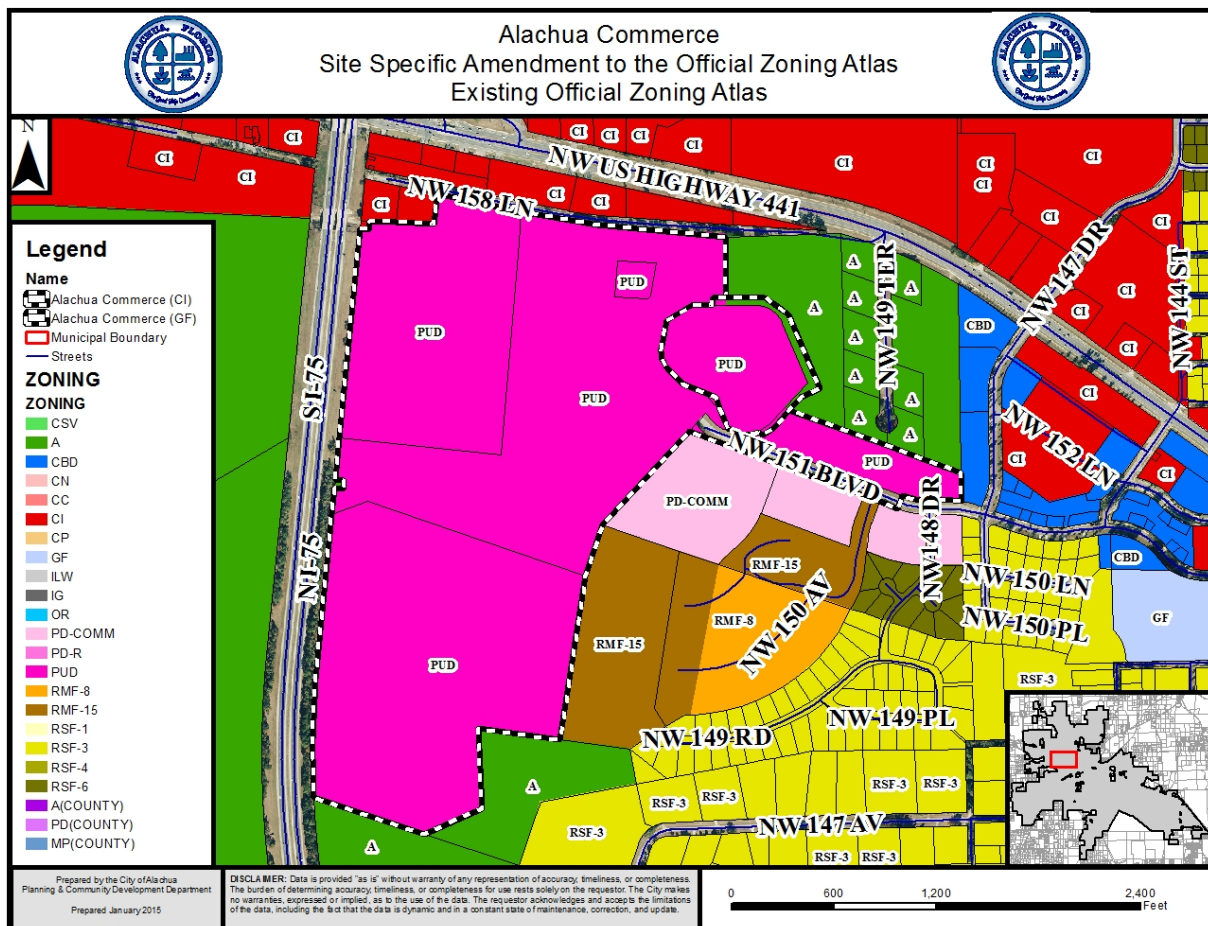
SUMMARY

The proposed Site Specific Amendment to the Official Zoning Atlas ("rezoning") would amend the zoning of ±154.5 acres from Agriculture ("A") and Planned Unit Development ("PUD") to Community Commercial ("CC") (±12.88 acres), Commercial Intensive ("CI") (±128.64 acres), and Governmental Facilities ("GF") (±12.96 acres).

The subject property is currently vacant; however, contains a Stormwater Management Facility (SMF) owned by the City of Alachua, known as the T.K. Basin. The T.K. Basin and a portion of the area surround the basin is proposed to be designated as Governmental Facilities while a majority of the subject property is proposed to be designated as Commercial Intensive. The applicant also proposes a Community Commercial zoning designation along the southerly tip of the subject property to provide a transition area between the Commercial Intensive and neighboring agriculture and residential uses.

Located to the north of the subject property is U.S. Highway 441, McDonalds, BP Fuels, Quality Inn, and Eco Lodge; south of the subject property is Clover Ranch Estates; west of the subject property is U.S. Interstate Highway 75 (I-75); and east of the subject property is Park Vegetariana, NW 151st Blvd, 151 Apartments, Wyndswept Hills, and Clover Ranch Estates.

Map 1. Official Zoning Atlas with Subject Property



The Community Commercial (“CC”) Zone District is described as follows in Section 3.5.2(C) of the Land Development Regulations (LDRs):

“The CC district is established and intended to provide lands for business uses that provide goods and services to residents of the entire community. Because these commercial uses are subject to public view, they should provide appropriate appearance, adequate parking, controlled traffic movement, suitable landscaping, appropriate pedestrian facilities, and protect abutting residential areas from adverse impacts. The CC district should typically be located along major arterials or at the intersection of an arterial and highway.”

The Commercial Intensive (“CI”) Zone District is described as follows in Section 3.5.2(E) of the Land Development Regulations (LDRs):

“The CI District is established and intended to provide lands and facilitate highway-oriented development opportunities within the City, for uses that require high public visibility and an accessible location. The CI district should be located along major arterials or highways and at the US 441/Interstate-75 interchange.”

The Governmental Facilities (“GF”) Zone District is described as follows in Section 3.5.2(I) of the Land Development Regulations (LDRs):

“The GF District is established and intended to include public lands for the purpose of accommodating governmental facilities. Governmental facilities include, but are not limited to, recreational, community and governmental uses and activities (such as governmental offices and facilities, emergency services, baseball fields, softball fields, soccer fields, tennis courts, and similar uses), utilities (such as potable water and sanitary sewer treatment facilities, electric facilities, communications, gas, stormwater management facilities, and other similar public utilities), public storage yards, airports, parking lots, libraries, hospitals, cultural facilities, religious institutions, educational facilities (such as public and private schools meeting the educational requirements of the State of Florida, public or private colleges and/or universities authorized or licensed by the State, but not including technical, business, or trade schools), and uses including privately owned entities which provide a public service (such as but not limited to, nonprofit agencies).”

ZONING DISTRICT COMPARISON

	Existing District	Proposed District
Zoning District:	Agriculture ("A"), Planned Unit Development ("PUD")	Community Commercial ("CC"), Commercial Intensive ("CI"), Governmental Facilities ("GF")
Max. Gross Density:	1 Dwelling Units per 5 acres	N/A
Floor Area Ratio:	290,000 sq ft of floor area (per PUD Masterplan)	0.5
Typical Uses*:	Business Offices, Professional Offices, Retail Commercial, Service Establishments, Financial Institutions, Recreational Facilities, Light Manufacturing, Research Laboratories, Wholesale, Warehouse, Storage, and Distribution Establishments	Dwelling, Live/Work; Dwelling, Multiple-Family; Dwelling, Single-Family Attached; Upper Story Dwelling; College or University; Vocational School; Government Maintenance, Storage, and Distribution Facility; Governmental Office; Medical and Dental Clinics; Medical and Dental Labs; Eating Establishments; Conference Center; General Industrial Services; Heavy Equipment Sales, Rental, or Repair; Business Services; Financial Services; Professional Services; Retail Sales and Services.
<i>* The typical uses identified above is not intended to be a complete list of permitted uses, may be subject to use-specific standards which may not be met by the subject property, and may not reflect the actual requirements to which potential development may be subject. For a comprehensive list of uses, reference Table 4.1-1 of the LDRs.</i>		

SURROUNDING USES

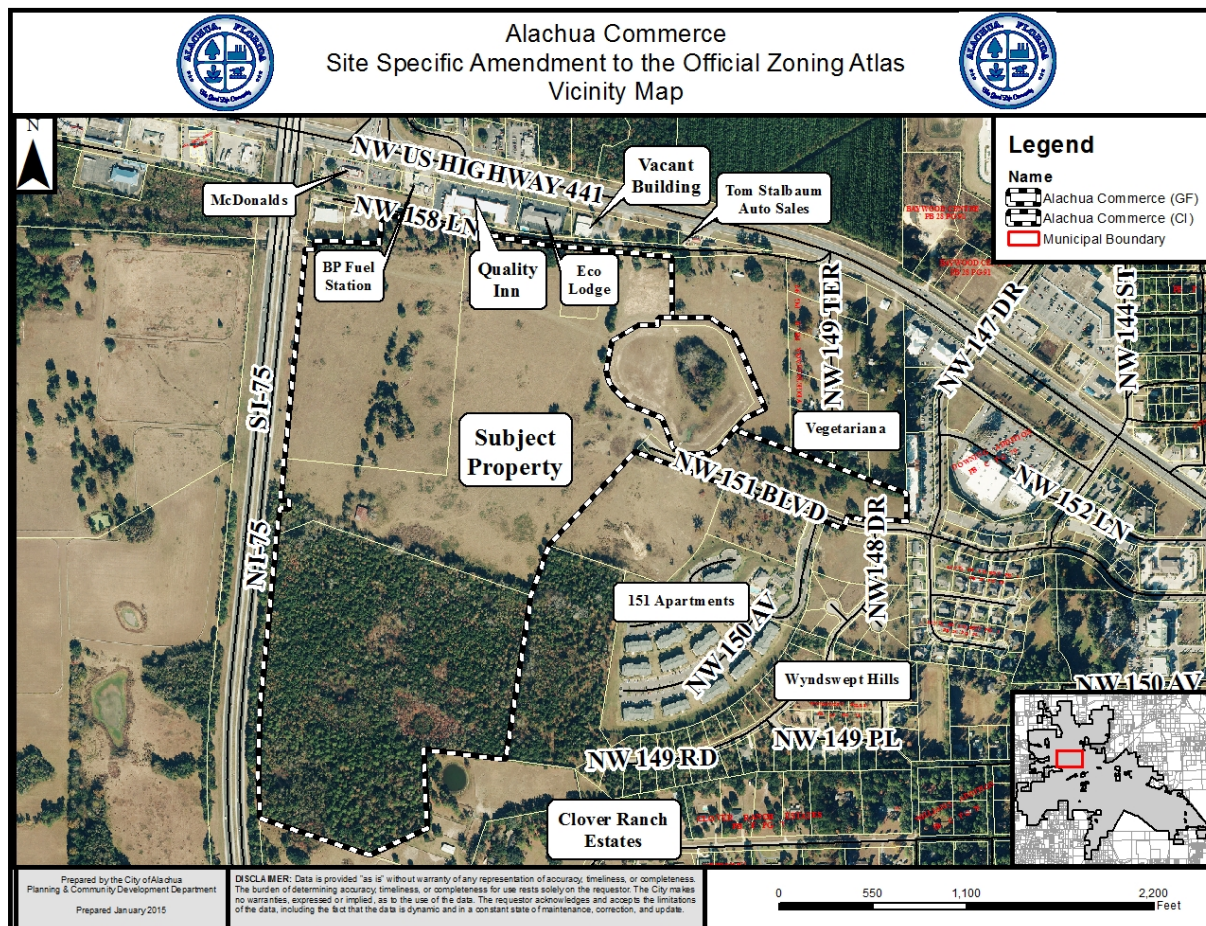
North of the subject property is U.S. Highway 441, McDonalds, BP Fuels, Quality Inn, and Eco Lodge; south of the subject property is Clover Ranch Estates; west of the subject property is U.S. Interstate Highway 75 (I-75); and east of the subject property is Park Vegetariana, NW 151st Blvd, 151 Apartments, Wyndswept Hills, and Clover Ranch Estates.

The existing uses, Future Land Use Map ("FLUM") Designations, and zone districts of the surrounding area are identified in Table 1. Map 2 provides an overview of the vicinity of the subject property. Map 3 illustrates the amended Official Zoning Atlas if the proposed amendment is approved.

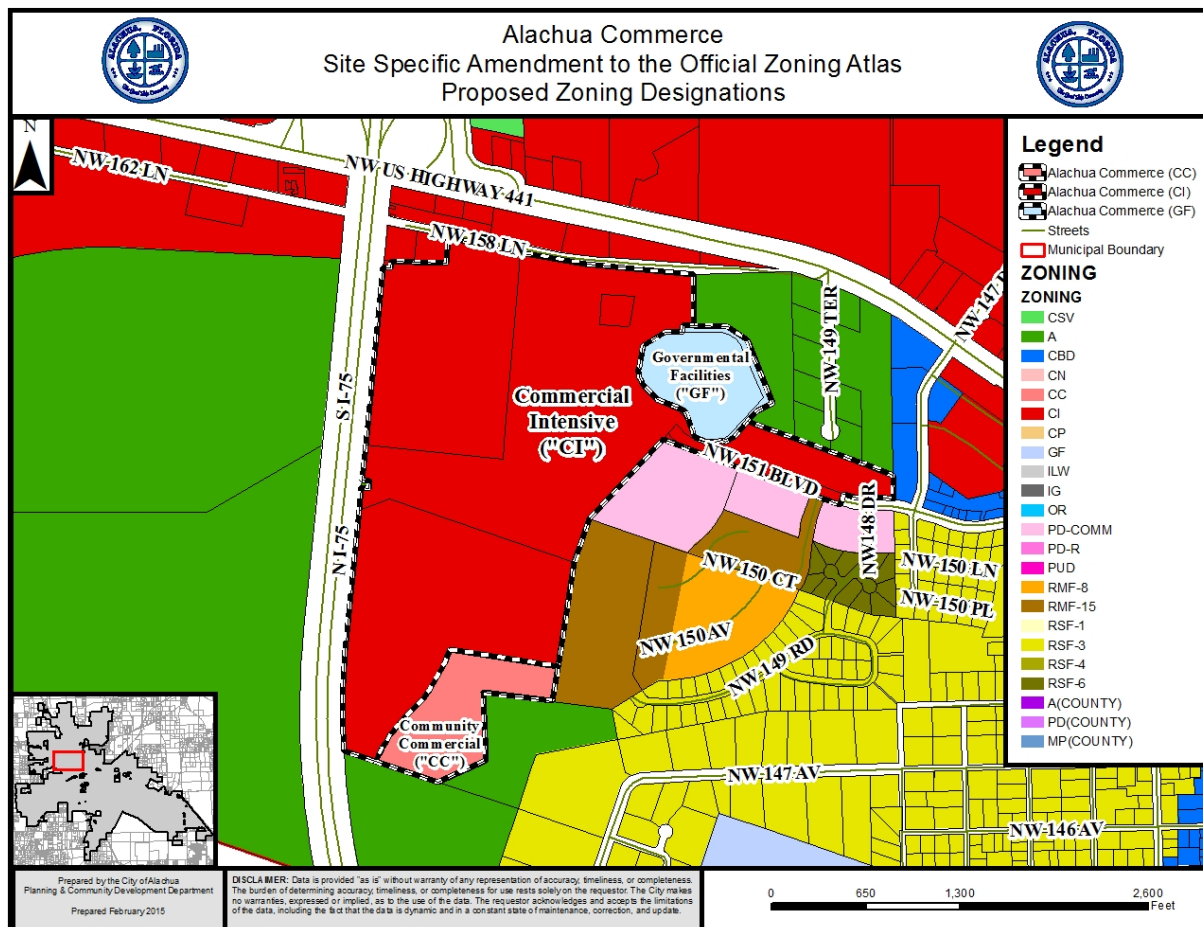
Table 1. Surrounding Land Uses

Direction	Existing Use(s)	FLUM Designation(s)	Zoning District(s)
North	U.S. Highway 441/McDonalds/BP Fuels/ Quality Inn/ Eco Lodge	Commercial	Commercial Intensive ("CI")
South	Clover Ranch Estates/City of Alachua Recreation (Project Legacy)	Agriculture/Moderate Density Residential	Agriculture ("A")/Residential Single Family -3 ("RSF-3")
East	Park Vegetariana/NW 151st Blvd/151 Apartments/Wyndswapt Hills/ Clover Ranch Estates	Agriculture/Community Commercial/High Density Residential/ Moderate Density Residential	Agriculture ("A")/Planned Development - Comm ("PD-COMM")/Residential Multi-Family - 15 ("RMF-15")/Residential Multi-Family - 8 ("RMF-8")/Residential Single Family - 3 ("RSF-3")
West	Interstate Highway 75 (I-75)	N/A	N/A

Map 2. Vicinity Map



Map 3. Proposed Amendment to Official Zoning Atlas



NEIGHBORHOOD MEETING

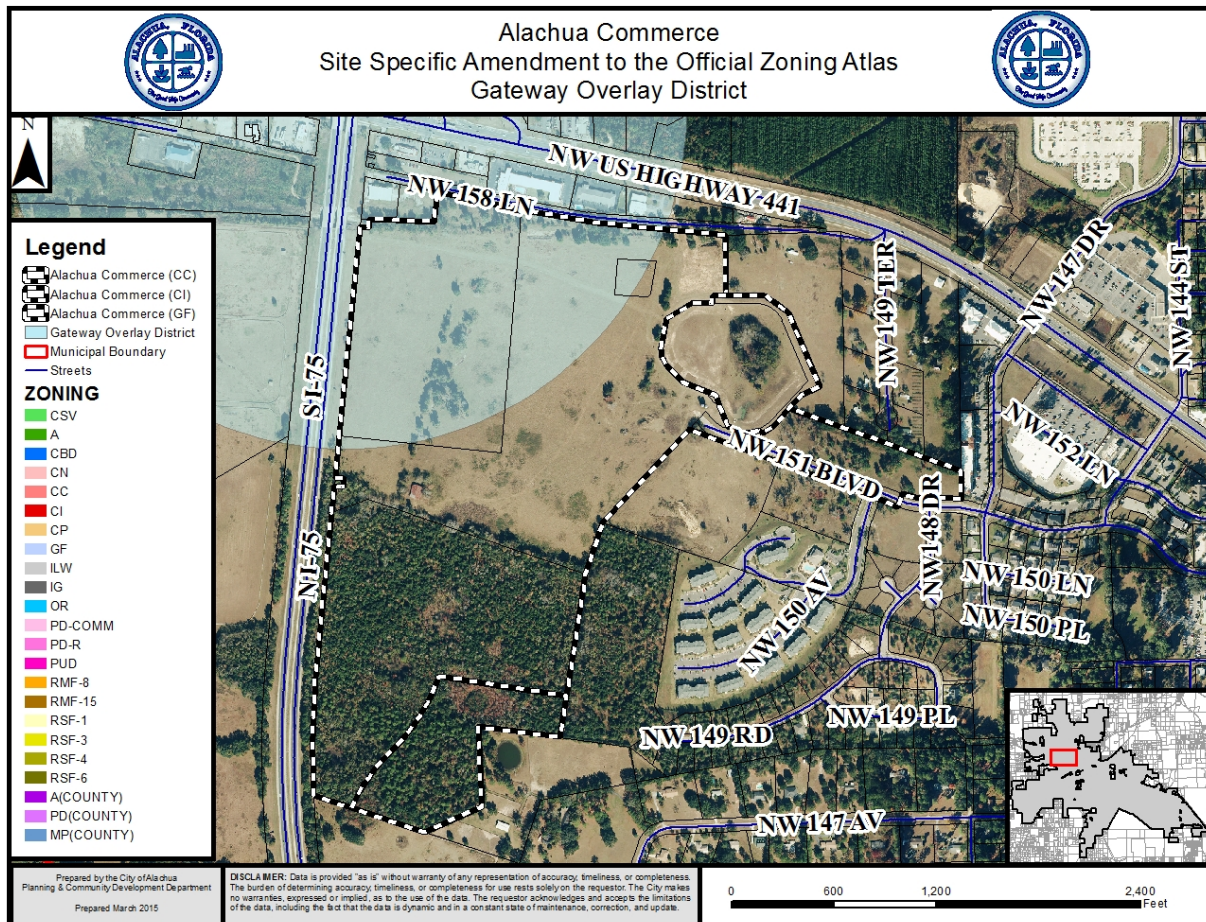
The purpose of a Neighborhood Meeting is to educate the owners of nearby land and any other interested members of the public about the project and to receive comments regarding the project. As required by Section 2.2.4 of the LDRs, all property owners within 400 feet of the subject property and any organizations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

A Neighborhood Meeting was held on Wednesday, September 17, 2014 at the Alachua County Public 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 seven (7) 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.

GATEWAY OVERLAY DISTRICT

The Gateway Overlay District is an overlay district that applies to all lands that lie within 2,000 feet of the radius of the center point of the interchange of U.S Highway 441 and I-75. The Gateway Overlay District was designed to promote an attractive, vibrant, and economically prosperous community. Section 3.7.2(C) of the Land Development Regulations establishes regulations that apply to any lands falling within the Gateway Overlay District. A portion of the subject property is located within the Gateway Overlay District and any development on these lands shall be subject to the applicable standard established in Section 3.7.2(C) of the Land Development Regulations. Below is a map of the Gateway Overlay District in relation to the subject property.

Map 4. Gateway Overlay District



CONSISTENCY WITH THE COMPREHENSIVE PLAN

The applicant proposes zoning designations that are consistent with the underlying Future Land Use Map (FLUM) Designation. Below is a chart of the existing and proposed FLUM Designations and the proposed corresponding zoning designation consistent with said proposed FLUM Designation.

Table 2. Zoning Consistency with Underlying Future Land Use Map Designation

Existing FLUM Designation	Proposed FLUM Designation	Proposed Zoning Designation	Consistent
Commercial/ Agriculture	Commercial/ Agriculture	Community Commercial ("CC")/Commercial Intensive ("CI")/Governmental Facilities ("GF")	✓

The following Comprehensive Plan Elements have Goals, Objectives, and Policies (GOPs) that support the proposed Site Specific Amendment to the Official Zoning Atlas:

- Vision Element
- Future Land Use Element
- Traffic Circulation Element
- Community Facilities Natural Groundwater Aquifer Recharge Element
- Conservation and Open Space Element

The applicant has provided an analysis of the proposed amendment's consistency with the Comprehensive Plan. Based upon the applicant's Comprehensive Plan Consistency Analysis and information presented above, staff finds the application consistent with the Comprehensive Plan and the Goals, Objectives, and Policies (GOPs) therein.

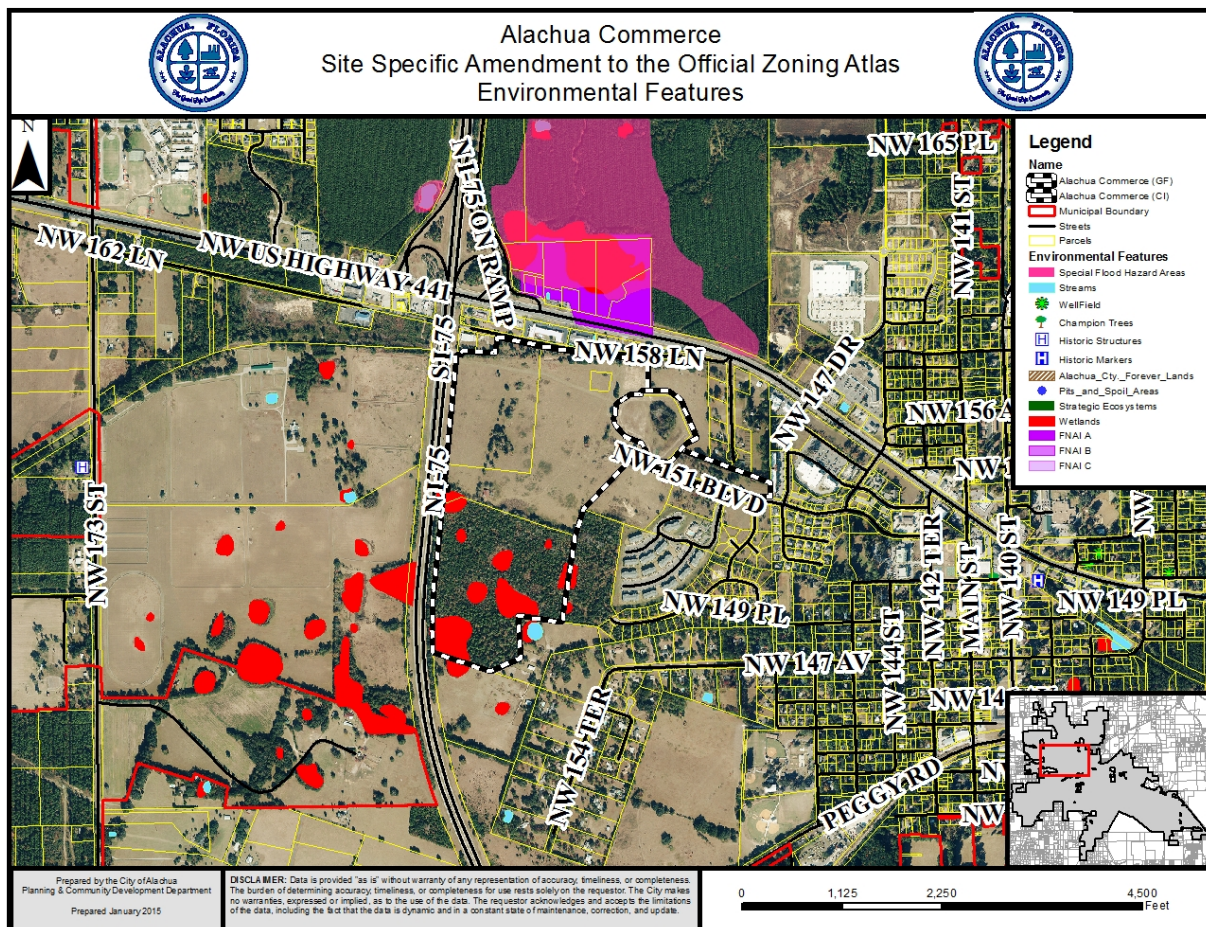
ENVIRONMENTAL CONDITIONS ANALYSIS

Wetlands

According to best available data (National Wetlands Inventory), there are wetlands located on the southerly portion of the subject property. While the National Wetlands Inventory indicates there are wetlands on the southerly portion of the subject property, an environmental survey must be performed prior to submittal for any application that is a final development order to identify any wetlands. Any wetlands identified must be delineated and protected in accordance with the applicable protection standards of the City of Alachua Comprehensive Plan and Land Development Regulations ("LDRs").

Evaluation: The applicable standards in the City's Comprehensive Plan, Land Development Regulations, and Suwannee River Water Management District (SRWMD) will protect those areas identified as wetlands; therefore, there are no issues related to wetland protection.

Map 4. Environmental Features



Strategic Ecosystems

According to the best available data, the subject parcel is not located within a Strategic Ecosystem.

Evaluation: Given that the subject property is not located within a strategic ecosystem and is not adjacent to any lands designated as strategic ecosystems, there are no issues related to the amendment which would impact a Strategic Ecosystem(s).

Regulated Plant & Animal Species

The subject property does not contain any species identified as endangered, threatened, or of special concern. Additionally, the site does not contain habitat identified as important for native communities and ecosystems by the Florida Natural Areas Inventory ("FNAI"). If a regulated plant or animal species is identified during the development process, the applicant must adhere to the applicable standards in the City of Alachua Comprehensive Plan and the Land Development Regulations.

Evaluation: No species identified as endangered, threatened, or of special concern have been observed on the subject property, and the site does not contain habitat identified as important for native species and ecosystems. Therefore, there are no issues related to regulated plant and animal species.

Soil Survey

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 fifteen (15) soil type found on the subject property:

Arredondo Fine Sand (0% – 5% slopes)

Hydrologic Soil Group: A

This soil type is level to gently sloping, well drained soil. Permeability is rapid in surface and subsurface layers, while runoff is slow. This soil type poses only slight limitations for sites for homes and commercial buildings.

Norkfolk Loamy Fine Sand (2% – 5% slopes)

Hydrologic Soil Group: B

This soil type is gently sloping, well drained soil. Permeability is rapid in surface and slow to moderate in the subsurface layers, while runoff is medium. This soil type poses only slight limitations for sites for homes and commercial buildings.

Norkfolk Loamy Fine Sand (5% – 8% slopes)

Hydrologic Soil Group: B

This soil type is a sloping, well drained soil. Permeability is rapid in surface and subsurface layers, while runoff is rapid. This soil type poses moderate limitations for sites commercial buildings because of the slope.

Kendrick Sand (2% – 5% slopes)

Hydrologic Soil Group: A

This soil type is a gently sloping, well drained soil. Permeability is rapid at the surface and subsurface layers, while runoff is moderately slow. This soil type poses only slight limitations for sites for home and commercial buildings.

Kendrick Sand (5% – 8% slopes)

Hydrologic Soil Group: A

This soil type is a sloping, well drained soil. Permeability is rapid at the surface and subsurface layers, while runoff is medium. This soil type poses moderate limitations for sites for commercial buildings because of the slope.

Millhopper Fine Sand (0% – 5% slopes)

Hydrologic Soil Group: A

This soil type is nearly level to gently sloping, moderately well drained soil. Permeability is rapid at the surface and subsurface layers. This soil type poses only slight limitations for commercial buildings.

Millhopper Fine Sand (5% – 8% slopes)

Hydrologic Soil Group: A

This soil type is sloping, moderately well drained soil. Permeability is rapid at the surface and subsurface layers. This soil type poses moderate limitations for commercial buildings because of the slope.

Lochloosa Sand (2% – 5% slopes)

Hydrologic Soil Group: C

This soil type is gently sloping, somewhat poorly drained soil. Permeability is rapid at the surface, while surface runoff is slow. This soil type poses limitations for dwellings and small commercial buildings.

Lochloosa Fine Sand (5% – 8% slopes)

Hydrologic Soil Group: C

This soil type is sloping, poorly drained soil. Permeability is rapid at the surface, while surface runoff is medium. This soil type poses limitations for dwellings and small commercial buildings.

Gainesville Sand (0% – 5% slopes)

Hydrologic Soil Group: A

This soil type is gently sloping, well drained soil. Permeability is rapid, while runoff is slow. This soil type poses only slight limitations for sites for homes and commercial buildings.

Gainesville Sand (5% – 8% slopes)

Hydrologic Soil Group: A

This soil type is a sloping, well drained soil. Permeability is rapid, while runoff is slow. This soil type poses only slight limitations for sites for homes and commercial buildings.

Blichton Sand (0% – 2% slopes)

Hydrologic Soil Group: D

This soil type is nearly level to gently sloping, poorly drained soil. Permeability is rapid in surface and slow to moderate at the subsurface layers, while runoff is slow. This soil type poses severe limitations for sites for urban uses and commercial buildings.

Tavares Sand (0% – 5% slopes)

Hydrologic Soil Group: A

This soil type is nearly level to gently sloping, moderately well drained soil. Permeability is rapid to very rapid, while runoff is slow. This soil type poses only slight limitations for sites for homes and commercial buildings.

Monteocha Loamy Sand (0% – 5% slopes)

Hydrologic Soil Group: D

This soil type is nearly level, very poorly drained soil. Permeability is rapid in surface and moderately rapid to rapid in the subsurface layers. This soil type poses severe limitations for urban uses.

Evaluation: The three (3) predominate soil types on the subject property are Millhopper Sand, Arredondo Fine Sand, and Blichton Sand. The majority of the sands over northern portion of the subject property only pose very slight limitations for development. A few soils located on the southerly portion of the subject property pose limitations for development. These are the areas mentioned previously that may contain areas of wetlands. Therefore, there are no issues related to soil suitability.

Flood Potential

Panel 0120D of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Series, dated June 16, 2006, indicates that the subject property is in Flood Zone "X" (areas determined to be outside of the 500-year floodplain).

Evaluation: Being the subject property is located in Flood Zone "X", there is no concern of flood on the subject property.

Karst-Sensitive Features

Karst sensitive areas include geologic features, such as fissures, sinkholes, underground streams, and caverns, and are generally the result of irregular limestone formations. The subject property is located within an area where sinkholes may potentially allow hydrologic access to the Floridan Aquifer System, however, best available data indicates that no sinkholes are located on the subject property.

Evaluation: There are no geologic features located on the subject property which indicate an increased potential for karst sensitivity.

Wellfield Protection Zone

Policy 7.2.1 of the Future Land Use Element of the Comprehensive Plan establishes a 500 foot radial buffer around city-owned potable water well.

Evaluation: The subject property is not located within a City of Alachua wellhead protection zone as identified on the City of Alachua Wellfield Primary Protection Zones Map of the Comprehensive Plan, therefore, there are no issues related to wellfield protection.

Historic Structures and Markers

The subject property does not contain any historic structures or markers as determined by the State of Florida and the Alachua County Historic Resources Inventory.

Evaluation: There are no issues related to historic markers or structures.

COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

Section 2.4.2(E)(1) of the Land Development Regulations (LDRs) establishes standards with which all rezoning applications must be found to be compliant. Staff's evaluation of the application's compliance with the applicable standards of Section 2.4.2(E)(1) is provided below.

- (a) ***Consistent with Comprehensive Plan*** – The proposed amendment is consistent with and furthers the goals, objectives, and policies of the Comprehensive Plan.

Evaluation and Findings: An analysis of the application's consistency with the Comprehensive Plan has been provided in this report.

- (b) ***Consistent with Ordinances*** – The proposed amendment is not in conflict with any portion of these LDRs or any of the City Code of Ordinances.

Evaluation and Findings: An analysis of the application's compliance with the Land Development Regulations has been provided in this report. The application does not conflict with the City's Code of Ordinances.

- (c) ***Logical Development Pattern*** – The proposed amendment would result in a logical and orderly development pattern.

Evaluation and Findings: The Commercial Intensive ("CI") Zoning Designation proposed is located adjacent to the U.S. Highway 441 and Interstate Highway 75 ("I-75") corridor. The City of Alachua Comprehensive Plan identifies U.S. Highway 441 corridor as designated for commercial uses. Further, the applicant proposes a Community Commercial ("CC") Zoning Designation as an area of transition between the Commercial Intensive ("CI") and adjacent residential lands. Staff finds that the proposed rezoning will continue a logical and orderly development pattern.

- (d) ***Pre-Mature Development*** – The proposed amendment will not create premature development in undeveloped or rural areas.

Evaluation and Findings: The subject property is located adjacent to existing commercial uses. The U.S. Highway 441 and Interstate Highway 75 ("I-75") corridor is a suitable area for commercial development. The commercial zoning designation will allow for development in a pattern that is more suitable than if located in an area not surrounded by existing public facilities. The availability of these public facilities will encourage development in the area; therefore, the proposed amendment will not create premature development in an undeveloped or rural area.

- (e) ***Incompatible with Adjacent Lands*** – The uses permitted by the proposed amendment are not incompatible with existing land uses of adjacent lands and/or the uses permitted by the zone district classifications of adjacent lands.

Evaluation and Findings: The subject property is located adjacent to existing uses that are similar in character. The applicant is proposing zoning designations that are consistent with the underlying Future Land Use Map ("FLUM") Designation. Further, the proposed uses within the Commercial Intensive ("CI") Zoning Designation are similar to those allowed within the existing Planned Unit Development ("PUD"). The uses permitted by the proposed amendment are not incompatible with the existing land uses of adjacent lands and/or the uses permitted by the zone district classifications of adjacent lands; and as previously mentioned, the applicant proposes a Community Commercial ("CC") Zoning Designation as an area of transition between the Commercial Intensive ("CI") and adjacent residential lands - providing further compatibility.

- (f) ***Adverse Effect on Local Character*** – The proposed amendment will not adversely affect the character of the general area where it is proposed to be located by creating excessive traffic, density and/or intensities of use, building height and bulk, noise, lights, or other physical effects or nuisances.

Evaluation and Findings: As previously mentioned, the subject property is located adjacent to the U.S. Highway 441 and Interstate Highway 75 ("I-75") corridor. This corridor is a suitable area for commercial development. The commercial zoning designation will allow for development in a pattern that is more suitable than if located in an area not surrounded by existing public facilities. The availability of these public facilities will encourage development in the area.

While there is a potential for the proposed amendment to result in a level of service deficiency, the transportation analysis is based upon the maximum development scenario. Any final development order will have to provide proof that no negative impacts will occur prior to approval. Further, it is not anticipated that the rezoning will create excessive density, intensity, building height, bulk, noise, lights, or other physical nuisances. All development will be subject to the applicable standards for density, intensity, building height, buffering, lighting, and other applicable standards within the Land Development Regulations prior to issuance of a final development order.

- (g) ***Not Deviate from Pattern of Development*** – The uses permitted by the proposed amendment will not deviate from the development pattern (both established and as proposed by the surrounding zone districts) of the area where the proposed amendment is located.

Evaluation and Findings: As noted, the proposed amendment proposes a zoning designation that is consistent with the underlying Future Land Use Map ("FLUM") Designation. The proposed uses within the Commercial Intensive ("CI") Zoning Designation are consistent with those allowed within the existing Planned Unit Development ("PUD"). The uses permitted by the proposed amendment are not incompatible with the existing land uses of adjacent lands and/or the uses permitted by the zone district classifications of adjacent lands. Therefore, the uses permitted by the proposed amendment will not deviate from the development pattern of the area.

- (h) ***Encourage Sprawl*** – The proposed amendment will not encourage urban sprawl, either by resulting in strip or ribbon commercial development, leap-frog development or low density single dimensional development.

Evaluation and Findings: Chapter 163.3164(51), Florida Statutes, defines "urban sprawl" as, "a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses." The applicant has provided an analysis of the Chapter 163, F.S. urban sprawl requirements. It is staff's opinion that the proposed amendment does not constitute as urban sprawl.

- (i) ***Spot Zoning*** – The proposed amendment will not result in the creation of an isolated zone district unrelated to adjacent and surrounding zone districts (spot zoning).

Evaluation and Findings: As noted, the subject property is adjacent to lands to the north and east containing uses the same and similar to the proposed zoning designations. The proposed Commercial Intensive ("CI") Zoning Designation will tie into the existing Commercial Intensive ("CI") to the north. Further, the proposed amendment proposes a zoning designation that is consistent with the underlying Future Land Use Map ("FLUM") Designation. The proposed uses within the Commercial Intensive ("CI") Zoning Designation are consistent with those allowed within the existing Planned Unit Development ("PUD"). Therefore, the proposed amendment will not result in the creation of an isolated zone district unrelated to the adjacent and surrounding zone districts, but rather, it will provide a more unified industrial district.

- (j) ***Public Facilities*** – The proposed amendment will not result in development in a location where there are no plans by the City or other governmental entities to provide public facilities to serve the development (roads, potable water, wastewater, parks, storm water management, and solid wastes), and there are no assurances by the private sector that public facilities are planned and will be available to adequately accommodate development.

Evaluation and Findings: The subject property is located within the City of Alachua's utility service area and development will be required to connect to public utility infrastructure. Future development will be required to connect to City water and sewer facilities.

The impact on public facilities (potable water, wastewater, parks, stormwater, solid waste, and public school facilities) generated by the proposed amendment will not adversely affect the Level of Service ("LOS") of any public facility; however, under the maximum development scenario, monitored segments of roadway may present deficiencies.

Since this is a preliminary development order, the analysis is based upon the net increase in intensity created by amending the zoning designation from Planned Unit Development ("PUD") and Agriculture ("A") to Commercial Intensive ("CI"), Community Commercial ("CC"), and Governmental Facilities ("GF"). The applicant will be required to submit a site plan or subdivision plat prior to any development on the subject property and provide a detailed impact analysis showing the impacts on affected roadway segments within the City's Comprehensive Plan based on a specific use. Development approval shall be issued only if the proposed development does not lower the existing levels of service of public facilities and services below the adopted LOS in the Comprehensive Plan. Therefore, at the time of site plan review, concurrency will be re-evaluated. It should also be noted that the City of Alachua Comprehensive Plan places the burden of showing compliance with the adopted levels of service and meeting the concurrency test upon the applicant.

- (k) *No Adverse Effect on the Environment*** – The proposed amendment would not result in significantly adverse impacts on the natural environment, including but not limited to water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

Evaluation and Findings: A comprehensive analysis of environmental features has been provided in this report.

PUBLIC FACILITIES IMPACT

Traffic Impact

Table 4. Affected Comprehensive Plan Roadway Segments¹

Segment Number ^{2, 3}	Segment Description	Lanes	Functional Classification	Area Type	LOS
1 (7)	I-75 (NCL to US 441)	6/D	Freeway	Urban Trans	C
2 (6)	I-75 (US 441 to SCL)	6/D	Freeway	Urban Trans	B
3/4 (16)	US 441 (NW 126 th Ave to SR 235)	4/D	Principle Arterial	Urban Trans	C
5 (13, 14, & 15)	US 441 (SR 235 to NCL of Alachua)	4/D	Principle Arterial	Urban Trans	C
6 (16)	US 441 (CR 25A to NW 126 th Ave)	4/D	Principle Arterial	Urban Trans	B
8 (136)	SR 235 (CR 2054 to US 441)	2/U	Major Collector	Comm	C
9 (137 & 138)	SR 235 (US 441 to NCL)0	2/U	Major Collector	Comm	C
CR 2054 (West)	CR 2054 (West of SR 235)	2/U	Collector	Urban	D
CR 2054 (East)	CR 2054 (East of SR 235)	2/U	Collector	Urban	D
CR 235A (South)	CR 235A (South of US 441)	2/U	Collector	Urban	D
CR 235A (North)	CR 235A (North of US 441)	2/U	Collector	Urban	D
CR 241	CR 241 (SCL to SR 235)	2/U	Collector	Urban	D

¹ Source: City of Alachua Comprehensive Plan, Traffic Circulation 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, or to the nearest intersecting major street, whichever is greater [Section 2.4.14(H)(2)(b) of the LDRs].
³ FDOT roadway segment number shown in parenthesis. 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 5a. Analysis of the Net Increase in Floor Area (Intensity)

Existing Zoning	Maximum Floor Area (Intensity)
Planned Unit Development ("PUD")	290,000 sq ft ¹
Agriculture ("A")	N/A
Proposed Zoning	Maximum Floor Area (Intensity)
Community Commercial ("CC")	280,526 ²
Commercial Intensive ("CI")	2,801,344 ³
Governmental Facilities ("GF")	N/A
Net Increase in total Floor Area	2,791,870 sq ft

¹ Source: Maximum Square Footage based upon the Planned Unit Development Master Plan: 290,000sq ft
² Formula: 12.88 acres x 43,560/0.5 = 280,526 sq ft
³ Formula: 128.62 acres x 34,560/0.5 = 2,801,344 sq ft

Table 5b. Proposed Trip Generation Impact¹

Land Use	AADT (Enter/Exit)	AM Peak Hour (Enter/Exit)	PM Peak Hour (Enter/Exit)
Shopping Center ² (ITE Code 820)	59,606 (29,803/29,803)	4,774³	6,379³
Office Park ⁴ (ITE Code 750)	15,942 (7,971/7,971)	2,387 (2,124/263)	2,066 (289/1,777)
Pre Internal Capture Totals	75,548	7,161	8,445
Internal Capture ⁵	5,961	477	638
Total Net Increase In Trips	69,587	6,684	7,807

¹ Source: ITE Trip Generation, 9th Edition. Proposed Trip Generation Impact Nets Out Existing Trips To Provide The Net Increase In Trips.
² Formulas: AADT – 42.70 trips per 1,000 square foot x 1,395,935 square feet (50% entering/50% exiting); AM Peak Hr – 3.42 trips per 1,000 square foot x 1,395,935 square feet; PM Peak Hr – 4.57 trips per 1,000 square foot x 1,395,935 square feet.
³ ITE Manual does not provide AM Peak and PM Peak Hour Generation or entering and exiting data.
⁴ Formulas: AADT – 11.42 trips per 1,000 square foot x 1,395,935 square feet (50% entering/50% exiting); AM Peak Hr – 1.71 trips per 1,000 square foot x 1,395,935 square feet (89% entering/11% exiting); PM Peak Hr – 1.48 trips per 1,000 square foot x 1,395,935 square feet (14% entering/86% exiting).
⁵ Internal Capture Rate of 10% for Shopping Center (ITE Code 820) as allowed per ITE Manual.

Table 6a. Projected Impact on Affected Comprehensive Plan Roadway Segments

Traffic System Category	I-75 Segment 1 (7)	I-75 Segment 2 (6)	US 441 Segment 3/4 (16) ¹	US 441 Segment 5 (13, 14, 15) ¹	US 441 Segment 6 (16) ¹	US 441 Segment 7 (17) ¹
Maximum Service Volume ²	85,600	85,600	35,500	35,500	35,500	35,500
Existing Traffic ³	35,505	56,000	17,495	23,000	17,495	19,200
Reserved Trips ⁴	657	1,193	1,331	6,865	892	1,376
Available Capacity ⁴	49,438	28,407	16,674	5,635	17,113	14,924
Projected Daily Trips	13,917	6,959	13,917	55,670	10,438	3,479
Residual Capacity after Proposed Amendment⁵	35,521	21,448	2,757	(50,035)	6,675	11,445
PM Peak Hour Traffic Analysis	I-75 Segment 1 (7)	I-75 Segment 2 (6)	US 441 Segment 3/4 (61) ¹	US 441 Segment 5 (61) ¹	US 441 Segment 6 (16) ¹	US 441 Segment 7 (17) ¹
Maximum Service Volume ²	7,710	7,710	3,200	3,200	3,200	3,200
Existing Traffic ³	3,728	5,880	1,662	2,185	1,662	1,728
Reserved Trips ⁴	55	103	168	610	82	131
Available Capacity ⁴	3,927	1,727	1,370	405	1,456	1,341
Projected PM Peak Trips	1,561	781	1,561	6,246	1,171	390
Residual Capacity after Proposed Amendment⁵	2,366	946	(191)	(5,841)	285	951

- ¹ FDOT roadway segment number shown in parenthesis. 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 2009 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 October 2012 Development Monitoring Report.
⁵ The application is for a Preliminary Development Order. Facility capacity and concurrency will not be reserved.

Table 6b. Projected Impact on Affected Comprehensive Plan Roadway Segments (Cont.)

Traffic System Category	SR 235 Segment 8 (136) ¹	SR 235 Segment 9 (137 & 138) ¹	CR 2054 (West)	CR 2054 (East)	CR 235A (South)	CR 235A (North)	CR 241
Maximum Service Volume ²	13,300	13,300	14,580	14,580	14,580	14,580	14,580
Existing Traffic ³	9,495	6,653	4,326	2,042	4,642	1,589	6,632
Reserved Trips ⁴	456	381	38	418	617	0	0
Available Capacity ⁴	3,349	6,266	10,216	12,120	9,321	12,991	7,948
Projected Daily Trips	6,959	6,959	3,479	3,479	3,479	3,479	3,479
Residual Capacity after Proposed Amendment⁵	(3,610)	(693)	6,737	8,641	5,842	9,512	4,469
PM Peak Hour Traffic Analysis	SR 235 Segment 8 (64) ¹	SR 235 Segment 9 (137 & 138) ¹	CR 2054 (West)	CR 2054 (East)	CR 235A (South)	CR 235A (North)	CR 241
Maximum Service Volume ²	1,200	1,200	1,314	1,314	1,314	1,314	1,314
Existing Traffic ³	902	632	411	194	441	151	630
Reserved Trips ⁴	43	37	4	63	55	0	0
Available Capacity ⁴	255	531	899	1,057	818	1,163	684
Projected PM Peak Trips	781	781	390	390	390	390	390
Residual Capacity after Proposed Amendment⁵	(526)	(250)	509	667	428	773	294

¹ FDOT segment number shown in parenthesis. 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 2009 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 October 2012 Development Monitoring Report.

The application is for a Preliminary Development Order. Facility capacity and concurrency will not be reserved.

Evaluation: An analysis of the impacts on the transportation system resulting from the proposed net increase from amending the Agriculture ("A") and Planned Unit Development ("PUD") Zoning Designations to the Community Commercial ("CC"), Commercial Intensive ("CI"), and Governmental Facilities ("GF") Zoning Designations and the anticipated type of development has been presented by the applicant. Materials submitted by the applicant and verified by Staff show that the trip generation land use codes, as identified in *Trip Generation, Ninth Edition*, for "Shopping Center (ITE Code 820) and Office Park (ITE Code (750))" predict average daily trip count totals and PM peak hour totals that reflect the potential impact of this amendment. Currently, direct access to the subject property may be provided by a connection to U.S. Highway 441. Further, U.S. Highway 441 is required by the City of Alachua Comprehensive Plan to be monitored for concurrency. Table 6a and 6b above indicate that based upon the net increase in intensity there would be ample roadway capacity remaining on all segments of road except U.S. Highway 441 Segments 3/4 and 5 and SR 235 Segments 8 and 9. These segments could potentially have deficiencies at the maximum development scenario. The analysis is based upon a maximum development scenario; however, the applicant will be required to submit a site plan prior to any development on the subject property and provide a detailed impact analysis showing the impacts on effected roadway segments within the City's Comprehensive Plan based on a specific use. Final development approval shall be

issued only if the proposed development does not lower the existing levels of service of public facilities and services below the adopted LOS in the Comprehensive Plan. Therefore, at the time of site plan review, concurrency will be re-evaluated. It should also be noted that the City of Alachua Comprehensive Plan places the burden of showing compliance with the adopted levels of service and meeting the concurrency test upon the applicant.

Potable Water Impacts

Table 7. 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	108,775
Projected Potable Water Demand from Application ³	279,187
Residual Capacity	772,038
Percentage of Permitted Design Capacity Utilized	61.43%
<i>Sources:</i> ¹ City of Alachua Public Services Department, April 2014 ² City of Alachua 2014 Annual Concurrency Status Report ³ Formula 64E-6, F.A.C.: 0.1 Gallons per sq ft x 2,791,870 sq ft = 279,187 GPD	

Evaluation: It is anticipated that the proposed amendment will not adversely affect the Level of Service ("LOS") for potable water facilities, and the impacts are therefore acceptable.

Sanitary Sewer Impacts

Table 8. Sanitary Sewer Impacts

System Category	Gallons Per Day
Treatment Plant Current Permitted Capacity ¹	1,230,000
Less Actual Treatment Plant Flows ²	595,000
Reserved Capacity ³	82,325
Projected Sanitary Sewer Demand from Application ⁴	279,187
Residual Capacity	273,488
Percentage of Permitted Design Capacity Utilized	77.77%
<i>Sources:</i> ¹ Permitted capacity includes capacity expansion completed in March 2011 ² City of Alachua Public Services Department, April 2014 ³ City of Alachua 2014 Annual Concurrency Status Report ⁴ Formula: 64E-6, F.A.C.: 0.1 Gallons per sq ft x 2,791,870 sq ft = 279,187 GPD	

Evaluation: It is anticipated that the proposed amendment will not adversely affect the Level of Service ("LOS") for sanitary sewer facilities, and the impacts are therefore acceptable.

Recreational Impacts

Evaluation: Given the amendment proposes to amend the Zoning Designations to the Community Commercial ("CC"), Commercial Intensive ("CI"), and Governmental Facilities ("GF") Zoning Designations, the proposed amendment will not adversely affect the Level of Service ("LOS") for recreational facilities, and the impacts are therefore acceptable.

Solid Waste Impacts

Table 9. Solid Waste Impacts

System Category	Lbs Per Day	Tons Per Year
Existing Demand ¹	37,200	6,789
Reserved Capacity ²	5,284.5	964.42
Projected Solid Waste Demand from Application ³	33,491.51	6,114.20
New River Solid Waste Facility Capacity⁴	50 years	
<i>Sources:</i> ¹ US Census Bureau, United States 2010 Census; Policy 2.1.a, CFNGAR Element (Formula: 9,059 persons x 0.73 tons per year) ² City of Alachua 2011 Annual Concurrency Status Report ³ Formula: $[(12 \text{ lbs per } 1,000 \text{ square foot per day}) \times 2,791,870 \text{ square feet}] \times 365 / 2,000 = 6,114.2 \text{ TPY}$ ⁴ New River Solid Waste Facility, April 2013		

Evaluation: It is anticipated that the proposed amendment will not adversely affect the Level of Service ("LOS") for solid waste facilities, and the impacts are therefore acceptable.

Public School Impact

Evaluation: Given the amendment proposes to amend the Zoning Designations to Community Commercial ("CC"), Commercial Intensive ("CI"), and Governmental Facilities ("GF") Zoning Designations, the proposed amendment will not adversely affect the Level of Service ("LOS") for public school facilities.