



City of Alachua

Planning & Community Development Department

Staff Report

Planning & Zoning Board Hearing Date: Legislative Hearing

June 14, 2022

SUBJECT: A request to amend the City of Alachua Land Development Regulations by amending Article 4, Section 4.3.4(J) related to Use Specific Standards for Vehicle Sales and Services.

APPLICANT/AGENT: John C. Vick III, V3 Capital Group

PROJECT PLANNER: Adam Hall, AICP, Principal Planner

RECOMMENDATION: Staff recommends that the Planning & Zoning Board find the proposed text amendments to the City's Land Development Regulations to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City's Land Development Regulations and transmit such finding to the City Commission with a recommendation to approve.

RECOMMENDED MOTION: *Based upon the presentation to this Board and Staff's recommendation, this Board finds the proposed text amendments to the City's Land Development Regulations to be consistent with the City of Alachua Comprehensive Plan and in compliance with the City's Land Development Regulations and transmits such finding to the City Commission with a recommendation to approve.*

SUMMARY

This application is a request submitted by John C. Vick III of V3 Capital Group, to amend the City of Alachua Land Development Regulations (LDRs). The proposed amendments would revise use specific separation requirements for certain uses which fall under the category entitled “Vehicle Sales and Services.” The Use Specific standards for these uses are located in Section 4.3.4(J) of the LDRs. The following uses are included in Section 4.3.4(J):

- ❖ Automobile body shop
- ❖ Automobile rental and sales
- ❖ Automobile repair and servicing
- ❖ Boat and marine rental and sales
- ❖ Carwash and auto detailing
- ❖ Tire sales and mounting, transmission or muffler shop

In addition to other use specific standards for the above mentioned uses, the LDRs require a minimum separation of 250 feet from schools, day care centers, residential uses, or vacant land in residential zone districts. The applicant contends that this separation requirement does not consider intervening roadways or how enhanced buffering can serve as an additional separation tool between uses.

The proposed amendment provides two (2) conditions by which the 250-foot separation requirement can be reduced for the following uses:

- Automobile rental and sales
- Automobile repair and servicing
- Boat and marine rental and sales
- Gasoline sales

The applicant proposes that a reduction in separation distance could be permitted when an intervening arterial or collector street exists between the proposed “Vehicle Sales and Service” use and the school, daycare center, residential use, or vacant land in a residential zoning district. The applicant contends that this acknowledges that arterial or collector streets by nature provide separation between lands and such streets inherently have impacts on adjacent properties, including traffic, sound and light. The proposed amendment reduces the minimum separation when this condition is met to 100 feet, and to 50 feet when an enhanced landscape buffer is provided (except for the automobile repair and servicing use where the minimum separation is proposed to not be reduced to less than 100 feet).

The second condition that would permit a reduction in separation is when the “Vehicle Sales and Service” use fronts US Hwy 441. The City has established US Hwy 441 as a commercial corridor, thereby directing commercial development to occur along this roadway. The applicant contends that by reducing the separation requirement, the City will maximize existing and future land use patterns along this corridor, which promotes a planned and logical development pattern. The proposed amendment reduces the minimum separation when this condition is met to 100 feet and 50 feet when an enhanced landscape buffer is provided (except in the

automobile repair and servicing use where the minimum separation is proposed to not reduce to less than 100 feet).

The applicant contends that the proposed amendment will enable the City to foster continued urban growth along its primary transportation and utility corridors, promoting a healthy and logical development pattern, while protecting neighboring residential uses.

PROPOSED LDR TEXT AMENDMENTS

Strikethrough represents text to be stricken. Underline represents text to be added.

Sec. 4.3. Use specific standards.

4.3.4 *Business uses.*

(1) *Vehicle sales and services.*

(2) *Automobile rental and sales; recreational vehicle rental and sales; truck or tractor rental or sales.* Automobile rental and sales and truck or tractor rental or sales shall comply with the following standards:

(a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts., unless one or more of the following standards are met:

(i) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

(ii) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of

200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate vehicle or equipment displays within a required setback or buffer.
 - (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
 - (d) *Vehicle display pad.* Not have more than one vehicle display pad for every 100 feet of street frontage. The vehicle display pad may be elevated up to two feet above adjacent displays or grade.
 - (e) *No display on top of building.* There shall be no vehicle display on top of a building.
 - (f) *Vehicle display pad.* Have no racks that tilt vehicles in any way to show the underside, unless they are located inside a show room.
 - (g) *Other materials for sale.* Display no other materials for sale between the principal structure and the street.
 - (h) *Testing.* Not test vehicles on residential streets.
- (3) *Automobile repair and servicing.* Automotive repair and servicing shall comply with the following standards:
- (a) *Minimum separation.* Separation distance shall be measured from lot line to lot line. Lots shall be located at least 250 feet from schools, day care centers, residential uses, or vacant land in residential zone districts., unless one of the following conditions is met:
 - (i) The proposed automobile repair and servicing use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 300% of the required trees and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2, in addition to a minimum 6-foot opaque fence or wall. All plantings and screening shall be spaced to create a visual separation between the proposed automobile repair and servicing use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
 - (ii) The proposed automobile repair and servicing use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate

of 300% of the required trees and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2, in addition to a minimum 6-foot opaque fence or wall. All plantings and screening shall be spaced to create a visual separation between the proposed automobile repair and servicing use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Lot dimensions and area.*
 - (i) If located on a corner lot, have a minimum of 150 feet of frontage on each street side, and a minimum area of 20,000 square feet.
 - (ii) In all other instances, have a minimum width of 150 feet and a minimum area of 15,000 square feet.
- (c) *On-site circulation.* Be designed to ensure proper functioning of the site as related to vehicle stacking, circulation and turning movements.
- (d) *Ingress/egress.*
 - (i) Have no more than two driveways or other methods of ingress or egress located at least 150 feet apart.
 - (ii) Methods of ingress/egress shall:
 - a. Not exceed 40 feet in width, exclusive of transitions.
 - b. Not be located closer than 15 feet to any right-of-way lines of any intersection.
 - c. Not be located closer than 15 feet to any other property line.
- (e) *Enclosure.* Repair and store all vehicles within an enclosed building. Temporary vehicle storage may be allowed in an outdoor storage area that shall be no larger than 25 percent of the total lot area. Such areas shall be located to the rear of the principal structure and be screened from off-site views. The height of materials and equipment stored shall not exceed the height of the screening fence or wall.
- (f) *Public address systems.* Have no outdoor speaker or public address system which is audible from single-family lands.
- (g) *Trash storage.* Provide adequate, enclosed trash storage facilities on the site.
- (h) *Testing.* Not test vehicles on residential streets.
- (i) *Parked vehicles.* Not park or store a vehicle as a source of parts, or park or store a vehicle for the purpose of sale or lease/rent.
- (j) *Vehicle storage.* Not store or park a vehicle that has been repaired and is awaiting removal for more than 30 consecutive days. In cases where a vehicle has been abandoned by its lawful owner prior to or during the repair process, the vehicle may remain on site as long as is necessary after the 30 day period, provided the owner or operator of the establishment can demonstrate steps have been taken to remove the vehicle from the premises using the appropriate legal means.
- (k) *Service bay orientation.* Service bay doors shall not be oriented toward any adjacent uses where the minimum separation requirements apply in (a) above.

- (4) *Boat and marine rental and sales.* Boat and marine rental and sales shall comply with the following standards:
- (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts., unless one or more of the following standards are met:
- (i) The proposed boat and marine rental and sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
- (ii) The proposed boat and marine rental and sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed boat and marine rental and sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate boat and marine equipment displays within a required setback or buffer.
- (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
- (d) *Vehicle display pad.* Not have more than one boat and marine display pad for every 100 feet of street frontage. The pad may be elevated up to two feet above adjacent displays or grade.

- (e) *Other materials for sale.* Not display other materials for sale between the principal structure and the street.
- (6) *Gasoline sales (automobile service station, mini-service and self-service).* Gasoline sales (full- service, mini-service and self-service) shall comply with the following standards:
 - (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts., unless one or more of the following standards are met:
 - (i) The proposed gasoline sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
 - (ii) The proposed gasoline sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed gasoline sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Lot dimensions and area.*
 - (i) If located on a corner lot, have a minimum of 150 feet of frontage on each street side, and a minimum area of 20,000 square feet.
 - (ii) In all other instances, have a minimum width of 150 feet and a minimum area of 15,000 square feet.
- (c) *Methods of ingress/egress.*

- (i) Have no more than two driveways or other methods of ingress or egress located at least 150 feet apart.
- (ii) Methods of ingress/egress shall:
 - a. Not exceed 40 feet in width, exclusive of transitions.
 - b. Not be located closer than 15 feet to any right-of-way lines of any intersection.
 - c. Not be located closer than 15 feet to any other property line.
- (d) *Location of gasoline pumps.* Locate no gasoline pump within 15 feet of any street right-of-way line; where a greater street setback line has been established, locate no gasoline pump within 15 feet of such setback line. Pumps shall be protected from vehicle impact with bollards or other physical structures.
- (e) *On-site circulation.* Be designed to ensure proper functioning of the site as related to vehicle stacking, circulation and turning movements.
- (f) *Trash storage.* Provide adequate, enclosed trash storage facilities on the site.
- (g) *Storage and accessory sales of materials and equipment.*
 - (i) Have no outdoor displays of materials or equipment, including tires, except in a display rack for automobile products no more than four feet wide, maintained within three feet of a principal building. There shall be a limit of one display rack per street frontage.
 - (ii) Not store any unlicensed, inoperable or junked vehicles.
- (h) *No outdoor sale of oil, grease, auto parts.* Where mini-service and self-service facilities sell food, hardware, drugs and related items, in conjunction with gas, prohibit the outdoor sale of oil, grease, parts or accessories for automobiles and related items, and no service except for self-service water, air or carwash.
- (i) *Repair work.* In a full-service station, ensure all repair work, vehicle washing, lubrication, and installation of parts and accessories is performed within an enclosed structure.
- (j) *Storage of automobiles.* In a full-service station, store all automobile parts, dismantled vehicles, and similar materials within an enclosed building or totally screen them from view by a solid or privacy fence. A chainlink fence with slats shall not constitute acceptable screening or fencing.
- (k) *Automotive repair and servicing.* If a full-service gasoline sales use provides automotive repair and servicing, it shall comply with all the standards listed for automobile repair and service stations (Subsection 4.3.4(J)(3) of this section, Automobile repair and servicing).

CONSISTENCY WITH THE COMPREHENSIVE PLAN

The Goals, Objectives, and Policies (GOPs) identified below are provided to establish a basis of the application's consistency with the Comprehensive Plan. There may be additional GOPs which the application is consistent with that are not identified within this report. An evaluation and findings of consistency with the identified GOPs is also provided below.

VISION ELEMENT

The applicant provides the following analysis of consistency with the Vision Element of the City's Comprehensive Plan:

- Vision Element, Vision Statement states, "*The City will be a business friendly community, encouraging economic development...Alachua will be a leader in fostering quality well-planned growth and redevelopment.*" The proposed

amendment encourages economic development, focused along collector/arterial streets and U.S. Hwy 441, which serves as the City's primary commercial corridor. By providing conditions by which the minimum separation for "vehicle sales and services" can be reduced, the City is promoting development to occur in a compact, logical pattern and well-planned pattern.

- Vision Element, Goal 1: Economic Development states, "*The City will maintain its focus on a welcoming business environment and encourage business development in the downtown area and along the US 441 corridor.*" The proposed amendment expressly addresses enhancing the business environment and promoting the U.S. Hwy 441 corridor for business development, by providing reductions in the minimum separation requirement for "vehicle sales and services" for properties fronting U.S. Hwy 441.
- Vision Element, Goal 3: Transportation Mobility states, "*The City will provide efficient traffic circulation that is safe and convenient, while maintaining or improving the level of service on roadways.*" The proposed amendment, by providing reductions in the minimum separation requirement, promotes compactness of development, following well-established urban/regional planning principles, which creates a more efficient transportation network.

Evaluation & Findings: Staff finds that the proposed amendment will result in additional infill and redevelopment opportunities within the downtown area and along the US 441 corridor, which is consistent with the Vision Element of the City's Comprehensive Plan.

FUTURE LAND USE ELEMENT

The applicant provides the following analysis of consistency with the Future Land Use Element of the City's Comprehensive Plan:

- Future Land Use Element, Objective 1.3: Commercial states, "*These land use categories shall provide a broad range of commercial uses including retail sales and services.*" The proposed amendment encourages the development of commercial properties consistent with this Objective by providing alternatives for reductions in the minimum separation requirements for "vehicle sales and services" uses. These uses are by nature sales and service related.
- Future Land Use Element, Policy 1.3.e states, "*Infill within established commercial areas is preferred over extension of a strip commercial pattern,*" and "*Setbacks and landscaped or other appropriate buffers shall be established to mitigate the visual impacts of commercial development upon surrounding land uses.*" The proposed amendment encourages infill development by providing conditions to reduce the minimum separation requirement, discouraging a strip commercial pattern. Additionally, the proposed amendment provides for enhanced landscaped buffering alternatives to more fully mitigate visual impacts upon surrounding land uses.
- Future Land Use Element, Policy 1.3.f states, "*The City shall establish and maintain the US 441 corridor as a Corporate Corridor Activity Center. The intent of establishing this activity center is to implement economic development objectives and to promote a coordinated development plan to maximize existing and future land use patterns and preserve the function of the US 441 corridor.*"

The proposed amendment provides for reductions in the minimum separation requirement for “vehicle sales and services” when proposed development fronts U.S. Hwy 441. By providing for reductions in the separation requirement, the proposed amendment encourages development of these uses to occur along the City’s Corporate Corridor Activity Center. Moreover, the reduction leads to more compact and efficient development, therefore maximizing existing and future land use patterns, and preserving the function of the corridor.

- Future Land Use Element, Objective 2.7: Discouragement of Urban Sprawl states, “*The City shall discourage the proliferation of urban sprawl as set forth in Chapter 163, Florida Statutes.*” The proposed amendment, by providing for reductions in the minimum separation requirement for “vehicle sales and services,” promotes more compact development, maximizing existing and future public facilities and services, which follows a planned development pattern that encourages infill development.
- Future Land Use Element, Policy 4.1.b states, “*The City shall establish flexible standards related to landscaping, buffering, stormwater (to the extent allowable), and parking requirements to encourage infill development.*” The proposed amendment provides for alternatives for buffering and landscaping to reduce the minimum separation requirement for “vehicle sales and services.” These reductions encourage infill development. By allowing enhanced landscape buffering to serve as a tool to mitigate impacts on neighboring properties, the proposed amendment provides flexibility as these uses are developed, thereby encouraging infill development.

Evaluation & Findings: Staff finds that the proposed amendment will further the Goals, Objectives, and Policies of the Future Land Use Element of the City’s Comprehensive Plan. The proposed amendment will create additional opportunities for infill development for the auto-related uses addressed. The proposed amendment will direct additional auto-related uses to the US 441 corridor. While additional infill opportunities will be created through this amendment, additional requirements for buffering and landscape will mitigate any negative impacts on adjacent properties.

TRANSPORTATION ELEMENT

The applicant provides the following analysis of consistency with the Transportation Element of the City’s Comprehensive Plan:

- Transportation Element, Policy 1.5.e states, “*Where feasible, the City will encourage strategies to facilitate development patterns that support multi-modal solutions, including urban design and appropriate land use mixes, including intensity and density.*” The proposed amendment promotes compactness and efficient transportation networks by providing for reductions in the minimum separation requirement for “vehicle sales and services” uses. By encouraging compactness, the proposed amendment facilitates development patterns that support multimodal solutions.

Evaluation & Findings: Staff finds that the proposed amendment, by creating additional infill development opportunities, will further the Transportation Element of the City’s

Comprehensive Plan. Such development will support a compact and efficient transportation system within the City.

FINDINGS OF FACT: COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

Subsection 2.4.1(E)(1) of the Land Development Regulations (LDRs) states that, “in determining whether to approve a proposed text amendment to the Land Development Regulations, the City Commission shall find that an application is consistent with the following standards.” These standards are listed below, followed by Staff’s evaluation.

- (a) *Consistent with Comprehensive Plan - Whether and the extent to which the proposed amendment is consistent with the Comprehensive Plan.*

Evaluation & Findings: An evaluation of the application’s consistency with the City’s Comprehensive Plan has been provided within this report.

- (b) *Consistent with Ordinances - Whether the proposed amendment is in conflict with any provision of these LDRs or the City Code of Ordinances.*

Evaluation & Findings: The proposed amendments do not conflict with any other provisions of the LDRs or the City Code of Ordinances.

- (c) *Changed Conditions - Whether and the extent to which there are changed conditions that require an amendment.*

Evaluation & Findings: The applicant contends that the City’s economic growth has transitioned from primarily greenfield development to greenfield and infill development. As the City continues to develop, particularly along its US Hwy 441 corridor, new commercial development will continue to occur near existing developed properties. The current separation requirements may disrupt the City’s logical development pattern. The natural growth of the community towards infill development has provided for this changed condition. The applicant contends that the proposed amendment addresses the issue while protecting neighboring uses.

- (d) *Community Need - Whether and the extent to which the proposed amendment addresses a demonstrated community need.*

Evaluation & Findings: The applicant contends that the current separation standards for certain “Vehicle Sales and Service” uses hinders the ability of commercial properties to be developed in order to provide residents access to a variety of retail and service amenities. The proposed amendment encourages the development of these commercial enterprises along primary transportation and utility corridors in areas that are planned for such development.

Compatible with Surrounding Uses - Whether and the extent to which the proposed amendment is consistent with the purpose and intent of the zone districts in these LDRs, or will improve compatibility among uses and will ensure efficient development within the City.

Evaluation & Findings: The proposed LDR Text Amendment addresses use specific separation requirements for “vehicle sales and services” uses. These uses are generally permitted in business districts in the City. The applicant contends that the proposed amendment is consistent with the intent of the business zoning districts: Community Commercial District, Central Business District and Commercial Intensive District. The applicant states that the proposed amendment will improve the City’s ability to ensure efficient development, with standards to reduce the minimum separation requirement promoting more compactness and introducing enhanced landscaped buffering into separation alternatives.

- (e) *Development Patterns* - Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern.

Evaluation & Findings: The “vehicle sales and services” uses are required to be consistent with the underlying future land use designations. Therefore, any such use must occur on properties with proper Future Land Use and Zoning designations. The applicant contends that the proposed amendment would improve the City’s ability to have a logical and orderly development pattern, and that by establishing conditions by which the minimum separation standards can be reduced, the City is maximizing existing and future land use patterns, while protecting neighboring properties. The proposed amendment encourages development to occur along US Hwy 441, which the City has designated a commercial corridor.

- (f) *Effect on Natural Environment* - Whether and the extent to which the proposed amendment would 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 & Findings: The proposed text amendment does not impact or change any regulations related to the protection of the natural environment.

- (g) *Public Facilities* - Whether and the extent to which the proposed amendment would result in development that is adequately served by public facilities (roads, potable water, sewage, storm water management, parks, and solid wastes).

Evaluation & Findings: The proposed text amendment addresses “vehicle sales and service uses”. These uses can only occur in business districts within the City. The proposed amendment would reduce minimum separation requirements when certain conditions are met, including intervening collector/arterial streets and US Hwy 441 frontage. The applicant states that the proposed amendment encourages development to occur where the City’s primary public facilities exist along the collector and arterial streets.

EXHIBIT "A"

TO

VEHICLE SALES AND SERVICES
LAND DEVELOPMENT REGULATIONS (LDR) TEXT AMENDMENTS
STAFF REPORT

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



City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

May 24, 2022

John C Vick
Manager
V3 Capital Group
496 S. Hunt Club Blvd
Apopka, FL 32703

Also submitted electronically to trey@v3capgroup.com

RE: Notice of Hearings to be Scheduled for Automotive Services LDR Text Amendment

Mr Vick:

On May 23, 2022 the City of Alachua received your updated application for the above referenced project.

Based on review of the materials submitted, the City has determined that this application can now be scheduled for a hearing before the Planning and Zoning Board.

You must provide two (2) *double-sided, three-hole punched, color sets* of each **complete** application package and a digital copy of all materials in PDF format on a CD or via email/ cloudlink *no later than 10 business days prior to the PZB Meeting at which your application is scheduled to be heard*. The application has been scheduled for the **June 14, 2022** Planning and Zoning Board meeting; therefore, the above referenced materials must be submitted to the City no later than **Tuesday, May 31, 2022**. Materials may be submitted earlier than this date.

If you plan to utilize a PowerPoint presentation or would like other materials to be available for reference during the public hearing, please submit the presentation or materials no later than 12:00 PM on the last business day prior the PZB meeting (no later than Monday, June 13, 2022). Any presentation or materials may be submitted by emailing them to planning@cityofalachua.com.

Should you have any questions, please feel free to contact me at (386) 418-6100, ext. 1603 or via email at ahall@cityofalachua.com.

Sincerely,

Adam Hall, AICP
Principal Planner

c: Kathy Winburn, AICP, Planning Director
Justin Tabor, AICP, Principal Planner
File



City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

May 18, 2022

John C Vick
Manager
V3 Capital Group
496 S. Hunt Club Blvd
Apopka, FL 32703

Also submitted electronically to trey@v3capgroup.com

RE: Comments for LDR Text Amendment related to Use-Specific Standards for Automobile Sales and Services

Dear Mr Vick:

On April 28, 2022 the City of Alachua received your application for an amendment to the text of the City of Alachua Land Development Regulations. The proposed amendment relates to the use-specific standards for automobile sales and services found in Section 4.3.4 (J).

The application referenced above has been reviewed by City staff. Based on the impacts that the proposed amendment may have on properties adjacent to the automobile sales and services uses, a revised draft of the proposed text amendment has been provided attached to this letter. This revised draft makes several substantial changes to the submitted language. These changes include:

- Removing automobile body shop, automobile repair and servicing, carwash or auto detailing, and tire sales and mounting, transmission or muffler shop from the use types being modified under this amendment
- Requiring 150% increased landscape buffering when proposed uses are located with an intervening arterial or collector street and have at least a 100' separation from schools, day care centers, residential uses, or vacant land in residential zone districts
- Requiring 200% increased landscape buffering when proposed uses are located with an intervening arterial or collector street and have at least a 50' separation from schools, day care centers, residential uses, or vacant land in residential zone districts
- Requiring 150% increased landscape buffering when proposed uses have frontage along US 441 and have at least a 100' separation from schools, day care centers, residential uses, or vacant land in residential zone districts
- Requiring 200% increased landscape buffering when proposed uses have frontage along US 441 and have at least a 50' separation from schools, day care centers, residential uses, or vacant land in residential zone districts

Please incorporate these changes into the application and resubmit to the City. If changes are satisfactorily completed and submitted by 12 PM on Monday, May 23, 2022 the application may be forwarded to the Planning and Zoning Board and heard at the June 14, 2022 hearing.

If you would like to meet to discuss these changes, please let me know and we can schedule a Project Assistance Team (PAT) meeting.

Should you have any questions, please feel free to contact me at (386) 418-6100, ext. 1603 or via email at ahall@cityofalachua.com.

Sincerely,



Adam Hall, AICP
Principal Planner

c: Kathy Winburn, AICP, Planning Director
Justin Tabor, AICP, Principal Planner
Mike DaRoza, City Manager
File

Proposed LDR Text Amendment

Strikethrough represents text to be stricken. Underline represents text to be added.

Sec. 4.3. Use specific standards.

4.3.4 Business uses.

(J) Vehicle sales and services.

(2) *Automobile rental and sales; recreational vehicle rental and sales; truck or tractor rental or sales.* Automobile rental and sales and truck or tractor rental or sales shall comply with the following standards:

(a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts, unless one or more of the following standards are met:

(i) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

(ii) The proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed automobile rental and sales, recreational vehicle rental and sales, or truck or tractor rental or sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate vehicle or equipment displays within a required setback or buffer.
 - (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
 - (d) *Vehicle display pad.* Not have more than one vehicle display pad for every 100 feet of street frontage. The vehicle display pad may be elevated up to two feet above adjacent displays or grade.
 - (e) *No display on top of building.* There shall be no vehicle display on top of a building.
 - (f) *Vehicle display pad.* Have no racks that tilt vehicles in any way to show the underside, unless they are located inside a show room.
 - (g) *Other materials for sale.* Display no other materials for sale between the principal structure and the street.
 - (h) *Testing.* Not test vehicles on residential streets.
- (4) *Boat and marine rental and sales.* Boat and marine rental and sales shall comply with the following standards:
- (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts-, unless one or more of the following standards are met:
 - (i) The proposed boat and marine rental and sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
 - (ii) The proposed boat and marine rental and sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet

when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed boat and marine rental and sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed boat and marine rental and sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Displays outside setbacks and buffers.* Not locate boat and marine equipment displays within a required setback or buffer.
 - (c) *Landscaping.* Landscape front building and side yard setback areas in accordance with Section 6.2.2, Landscaping standards, to provide a buffer between the right-of-way and heavy equipment sales storage areas. Landscape side yard setbacks if the side yard abuts a public right-of-way.
 - (d) *Vehicle display pad.* Not have more than one boat and marine display pad for every 100 feet of street frontage. The pad may be elevated up to two feet above adjacent displays or grade.
 - (e) *Other materials for sale.* Not display other materials for sale between the principal structure and the street.
- (6) *Gasoline sales (automobile service station, mini-service and self-service).* Gasoline sales (full-service, mini-service and self-service) shall comply with the following standards:
- (a) *Minimum separation.* Lots shall be located at least 250 feet from schools, day care centers, residential uses or vacant land in residential zone districts-, unless one or more of the following standards are met:
 - (i) The proposed gasoline sales use is located with an intervening arterial or collector street between such use and schools, day care centers, residential uses or vacant land in residential zone districts. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.
 - (ii) The proposed gasoline sales use has frontage on US Highway 441. In such cases, the minimum separation shall be at least 100 feet, and an enhanced perimeter buffer shall be provided at a rate of 150% of the required trees and 150% of the required width of a Type D perimeter buffer as set forth in Table 6.2-2. The separation between the proposed gasoline sales use and schools, day care centers, residential uses or vacant land in residential zone districts may be further reduced to at least 50 feet when an enhanced perimeter buffer is provided at a rate of 200% of the required plantings and 200% of the

required width of a Type D perimeter buffer as set forth in Table 6.2-2. All plantings shall be spaced to create a visual separation between the proposed gasoline sales use and schools, day care centers, residential uses, or vacant land in a residential zone district and to ensure adequate area for full growth of planted trees.

The separation distance shall be measured by extending a straight line from the nearest property line of the lot upon which the proposed gasoline sales use is located to the nearest property line of the school, day care center, residential use, or vacant land in a residential zone district.

- (b) *Lot dimensions and area.*
 - (i) If located on a corner lot, have a minimum of 150 feet of frontage on each street side, and a minimum area of 20,000 square feet.
 - (ii) In all other instances, have a minimum width of 150 feet and a minimum area of 15,000 square feet.
- (c) *Methods of ingress/egress.*
 - (i) Have no more than two driveways or other methods of ingress or egress located at least 150 feet apart.
 - (ii) Methods of ingress/egress shall:
 - a. Not exceed 40 feet in width, exclusive of transitions.
 - b. Not be located closer than 15 feet to any right-of-way lines of any intersection.
 - c. Not be located closer than 15 feet to any other property line.
- (d) *Location of gasoline pumps.* Locate no gasoline pump within 15 feet of any street right-of-way line; where a greater street setback line has been established, locate no gasoline pump within 15 feet of such setback line. Pumps shall be protected from vehicle impact with bollards or other physical structures.
- (e) *On-site circulation.* Be designed to ensure proper functioning of the site as related to vehicle stacking, circulation and turning movements.
- (f) *Trash storage.* Provide adequate, enclosed trash storage facilities on the site.
- (g) *Storage and accessory sales of materials and equipment.*
 - (i) Have no outdoor displays of materials or equipment, including tires, except in a display rack for automobile products no more than four feet wide, maintained within three feet of a principal building. There shall be a limit of one display rack per street frontage.
 - (ii) Not store any unlicensed, inoperable or junked vehicles.
- (h) *No outdoor sale of oil, grease, auto parts.* Where mini-service and self-service facilities sell food, hardware, drugs and related items, in conjunction with gas, prohibit the outdoor sale of oil, grease, parts or accessories for automobiles and related items, and no service except for self-service water, air or carwash.
- (i) *Repair work.* In a full-service station, ensure all repair work, vehicle washing, lubrication, and installation of parts and accessories is performed within an enclosed structure.
- (j) *Storage of automobiles.* In a full-service station, store all automobile parts, dismantled vehicles, and similar materials within an enclosed building or totally screen them from view

by a solid or privacy fence. A chainlink fence with slats shall not constitute acceptable screening or fencing.

- (k) *Automotive repair and servicing.* If a full-service gasoline sales use provides automotive repair and servicing, it shall comply with all the standards listed for automobile repair and service stations (Subsection 4.3.4(J)(3) of this section, Automobile repair and servicing).



City of Alachua

MIKE DAROZA
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

May 10, 2022

John C Vick
Manager
V3 Capital Group
496 S. Hunt Club Blvd
Apopka, FL 32703

Also submitted electronically to trey@v3capgroup.com

RE: Application Acceptance for LDR Text Amendment related to Use-Specific Standards for Automobile Sales and Services

Dear Mr Vick:

On April 28, 2022 the City of Alachua received your application for an amendment to the text of the City of Alachua Land Development Regulations. The proposed amendment relates to the use-specific standards for automobile sales and services found in Section 4.3.4 (J).

According to Section 2.2.6 of the Land Development Regulations (LDRs), upon receipt of an application, a completeness review shall be conducted to determine that the application contains all the necessary information and materials, is in proper form and of sufficient detail, and is accompanied by the appropriate fee. The Planning Department has reviewed the aforementioned application for completeness and finds that the application is complete.

The contents of the application **have not** been thoroughly reviewed. An in-depth review of the content of the application will be performed and any further issues with content will be provided to you at the Project Assistance Team (PAT) meeting, which will be scheduled separately from this letter. Should you have any questions, please feel free to contact me at (386) 418-6100, ext. 1603 or via email at ahall@cityofalachua.com.

Sincerely,

Adam Hall, AICP
Principal Planner

c: Kathy Winburn, AICP, Planning Director
Justin Tabor, AICP, Principal Planner
File