



City of Alachua

Planning & Community Development Department

Staff Report

Planning & Zoning Board Hearing Date:

June 13, 2017

Quasi-Judicial Hearing

SUBJECT: A request for consideration of the preliminary plat of HighPoint Crossing, which proposes the construction of utility infrastructure, master planning of stormwater, and roadway improvements to serve future development

APPLICANT/AGENT: Robert Walpole, P.E., LEED AP
Causseaux, Hewett, & Walpole, Inc.

PROPERTY OWNER: Alachua A One, LLC

PARCEL ID NUMBER: A portion of 03049-000-000 & 03049-003-000

FLUM DESIGNATION: Commercial

ZONING: Commercial Intensive (CI)

OVERLAY: Gateway Overlay District

ACREAGE: ±14.57 acres (project area)
±30.57 acres (subject property)

PROJECT PLANNER: Justin Tabor, AICP

RECOMMENDATION: Staff recommends that the Planning & Zoning Board transmit the preliminary plat to the City Commission with a recommendation to approve.

RECOMMENDED MOTION: *Based upon the competent substantial evidence presented at this hearing, the presentation before this Board, and Staff's recommendation, this Board finds the application to be consistent with the City of Alachua Comprehensive Plan and in compliance with the Land Development Regulations and transmits the Preliminary Plat to the City Commission, with a recommendation to approve.*

SUMMARY & BACKGROUND

This application is a request by Robert Walpole, P.E., LEED AP, of Causseaux, Hewett, & Walpole, Inc., applicant and agent for Alachua A One, LLC, property owner, for consideration of the preliminary plat of HighPoint Crossing, which proposes the construction of utility infrastructure, master planning of stormwater, and roadway improvements to serve future development on a ±30.57 acre subject property, consisting of a ±14.57 acre project area.

The proposed preliminary plat consists primarily of infrastructure improvements, including utilities, roadways, and stormwater infrastructure, to serve future development of the surrounding commercial lands. The preliminary plat identifies a drainage easement / common area (±8.05 acres) and a single lot ("Lot 1", ±2.80 acres). The applicant has indicated in the application materials that the intended development on Lot 1 may consist of a 100-room hotel. The remainder of the project area (±3.15 acres) consists of the proposed roadways and right-of-ways.

Section 2.4.10(G)(2) of the City's Land Development Regulations (LDRs) establishes the requirements for a preliminary plat. An analysis of the application's compliance with the applicable standards of this section are provided within this report.

SURROUNDING USES

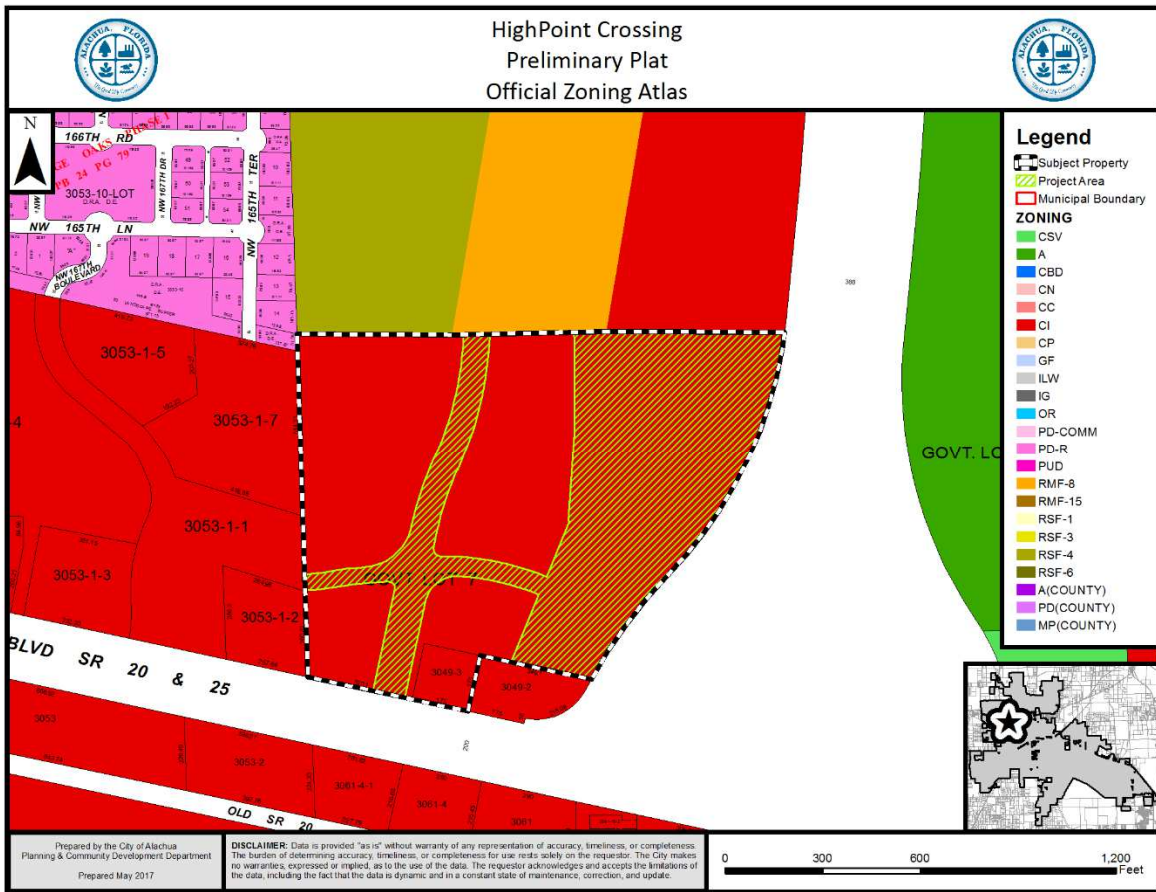
The subject property is located northwest of the US Highway 441 / Interstate 75 interchange, and north of Bob's Mobil Station and Dunkin' Donuts. Hungry Howies and El Patio are located to the west of the subject property; Holiday Inn Express is presently under construction west of the subject property. Lands to the north of the subject property are presently vacant and are zoned for single family residential, multifamily residential, and commercial uses (see Map 1 below). Heritage Oaks is located northwest of the subject property. Interstate 75 is located to the east of the subject property. The proposed plat would provide a connection to US Highway 441 near an existing median cut along US Highway 441. A connection would also be made to NW 167th Boulevard, which is the road providing access to Heritage Oaks, by way of extension of NW 163rd Lane (the road located north of Hungry Howie's / El Patio).

The existing uses, Future Land Use Map (FLUM) Designations, and zoning districts of the surrounding area are identified in Table 1. Map 2 provides an overview of the vicinity of the subject property. (NOTE: The information below is intended to provide a general overview of the area surrounding the subject property and to generally orient the reader. It is not intended to be all-inclusive, and may not identify all existing uses, FLUM Designations, and/or zoning districts surrounding the subject property.)

Table 1. Surrounding Land Uses

Direction	Existing Use(s)	FLUM Designation(s)	Zoning District(s)
North	Vacant Lands	Moderate Density Residential; Medium Density Residential; Commercial	Residential Single Family – 4 (RSF-4); Residential Multiple Family – 8 (RMF-8); Commercial Intensive (CI)
South	US Highway 441; Bob’s Mobil Station; Dunkin’ Donuts	US Highway 441; Commercial	Commercial Intensive (CI)
East	Interstate 75	N/A	N/A
West	Hungry Howie’s; El Patio; Holiday Inn Express (under construction)	Commercial	Commercial Intensive (CI)

Map 1. Subject Property with Zoning



Map 2. Vicinity Map

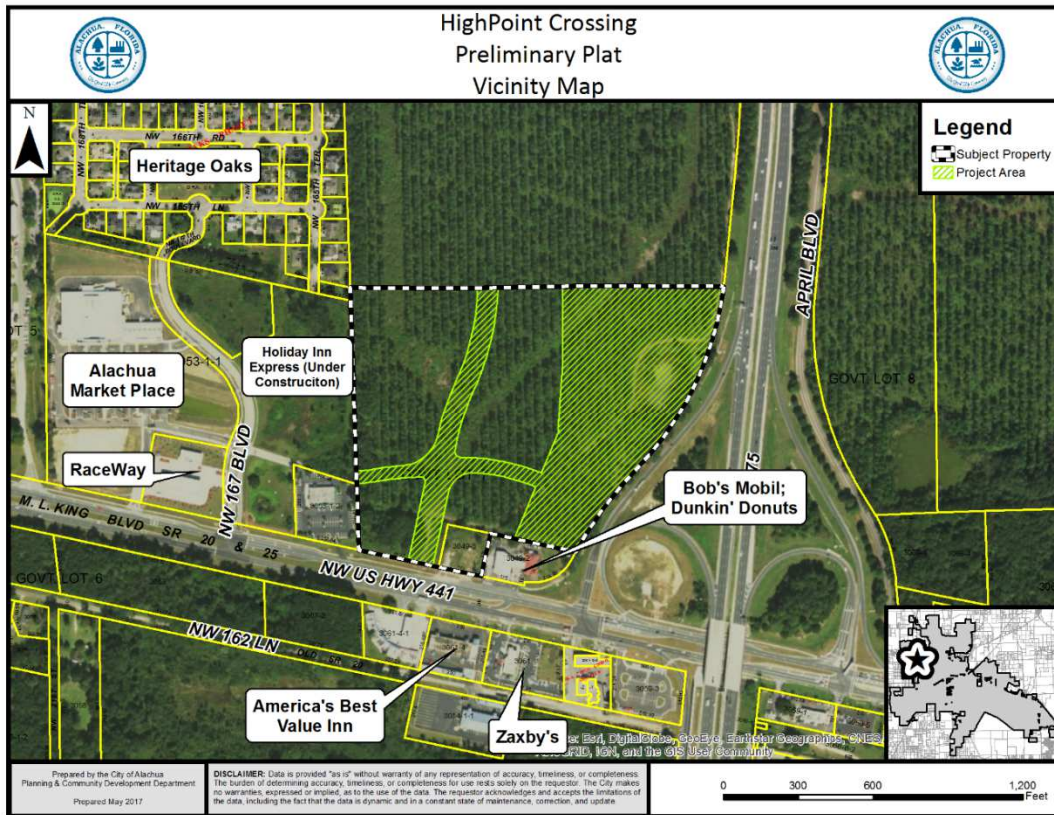
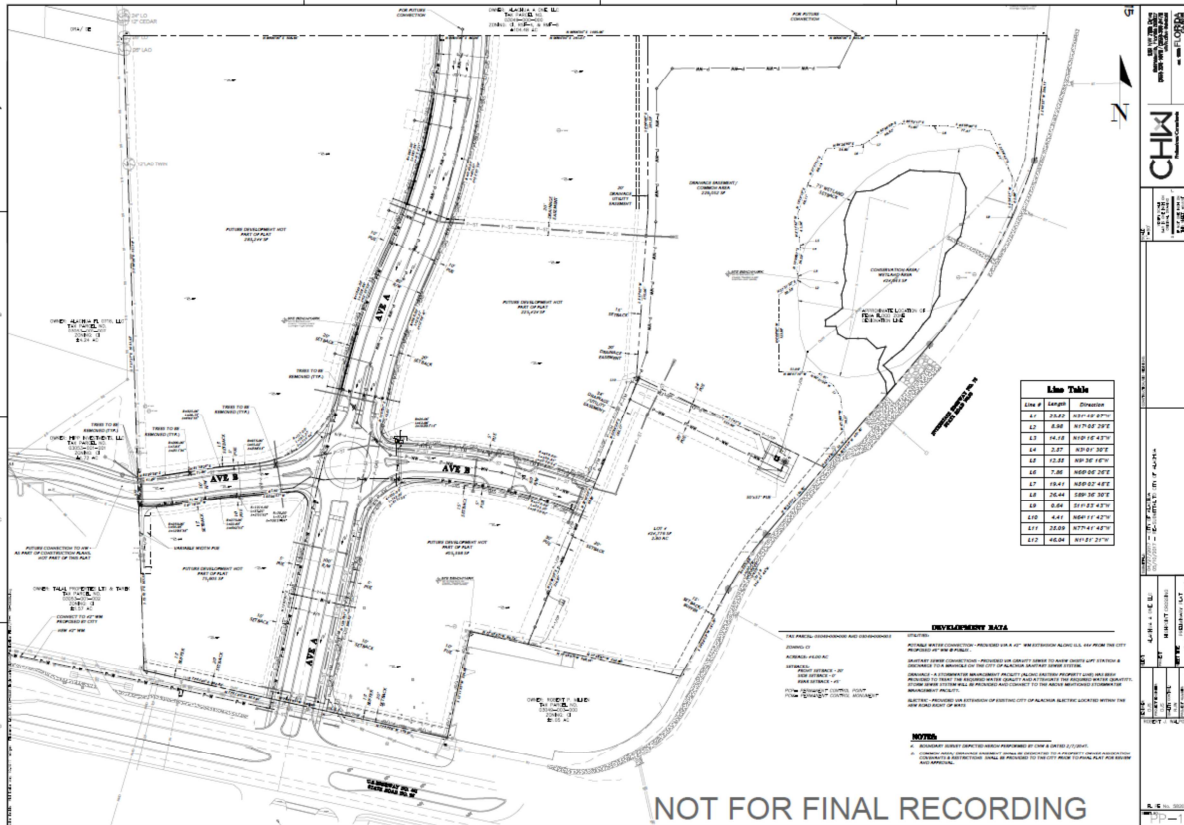


Illustration 1. Sheet PP-1, HighPoint Crossing Preliminary Plat



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.

Neighborhood Meetings were held on May 2, 2017, and May 22, 2017, at the Living Covenant Church, located at 15202 NW 147th Drive, to educate the owners of nearby land and any other interested members of the public about the application. 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 meetings and notices of the meetings were published in a newspaper of general circulation. The applicant's agent was present and available to answer questions. As evidenced by materials submitted by the applicant, the May 2, 2017 meeting was attended by six (6) members of the public, and the May 22, 2017 meeting was attended by three (3) members of the public. A summary of the discussion which occurred at the Neighborhood Meetings has been provided by the applicant and is included within the application materials.

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

GOAL 1: Economic Development: The City of Alachua has a unique business climate. The City is home to corporations, technology incubators, local businesses, and start-up companies. The City will maintain its focus on a welcoming business environment and encourage business development in the downtown area and along the U.S. 441 corridor. Alachua desires to continue to be a home to innovative businesses and an employment center where jobs are provided at every level. The City will continue to encourage the growth and development of established industries, such as biotechnology, and encourage the diversification and expansion of commercial businesses which provide integral services to the City's residents.

Evaluation and Findings of Consistency with Goal 1: The proposed development would provide for business development along the US 441 corridor, consistent with Goal 1 of the Vision Element.

Future Land Use Element

GOAL 1: Future Land Use Map 2025:

The City of Alachua shall maintain a Future Land Use Map in order to effectively guide development in a sustainable manner and to ensure economic prosperity and stability while maintaining a high quality of life for all of its present and future citizens.

Objective 1.3: Commercial

The City of Alachua shall establish three commercial districts: Community Commercial, Commercial and Central Business District. These districts shall provide a broad range of retail sales and services, as well as office uses, in order to provide for the availability of goods and services, both to the citizens of Alachua and to the citizens of the North Central Florida region.

Policy 1.3.b: Commercial: The Commercial land use category is established to provide for general commercial uses, as well as more intense commercial and highway commercial uses. This is the land use category in which large-scale, regional commercial uses may locate. The following uses are allowed within the Commercial land use category:

1. Retail sales and services;
2. Personal services;
3. Financial Institutions;
4. Outdoor recreation and entertainment;
5. Tourist-related uses;
6. Hotels, motels;
7. Commercial shopping centers;
8. Auto-oriented uses;
9. Traditional Mixed-use Neighborhood Planned Developments;
10. Employment Center Planned Developments;

11. Commercial recreation centers;
12. Office/business parks;
13. Limited industrial services;
14. Eating Establishments

Evaluation and Findings of Consistency with Goal 1, Objective 1.3, and Policy 1.3.b: The subject property has a Commercial FLUM Designation, which permits a variety of commercial uses, including retail sales, personal services, restaurants and other eating establishments, office and business parks, hotels and motels, shopping centers, and automobile related uses. The future use the subject property will be consistent with the uses identified within Policy 1.3.b as allowed within the Commercial FLUM Designation.

Policy 1.3.f: The City of Alachua shall pursue the establishment of activity centers to guide the placement and design of commercial and business areas.

1. The City of Alachua shall maintain a Gateway Activity Center at the interchange of US 441 and Interstate 75. The boundaries of the Gateway Activity Center shall be based on the Generalized US 441/I- 75 Activity Center Map provided in the Future Land Use Map Series. The intent of this activity center is to welcome existing and future residents and visitors to the City of Alachua, and to promote Alachua as an attractive, vibrant, and economically prosperous community.
2. The City of Alachua shall establish the US 441 corridor as a Corporate Corridor Activity Center. The City shall consider establishing the boundaries of the activity center and relevant regulations through a public planning process. 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.

Evaluation and Findings of Consistency with Policy 1.3.f: The subject property is located within the Gateway Activity Center, which is implemented by the Gateway Overlay District, as established by Section 3.7.2(C) of the LDRs. Further, the subject property is located along US Highway 441, commonly recognized as the City's 'corporate corridor'.

Objective 2.4: Landscaping and Tree Protection Standards: The City shall adopt landscaping and tree protection standards in order to achieve the aesthetic design values of the community and preserve tree canopies, as well as specimen protected, heritage and champion trees.

Evaluation and Findings of Consistency with Objective 2.4: The applicant has identified trees proposed for removal. Any required mitigation will be shown on construction plans for the project.

Objective 2.5: Open Space Standards

The City shall utilize open space requirements to preserve the rural character of Alachua, protect natural resources, and provide spaces for people to recreate and gather.

Evaluation and Findings of Consistency with Objective 2.5: The preliminary plat identifies the location of open space areas which will be located within the proposed subdivision.

Objective 5.1: Natural features: The City shall coordinate Future Land Use designations with appropriate topography, soils, areas of seasonal flooding, wetlands and habitat during review of proposed amendments to the Future Land Use Map and the development review process. Natural features may be included as amenities within a development project.

Evaluation and Findings of Consistency with Objective 5.1: An environmental conditions and site suitability analysis has been provided separately in this report. The preliminary plat depicts the location of special flood hazard areas and a small wetland located in the eastern portion of the subject property. The applicant has proposed setbacks from the wetland area in accordance with the provisions of the Comprehensive Plan.

Objective 5.2: The City shall utilize a concurrency management system to ensure that the adopted level of service standards are maintained.

Evaluation and Findings of Consistency with Objective 5.2: The subject property is located near existing public utility infrastructure. Future development will be required connect to potable water and sanitary sewer facilities, which are proposed to be extended along the subdivision's roads. A public facilities impact analysis has been provided in this report and indicates that, based upon current demand, the proposed subdivision would not adversely affect the Level of Service (LOS) standards for any public facility based upon the intended development of a 100 room hotel. Facility capacity will be re-evaluated as part of the review of any applications for a final development order (i.e., during site plan review).

Transportation Element

Objective 1.1: Level of Service

The City shall establish a safe, convenient and efficient level of service standard for all motorized and non-motorized transportation systems.

Evaluation and Findings of Consistency with Objective 1.1: An analysis of new transportation impacts has been provided within this report, and indicates that, based upon current demand, the proposed subdivision would not adversely affect the Level of Service (LOS) standards for transportation facilities based upon the intended development of a 100 room hotel. Facility capacity will be re-evaluated as

part of the review of any applications for a final development order (i.e., during site plan review).

Community Facilities & Natural Groundwater Aquifer Recharge Element

Policy 1.2.a:

The City shall establish a Community Wastewater Service Area, which includes all areas where wastewater service is available. Wastewater service shall be deemed available if:

1. A gravity wastewater system, wastewater pumping station, or force main exists within ¼ mile of the property line of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and the gravity wastewater system, wastewater pumping station, or force main can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

Evaluation and Findings of Consistency with Policy 1.2.a: The subject property is located within the Community Wastewater Service Area, and the future development surrounding the proposed subdivision will be required to connect to the wastewater system. The proposed subdivision would extend wastewater infrastructure along the subdivision's roads to serve future development of the subject property.

Policy 2.1.a:

The City hereby establishes the following level of service standards for solid waste disposal facilities:

<u>FACILITY TYPE</u>	<u>LEVEL OF SERVICE STANDARD</u>
Solid Waste Landfill	.73 tons per capita per year

Evaluation and Findings of Consistency with Objective 2.1.a: An analysis of the impacts to solid waste facilities has been provided within this report, and indicates that, based upon current demand, the proposed subdivision would not adversely affect the Level of Service (LOS) standards for solid waste facilities based upon the intended development of a 100 room hotel. Facility capacity will be re-evaluated as part of the review of any applications for a final development order (i.e., during site plan review).

Policy 4.1.b:

The City shall establish a Community Potable Water Service Area, which includes all areas where potable water service is available. Water service shall be deemed available if:

1. A water main exists within ¼ mile of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and water service can be accessed through public utility easements or right of ways. The distance shall

be measured as required for construction of the infrastructure along public utility easements and right of ways.

Evaluation and Findings of Consistency with Policy 4.1.b: The subject property is located within the Community Potable Water Service Area, and future development surrounding the proposed subdivision will be required to connect to the potable water system. The proposed subdivision would extend water infrastructure along the subdivision's roads to serve future development of the subject property.

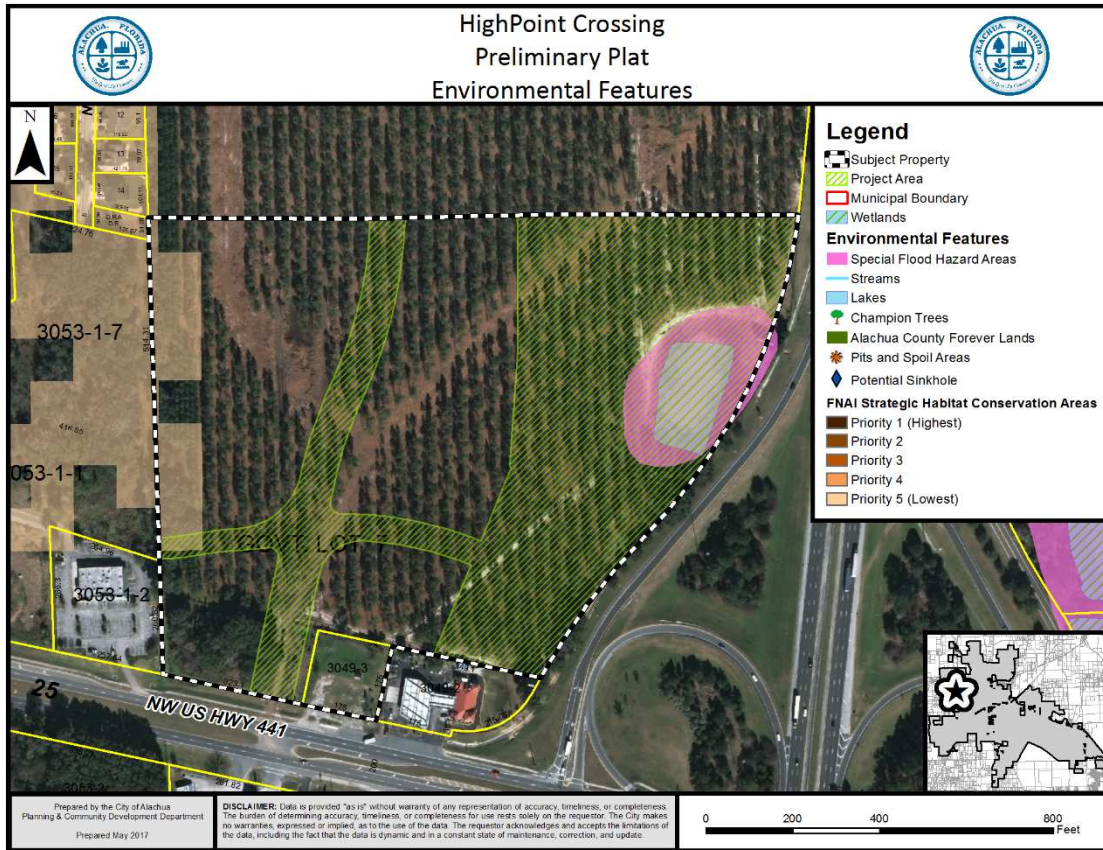
ENVIRONMENTAL CONDITIONS & SITE SUITIBILITY ANALYSIS

Wetlands

The applicant has identified the location of a wetland area in the eastern portion of the subject property. This wetland is approximately 0.80 acres in size. No other wetlands exist on-site.

Evaluation: The wetland area is subject to the applicable protection standards of the City of Alachua Comprehensive Plan and the Land Development Regulations (LDRs). The applicant has provided a minimum 75 foot setback from the wetland area, in accordance with the provisions of the City's Comprehensive Plan.

Map 3. Environmental Features



Strategic Ecosystems

Strategic Ecosystems were identified by an ecological inventory project in a report prepared for Alachua County Department of Growth Management in 1987. The purpose of the inventory was to identify, inventory, map, describe, and evaluate the most significant natural biological communities in private ownership in Alachua County.

Evaluation: The subject property is not located within or adjacent to a Strategic Ecosystem, therefore, the development will have no impact upon any Strategic Ecosystem(s) identified within the ecological inventory report.

Regulated Plant & Animal Species

The subject property is not known to contain any species identified as endangered, threatened, or of special concern. The Florida Natural Areas Inventory (FNAI) has identified areas throughout the State of Florida which may contain good quality natural communities. This data layer is known as the Potential Natural Areas (PNA) data layer, and identifies privately owned lands that are not managed or listed for conservation purposes. These areas were delineated by FNAI scientific staff through interpretation of natural vegetation from 1988-1993 FDOT aerial photographs and from input received during Regional Ecological Workshops held for each regional planning council. These workshops were attended by experts familiar with natural areas in the region. Potential Natural Areas were assigned ranks of Priority 1 through Priority 5 based on size, perceived quality, and

type of natural community present. The areas included in Priority 5 are exceptions to the above criteria. These areas were identified through the same process of aerial photographic interpretation and regional workshops as the PNA 1 through 4 ranked sites, but do not meet the standard criteria.

Evaluation: No species identified as endangered, threatened, or of special concern are known to exist on the subject property. The property contains a small area identified as “Priority 5” in the PNA data layer, which is the lowest priority category. This land is part of a larger area to the west of the subject property identified as Priority 5. The subject property has historically consisted of planted pine trees, which have been previously harvested.

While Category 5 of the FNAI PNA data layer indicates that the property may feature habitat which could support species identified as endangered, threatened, or of special concern, this data is not intended for use in a regulatory decision making process. The data must be referenced only as a resource to indicate the potential of land to support wildlife. If a regulated plant or animal species is identified during development, the applicant must adhere to the applicable standards in the City of Alachua Comprehensive Plan and the Land Development Regulations.

Soil Survey

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 four (4) soil types found on the subject property:

Bivans Sand (5% - 8% slopes)

Hydrologic Soil Group: D

This soil type is poorly drained on short breaking slopes and along hillsides of the uplands. This soil type has severe limitations for most urban uses, including sites for dwellings, small commercial buildings, and local roads and streets.

Arredondo-Urban Land Complex (0% - 5% slopes)

Hydrologic Soil Group: A

This soil type is well drained and permeability is rapid at the surface. This soil type does not pose any significant limitations for development.

Kendrick Sand (2-5% slopes)

Hydrologic Soil Group: B

This soil type is well drained with moderately slow surface runoff and rapid permeability. This soil poses only slight limitations for dwellings and local roads.

Kendrick Sand (5% – 8% slopes)

Hydrologic Soil Group: A

This soil type is well drained and permeability is rapid at the surface. This soil type poses only moderate limitations as sites for homes and small commercial buildings because of the slope.

Evaluation: All soils, with the exception of Bivans Sand (which consists of a small area in the northwest corner of the subject property), pose only slight or moderate limitations for local roads and streets and commercial buildings. Where moderate limitations are presented by soils, the limitations are due to the slope. A more detailed geotechnical analysis will be performed prior to any commercial development of the site to further evaluate any potential limitations of the lands which may be presented by soils.

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) and Flood Zone A (areas determined to be subject to flooding by the 1% annual chance flood [100-year flood], with no Base Flood Elevation [BFE] determined.)

Evaluation: The portion of the subject property within Flood Zone A is located in the eastern portion of the subject property within the proposed drainage easement / common area. The minimum buffer requirements from wetland areas, as required by the City's Comprehensive Plan, and as provided on the preliminary plat, would prohibit any development within areas designated as Flood Zone A. Therefore, there are no issues related to flood potential.

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 or known indicators of sinkhole activity 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 Zones

Policy 7.2.1 of the Future Land Use Element of the City's Comprehensive Plan establishes a 500 foot radius area around each 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 City's Comprehensive Plan, therefore, there are no issues related to wellfield protection.

Historic Structures/Markers and Historic Features

The subject property does not contain any historic structures as determined by the State of Florida and the Alachua County Historic Resources Inventory. Additionally, the subject property is not located within the City's Historic Overlay District, as established by Section 3.7 of the City's Land Development Regulations.

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

FINDINGS OF FACT: COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

SECTION 2.4.10(G)(2)(e), PRELIMINARY PLAT STANDARDS

Section 2.4.10(G)(2)(e) of the City's Land Development Regulations (LDRs) establishes the standards with which all major subdivision preliminary plats must be found to be compliant. An evaluation and findings of the application's compliance with the applicable standards of Section 2.4.10(G)(2)(e) is provided below.

2.4.10(G)(2)(e) Subdivision preliminary plat standards. A subdivision preliminary plat shall be approved upon a finding the application complies with the standards in Article 7, Subdivision Standards, all other relevant provisions of these LDRs, and all other relevant City ordinances and regulations.

Evaluation & Findings: The application has been reviewed for and is found to be in compliance with the applicable standards of Article 7, Subdivision Standards, including standards related to block length, lot arrangement, dimensions and design, and street arrangement.

SECTION 3.7.2(C): US HIGHWAY 441 / INTERSTATE 75 GATEWAY OVERLAY DISTRICT

Section 3.7.2(C) of the City’s Land Development Regulations (LDRs) establishes the US Highway 441/Interstate 75 Gateway Overlay District. The Gateway Overlay District applies to all lands within 2,000 feet of the US 441 / Interstate 75 interchange, unless otherwise exempted. The subject property is located within the Gateway Overlay District, and future development of the lands surrounding the proposed subdivision will be subject to the standards of the Gateway Overlay District.

PUBLIC FACILITIES IMPACT

The analysis of each public facility provided below represents an analysis of the new impacts generated by the proposed subdivision. Proposed impacts are based upon the proposed intended development of Lot 1 (a 100 room hotel).

At present, the impacts which would be generated by the proposed development are acceptable and are not anticipated to degrade the Level of Service (LOS) of any public facility. Facility capacity will be re-evaluated as part of the review of any application for a final development order. Since the subject property is zoned Commercial Intensive (CI), future development on Lot 1 and on the remainder of the subject property will require Site Plan Review. Facility capacity must be available to support the proposed development prior to the issuance of a final development order.

Transportation Impact

Table 2. Affected Comprehensive Plan Roadway Segments¹

Segment Number ^{2, 3}	Segment Description	Lanes	Functional Classification	Area Type	Level of Service (LOS)
1 (7)	Interstate 75 (from the North City Limits to US 441)	6/D	Freeway	COMM	C
2 (6)	Interstate 75 (from US 441 to the South City Limits)	6/D	Freeway	COMM	C
5 (13, 14, 15)	US 441 (from SR 235 to North City Limits)	4/D	Principle Arterial	Urban Trans	D

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

² For developments generating less than 1,000 trips, affected roadway segments are identified as all those wholly or partially located within ½ mile of the development’s ingress/egress, or to the nearest intersecting major street, whichever is greater [Section 2.4.14(H)(2)(a) 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 3. Potential Trip Generation

Land Use ¹	AADT (Enter/Exit) ²	AM Peak Hour (Enter/Exit) ²	PM Peak Hour (Enter/Exit) ²
Hotel (ITE Code 310)	817 (408/409)	52 (28/24)	61 (35/26)

1 Source: ITE Trip Generation, 9th Edition.
2 Formulas: AADT – 8.17 trips per room x 100 rooms (50% entering/50% exiting); AM Peak Hour – 0.52 trips per room x 100 rooms (54% entering/46% exiting); PM Peak Hour – 0.61 trips per room x 100 rooms (58% entering/42% exiting.)

Table 4a. Projected Impact on Affected Comprehensive Plan Roadway Segments (AADT)

Traffic System Category	I-75 Segment 1 (7) ¹	I-75 Segment 2 (6) ¹	US 441 Segment 5 (13,14,15) ¹
Average Annual Daily Trips			
Maximum Service Volume ²	85,600	85,600	35,500
Existing Traffic ³	42,505	56,476	24,411
Reserved Trips ⁴	109	152	7,316
Available Capacity ⁴	42,986	28,972	3,773
Increase in Daily Trips ⁵	408	409	817
Residual Capacity Post-Approval⁶	42,578	28,563	2,956

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 2013 Quality/Level of Service Handbook, Generalized Annual Average Daily Volumes and Generalized Peak Hour Two-Way Volumes for Areas Transitioning to Urbanized Areas or Areas of 5,000 Not in Urbanized Areas.
3 Florida State Highway System Level of Service Report 2015, Florida Department of Transportation, District II, September 2016.
4 Source: City of Alachua May 2017 Development Monitoring Report.
5 Trip Distribution: Segment 1: 50%; Segment 2: 50%; Segment 5: 100%.
6 The application is for a Preliminary Development Order. Facility capacity and concurrency will not be reserved.

Table 4b. Projected Impact on Affected Comprehensive Plan Roadway Segments (Peak Hour)

Traffic System Category	I-75 Segment 1 (7) ¹	I-75 Segment 2 (6) ¹	US 441 Segment 5 (13,14,15) ¹
PM Peak Hour Trips			
Maximum Service Volume ²	7,710	7,710	3,200
Existing Traffic ³	4,463	5,930	3,773
Reserved Trips ⁴	12	17	637
Available Capacity ⁴	3,235	1,763	244
Increase in PM Peak Hour Trips ⁵	30	31	61
Residual Capacity Post-Approval⁶	3,205	1,732	183

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 2013 Quality/Level of Service Handbook, Generalized Annual Average Daily Volumes and Generalized Peak Hour Two-Way Volumes for Areas Transitioning to Urbanized Areas or Areas of 5,000 Not in Urbanized Areas.
3 Florida State Highway System Level of Service Report 2015, Florida Department of Transportation, District II, September 2016.
4 Source: City of Alachua May 2017 Development Monitoring Report.
5 Trip Distribution: Segment 1: 50%; Segment 2: 50%; Segment 5: 100%.
6 The application is for a Preliminary Development Order. Facility capacity and concurrency will not be reserved.

Evaluation: The impacts generated by the proposed development will not adversely affect the Level of Service (LOS) of the roadway segments identified above; therefore, the increase in potential trip generation is acceptable. This analysis is based upon the intended development of Lot 1 (a 100 room

hotel). Concurrency and impacts to the transportation network will be reevaluated during Site Plan review.

Potable Water Impacts

Table 5. Potable Water Impacts

System Category	Gallons Per Day
Current Permitted Capacity ¹	2,300,000
Less Actual Potable Water Flows ¹	1,301,000
Reserved Capacity ²	59,789
Available Capacity	939,211
Potential Demand Generated ³	10,000
Residual Capacity	929,211
Percentage of Permitted Design Capacity Utilized	59.60%
<i>Sources:</i> 1 City of Alachua Public Services Department, May 2017. 2 City of Alachua May 2017 Development Monitoring Report. 3 Chapter 64E-6, Florida Administrative Code; (Formula: [100 gallons per day per room x 100 rooms]).	

Evaluation: The impacts generated by the proposed development will not adversely affect the Level of Service (LOS) of potable water facilities; therefore, the increase in potential demand is acceptable. This analysis is based upon the intended development of Lot 1 (a 100 room hotel). Concurrency and impacts will be reevaluated during Site Plan review.

Sanitary Sewer Impacts

Table 6. Sanitary Sewer Impacts

System Category	Gallons Per Day
Treatment Plant Current Permitted Capacity	1,500,000
Less Actual Treatment Plant Flows ¹	654,000
Reserved Capacity ²	57,364
Available Capacity	788,636
Potential Demand Generated ³	10,000
Residual Capacity	778,636
Percentage of Permitted Design Capacity Utilized	48.09%
<i>Sources:</i> 1 City of Alachua Public Services Department, May 2017. 2 City of Alachua May 2017 Development Monitoring Report. 3 Chapter 64E-6, Florida Administrative Code; (Formula: [100 gallons per day per room x 100 rooms]).	

Evaluation: The impacts generated by the proposed development will not adversely affect the Level of Service (LOS) of sanitary sewer facilities; therefore, the increase in potential demand is acceptable. This analysis is based upon the intended development of Lot 1 (a 100 room hotel). Concurrency and impacts will be reevaluated during Site Plan review.

Solid Waste Impacts

Table 7. Solid Waste Impacts

System Category	Pounds Per Day	Tons Per Year
Existing Demand ¹	39,568	7,221.16
Reserved Capacity ²	5,201.87	949.34
Potential Demand Generated ³	1,463.62	267.11
New River Solid Waste Facility Capacity⁴	50 years	
<i>Sources:</i>		
<i>1 University of Florida, Bureau of Economic & Business Research, Estimates of Population by County and City in Florida, April 1, 2014; Policy 2.1.a, CFNGAR Element (Formula: 9,892 persons x 0.73 tons per person per year.)</i>		
<i>2 City of Alachua May 2017 Development Monitoring Report.</i>		
<i>3 Policy 2.1.a, CFNGAR Element; US Census Bureau (Formula: 44 dwellings x 2.37 persons per dwelling x 0.73 tons per person per year.)</i>		
<i>4 New River Solid Waste Facility, May 2017.</i>		

Evaluation: The impacts generated by the proposed development will not adversely affect the Level of Service (LOS) of solid waste facilities; therefore, the increase in potential demand is acceptable. This analysis is based upon the intended development of Lot 1 (a 100 room hotel). Concurrency and impacts will be reevaluated during Site Plan review.

Recreation Facilities

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

Public School Facilities

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

EXHIBIT "A"

TO

**HIGHPOINT CROSSING
PRELIMINARY PLAT
STAFF REPORT**

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