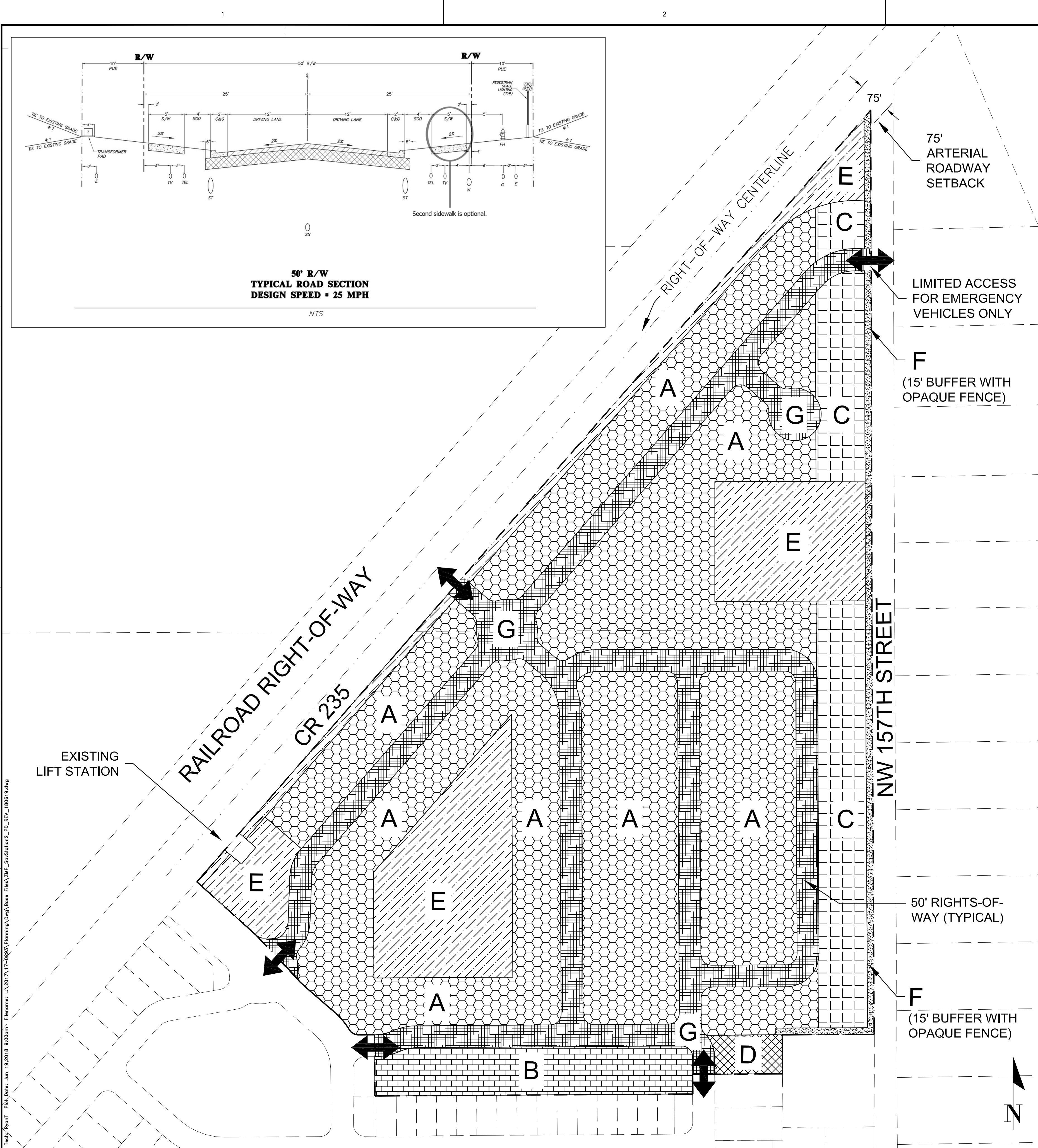


Application Package
Table of Contents

1. Cover Letter
2. Rezoning Application
3. Owner Affidavit
4. Legal Description
5. Property Appraiser Datasheets and Tax Records
6. Neighborhood Workshop Materials
7. Justification Report
- 8. Attachments**
 - a. Public School Student Generation Form
 - b. Map Set
 - a. Plan Set**



SAVANNAH STATION, PHASE 2 PLANNED DEVELOPMENT MASTER PLAN

GENERAL NOTES

- LAND USES.** LAND USES SHALL BE GENERALLY LOCATED AS SHOWN ON THE PD MASTER PLAN. THE FOLLOWING USES ARE ALLOWED IN DEVELOPMENT AREAS A - F: RECREATIONAL TRAILS, PARKS, AND STORMWATER MANAGEMENT FACILITIES. SINGLE FAMILY DETACHED DWELLINGS MAY BE ALLOWED WITHIN LAND USE AREAS A, B, C, AND D.
- PHASING.** THE DEVELOPMENT SHALL CONSIST OF ONE PHASE AND MAY BE DEVELOPED ACCORDING TO MARKET CONDITIONS. THE DEVELOPMENT MAY BE FURTHER DIVIDED INTO SMALLER UNITS ACCORDING TO THE FINAL PD PLAN TO CREATE A LOGICAL AND/OR FUNCTIONAL DEVELOPMENT OR INFRASTRUCTURE PATTERNS.
- LOT SETBACK AND SEPARATIONS.** HOUSING UNITS AND DESIGN SHALL AT A MINIMUM MEET THE REQUIREMENT OF THE FLORIDA BUILDING CODE. NOTWITHSTANDING THE SETBACKS ESTABLISHED WITHIN EACH DEVELOPMENT AREA AND DEFINED ON THE PD MASTER PLAN, AN ACCESSORY STRUCTURE, SUCH AS A DETACHED GARAGE, MAY SHARE A COMMON WALL WITH ACCESSORY STRUCTURES ON ADJACENT LOTS.
- OPEN SPACE.** OPEN SPACE, AS DEFINED BY APPLICABLE SECTIONS OF THE LDRS AND THE PD MASTER PLAN SHALL ACCOUNT FOR A MINIMUM OF 10% OF THE COMPLETED PROJECT, INCLUSIVE OF THE BORROW PIT. OPEN SPACE AREAS MAY EXIST IN ANY LAND USE AREA AND MAY BE DEVELOPED AT ANY RATE. THESE AREAS MAY CONTAIN LOW-INTENSITY PASSIVE OR ACTIVE RECREATION OPPORTUNITIES SUCH AS NATURE TRAILS, WILDLIFE VIEWING AREAS, AND OTHER RECREATION ACTIVITIES.
- CIRCULATION.** THE CIRCULATION CONFIGURATION IS IDENTIFIED AS AREA G AND IS NOT INTENDED TO BE EXACT AND MAY BE AMENDED AS PERMITTED WITHIN THE CITY LDR. ROADWAYS INTENDED TO BE DEDICATED TO THE PUBLIC MAY BE CONSISTENT WITH THE TYPICAL SECTION WITHIN THE MASTER PLAN AND SHALL BE REQUIRED TO MEET THE APPLICABLE LDRS DESIGN CRITERIA, UNLESS OTHERWISE AUTHORIZED BY THE CITY COMMISSION THROUGH LDR §3.6.3 (A)(5)(B)(III). THE INTERNAL ROADWAYS NOT SHOWN ON THE PD MASTER PLAN ARE INTENDED TO BE NEIGHBORHOOD STREETS AND MAY NOT MEET THE ARTERIAL OR COLLECTOR ROADWAY DEFINITION.
- LANDOWNER/DEVELOPER RESPONSIBILITY.** THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING RIGHT-OF-WAY AND EASEMENTS FOR CONSTRUCTING ON-SITE INFRASTRUCTURE LOCATED IN THE PROPOSED PD-R DISTRICT, INCLUDING BUT NOT LIMITED TO ELECTRICAL UTILITY LINE, TELEPHONE LINES, CABLE TV LINES, OR THE UNDERGROUND CONDUIT FOR SUCH FEATURES. THE LANDOWNER/DEVELOPER IS RESPONSIBLE FOR PROVIDING AREAS FOR PUBLIC INFRASTRUCTURE AS REQUIRED BY CITY ORDINANCES, TO GUARANTEE CONSTRUCTION OF REQUIRED INFRASTRUCTURE, AND IF REQUESTED BY THE CITY, TO DEDICATE THESE IMPROVEMENTS TO THE CITY IN A FORM THAT COMPLIES WITH CITY REGULATIONS. ALL FACILITIES NOT DEDICATED TO THE CITY SHALL BE OPERATED AND MAINTAINED BY A PROPERTY OWNERS ASSOCIATION FORMED AS PART OF THE SUBDIVISION PROCESS.
- ALLOWABLE LAND USE CLASSIFICATION DATA.** FIGURES FOR ACREAGE ARE ESTIMATES AND HAVE BEEN ROUNDED TO THE NEAREST TENTH OF AN ACRE.
- BLOCK FACES.** BLOCK FACES GREATER THAN 600' IN LENGTH SHALL INCLUDE A MINIMUM 10'-WIDE EASEMENT FOR PEDESTRIAN WAY THROUGH THE BLOCK, CONSISTENT WITH LDR §7.2.3(B)(2) AND §3.6.3(A)(5)(B)(III) TO ENHANCE PEDESTRIAN CIRCULATION. TRAFFIC CALMING MEASURES THAT MAY BE USED TO CONNECT THESE MID-BLOCK CUTS WITH EACH OTHER OR OTHER ELEMENTS OF THE PEDESTRIAN CIRCULATION NETWORK, INCLUDE RAISED PEDESTRIAN CROSSINGS, CHANGE IN MATERIALS, BULB-OUTS, ETC. THESE PEDESTRIAN WAYS SHALL BE PRIVATELY MAINTAINED, UNLESS A SEPARATE UNDERSTANDING HAS BEEN REACHED WITH CITY OF ALACHUA PUBLIC SERVICES.

LAND USE DATA			
HATCH PATTERN	LAND USE AREA	AREA	
		(AC)	(%)
[Pattern]	PROJECT SITE	45.1	100%
[Pattern A]	DEVELOPABLE AREA 'A'	23.9	53%
[Pattern B]	DEVELOPABLE AREA 'B'	1.7	04%
[Pattern C]	DEVELOPABLE AREA 'C'	3.8	08%
[Pattern D]	DEVELOPABLE AREA 'D'	0.3	01%
[Pattern E]	COMMON AREA	7.2	16%
[Pattern F]	BUFFER	0.5	01%
[Pattern G]	RIGHTS-OF-WAY	7.7	17%

DEVELOPMENT STANDARDS		A	B	C	D
DENSITY, MAX. (UNITS/ACRE)		4			
DENSITY, MAX. (UNITS)		180			
LOT AREA, MIN. (SF)		5,000	7,500	10,000	
LOT WIDTH, MIN. (FT)		50	50	75	
SETBACKS:					
FRONT, MIN. (FT)		10	10	10	
REAR, MIN. (FT)		5	10	5	15
SIDE, MIN. (FT)		5	5	5	5
BUILDING STANDARDS:					
BUILDING HEIGHT, MAX. (FT)		45			
LOT COVERAGE, MAX. (% of lot)		60			
NUMBER OF PHASES		1			
PARKING, MIN. OFF-STREET (SPACES PER UNIT)		2			

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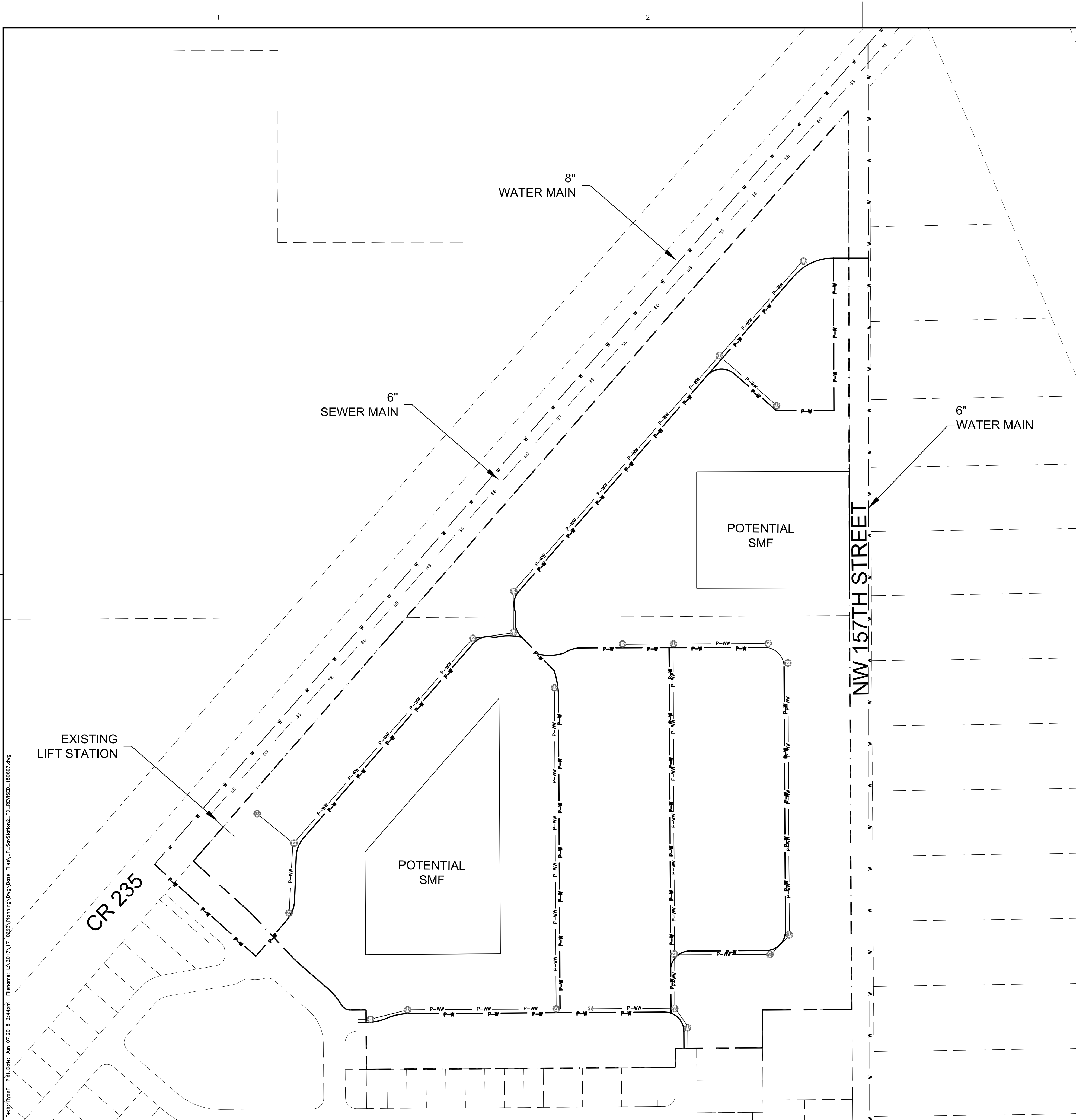
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SUBMITTALS:
SUBMITTAL - PD REZONING, FEBRUARY 20, 2018
REVISED - PER DRT COMMENTS, JUNE 19, 2018

CLIENT: SAVANNAH STATION, PHASE 2
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: PD MASTER PLAN

TECHNICAL: R. THOMPSON
DESIGNER: R. THOMPSON
QUALITY CONTROL: C. BRASHER
PROJECT NUMBER: 17-0293

SHEET NO.: 1 of 3



SAVANNAH STATION, PHASE 2 PLANNED DEVELOPMENT UTILITY PLAN

GENERAL NOTES

- POTABLE WATER.** AN 8-INCH POTABLE WATER MAIN RUNS ALONG THE CR 235 RIGHT-OF-WAY, AND A 6-INCH POTABLE WATER MAIN RUNS ALONG NW 157TH STREET. DIRECT CONNECTION IS ANTICIPATED WITHOUT THE NEED FOR JACK AND BORE OF CR 235.
- SANITARY SEWER.** AN 8-INCH SEWER MAIN RUNS ALONG THE CR 235 RIGHT-OF-WAY. DIRECT CONNECTION IS ANTICIPATED WITHOUT THE NEED FOR JACK AND BORE OF CR 235.
- STORMWATER MANAGEMENT FACILITIES (SMF)** ARE LOCATED THROUGHOUT THE DEVELOPMENT, INCLUDING ALONG CR 235, THE SITE'S LOW AREA, AND THE TOPOGRAPHIC FEATURE ADJACENT TO NW 157TH STREET. THIS PLAN ILLUSTRATES APPROXIMATELY 15% OF THE PROJECT SITE. FINAL SIZE AND LOCATION OF SMFs WILL BE DETERMINED DURING SITE PLAN REVIEW.
- PUBLIC FACILITIES IMPACT.** CONCURRENCY RESERVATION WILL BE MADE AT TIME OF FINAL PD APPROVAL. THE FOLLOWING IMPACT CALCULATIONS HAVE BEEN PREPARED TO DEMONSTRATE THAT SUFFICIENT CAPACITY EXISTS TO ACCOMMODATE THE PROPOSED PROJECT.

ROADWAYS / TRANSPORTATION. Approval of this Rezoning application would reduce the subject property's maximum development potential and thus, result in a potential net reduction of daily vehicle trips generated by the site. Therefore, approval of this application will *not* negatively impact the adopted LOS for adjacent and nearby roadways.

Table 3: Projected Trip Generation						
Land Use ¹ (ITE)	Units	Daily Rate	Trips	AM Peak Rate	Trips	PM Peak Rate
Proposed Single-Family Detached Housing (ITE 210)	180	9.52	1,714	0.77	139	1.02

¹ Source: ITE Trip Generation 9th Edition

ROADWAYS / TRANSPORTATION. The only affected roadways are CR 235, which the project site is directly fronting and CR 2054, which is estimated to receive only 5% of the total projected AADT. Tables 5a and 5b demonstrate that each affected roadway segment will continue to retain sufficient roadway capacity during both AADT and PM Peak. In fact, none of the affected roadway segments will experience a falling roadway LOS because of this Rezoning application's approval.

Table 5a: Projected Impacts on Roadways, CR 235		
Traffic System Category	AADT	PM
	CR 235 (SCL to CR 241)	
Maximum Service Volume ¹	14,580	1,314
Existing Traffic ¹	5,165	491
Reserved Trips ¹		
Available Capacity	9,415	823
Projected Trip Generation ²	1,714	184
Available Capacity w/ Application Approval	7,701	639

¹ Source: City of Alachua August 2017 Development Monitoring Report

² NOTE: Projected trip distribution percentage is estimated to be 100%

Table 5b: Projected Impacts on Roadways, CR 2054 West		
Traffic System Category	AADT	PM
	CR 2054 (West of SR 235)	
Maximum Service Volume ¹	14,580	1,314
Existing Traffic ¹	4,336	411
Reserved Trips ¹	1,338	133
Available Capacity	8,916	770
Projected Trip Generation ²	86	9
Available Capacity w/ Application Approval	8,830	761

¹ Source: City of Alachua August 2017 Development Monitoring Report

² NOTE: Projected trip distribution percentage is estimated to be 5%

Table 6a: Projected Impacts on Roadways, CR 235A South		
Traffic System Category	AADT	PM
	CR 235A South (South of US 441)	
Maximum Service Volume ¹	14,580	1,314
Existing Traffic ¹	3,780	359
Reserved Trips ¹	217	30
Available Capacity	10,583	925
Projected Trip Generation ²	0	0
Available Capacity w/ Application Approval	10,583	925

¹ Source: City of Alachua March 2018 Development Monitoring Report

² NOTE: Projected trip distribution percentage is estimated to be 50%

Table 6b: Projected Impacts on Roadways, CR 235A South		
Traffic System Category	AADT	PM
	CR 235A South (South of US 441)	
Maximum Service Volume ¹	14,580	1,314
Existing Traffic ¹	3,780	359
Reserved Trips ¹	217	30
Available Capacity	10,583	925
Projected Trip Generation ²	857	92
Available Capacity w/ Application Approval	9,726	833

¹ Source: City of Alachua March 2018 Development Monitoring Report

² NOTE: Projected trip distribution percentage is estimated to be 50%

POTABLE WATER. The project site will be served by existing City of Alachua potable water infrastructure. The potential net impacts from the intended residential development will not negatively impact the City's adopted LOS for potable water.

Table 6: Projected Potable Water Impact	
System Category	Gallons Per Day (GPD)
Current Permitted Capacity ¹	2,300,000
Less actual Potable Water Flows ¹	1,301,000
Reserved Capacity ¹	60,524
Residual Capacity ¹	938,476
Percentage of Permitted Design Capacity Utilized ¹	59.20%
Projected Potable Water Demand from Proposed Project ²	46,800
Residual Capacity after Proposed Project	891,676

¹ Source: City of Alachua August 2017 Development Monitoring Report

² Source: City of Alachua Comprehensive Plan & Chapter 64-E, F.A.C. Formula used: (180 du x 2.6 bedrooms per unit x 100 GPD)

SANITARY SEWER. The project site will be served by existing City of Alachua wastewater infrastructure. The potential net impacts from the intended residential development will not negatively impact the City's adopted LOS for sanitary sewer.

Table 7: Projected Sanitary Sewer Impact	
System Category	Gallons Per Day (GPD)
Treatment Plant Current Permitted Capacity ¹	1,500,000
Less actual Treatment Plant Flows ¹	654,000
Reserved Capacity ¹	57,954
Residual Capacity ¹	788,036
Percentage of Permitted Design Capacity Utilized ¹	47.48%
Projected Sanitary Sewer Demand from Proposed Project ²	46,800
Residual Capacity after Proposed Project	741,236

¹ Source: City of Alachua August 2017 Development Monitoring Report

² Source: City of Alachua Comprehensive Plan & Chapter 64-E, F.A.C. Formula used: (180 du x 2.6 bedrooms per unit x 100 GPD)

SOLID WASTE. As calculated in Table 9, solid waste facility capacity exists to adequately serve the intended residential development for the subject property. Thus, approval of this rezoning application will not negatively impact the City's adopted LOS for this system.

Table 9: Projected Solid Waste Impact		
System Category	LBs Per Day	Tons Per Year
Existing Demand ¹	39,568.00	7,221.16
Reserved Capacity ¹	5,280.27	963.65
New Solid Waste Facility Capacity ¹	50 years	
Solid Waste Generated by Proposed Project ²		342

¹ Source: City of Alachua August 2017 Development Monitoring Report

² Source: Sinagra and Sinagra: Environmental Engineering, A Design Approach, Prentice Hall, New Jersey, 1998. Formula used: (180 du x 2.6 persons per du x 75 per capita)

PUBLIC SCHOOLS. If the project were to be developed utilizing the site's maximum development potential, this Rezoning application's approval would result in a potential decrease in student stations to the City's Public School system.

Table 11: Projected Public School Demand							
Land Use (ITE)	Units	Elem. Rate ¹	Middle Total	High Rate ¹	Total	Rate ¹	Total
Proposed Single-Family Residential	180	.15	27	.07	13	.09	16

¹ Source: City of Alachua School Concurrence Form

RECREATION. The City of Alachua currently possesses considerable excess acreage for local recreation activities. In addition, both Phases of Savannah Station will have recreational facilities onsite including, but not limited to, outdoor workout facilities and passive trails. Thus, the intended residential development is expected to have a minimal impact on the City's current recreational infrastructure.

Table 12: Recreational Impact Table	
System Category	System Acreage
Existing City of Alachua Acreage ¹	38.63
Acreage Required to Serve Existing Population ¹	49.46
Reserved Capacity ¹	.60
Available Recreation Acreage ¹	38.64

¹ Source: City of Alachua August 2017 Development Monitoring Report

FIRE / EMS. The proposed development will be served by Fire Station #21 located at 15040 NW US 441.

POLICE. The proposed development will be served by the City of Alachua Police Department located at 15000 NW 142nd Terrace.

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CONSTRUCTION/PHASE REVISIONS

SUBMITTALS
SUBMITTAL - PD REZONING, FEBRUARY 20, 2018
REVISED - PER DRT COMMENTS, JUNE 7, 2018

CLIENT: SAVANNAH STATION, PHASE 2
PROJECT: PLANNED DEVELOPMENT
SHEET TITLE: PD UTILITY PLAN

DESIGNED BY: R. THOMPSON
DESIGNED BY: R. THOMPSON
QUALITY CONTROL: C. BRASHER

PROJECT NUMBER: 17-0293

SHEET NO.:

2 of 3



SAVANNAH STATION, PHASE 2

PLANNED DEVELOPMENT

EXISTING CONDITIONS PLAN

GENERAL NOTES

1. NO ENVIRONMENTAL FEATURES WERE IDENTIFIED ONSITE, ACCORDING TO THE MOST UPDATED NATIONAL WETLANDS INVENTORY (NWI) AND FEDERAL EMERGENCY MANAGEMENT AGENCY'S (FEMA) DATA.
2. THERE IS A TOPOGRAPHIC FEATURE ALONG THE NW 157TH STREET RIGHT-OF-WAY THAT APPEARS TO BE EXCAVATED TO CONSTRUCT THE US 441 OVERPASS TO THE EAST, OVER CR 235.



11801 Research Drive Alachua, Florida 32615 (352) 331-1976 www.chiv-inc.com est. 1988 FLORIDA CA-5075		CHIV Professional Consultants		SCALE 1" = 120' VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING 0 IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.	
SUBMITTALS SUBMITTAL – PD REZONING, FEBRUARY 20, 2018		CONSTRUCTION/REV. REVISIONS			
TECHNICAL R. THOMPSON DESIGNER R. THOMPSON QUALITY CONTROL C. BRASHER PROJECT NUMBER: 17-0293		CLIENT SAVANNAH STATION, PHASE 2 PROJECT: PLANNED DEVELOPMENT SHEET TITLE: PD EXISTING CONDITIONS PLAN			
SHEET NO.: 3 of 3					