

**PLANNED DEVELOPMENT AGREEMENT
FOR SAVANNAH STATION PHASE II (2018) PD-R PROJECT**

THIS PLANNED DEVELOPMENT AGREEMENT ("PD Agreement") is made as of September 10, 2018, by and between the CITY OF ALACHUA, FLORIDA ("City"), a political subdivision of the State of Florida, and WACO OF ALABAMA, INC., a Florida corporation, its successors or assigns ("Owner/Developer"). The City and the Owner/Developer may jointly be referred to as the "Parties."

RECITALS

WHEREAS, the Owner/Developer desires to obtain approval for a **Planned Development ("PD")** in the City known as **Savannah Station Phase II Planned Development - Residential ("PD-R" or "Project")**, which is proposed to consist of ±45.14 acres;

WHEREAS, the Owner/Developer wishes to improve the land comprising the PD-R, the legal description for which is attached hereto as Exhibit "A," which is incorporated herein by reference ("Property");

WHEREAS, as part of the approval process for the PD-R, an application to rezone the Property from Planned Unit Development ("PUD") to Planned Development - Residential ("PD-R") has been filed with the City;

WHEREAS, the Planning & Zoning Board, serving as the Local Planning Agency ("LPA"), recommended approval of the proposed rezoning from Planned Unit Development ("PUD") to Planned Development - Residential ("PD-R") at a quasi-judicial public hearing held on July 10, 2018;

WHEREAS, the City Commission held the first of two required quasi-judicial public hearings on August 13, 2018, to consider the proposed rezoning of the Property pursuant to Ordinance Number 18-19;

WHEREAS, the City and the Owner/Developer desire to proceed to the second and final reading on the proposed rezoning of the Property pursuant to Ordinance Number 18-19;

WHEREAS, concurrent with the second and final reading of the proposed rezoning for the Property, a PD Agreement and a PD Master Plan are required to be approved;

NOW, THEREFORE, in consideration of the foregoing premises, the Parties hereby agree as follows:

1. The above RECITALS are true and correct and incorporated into this PD Agreement by reference.
2. The Owner/Developer shall plan and construct, at the Owner/Developer's sole expense, the Project according to the specifications set forth in the City's LDRs; Ordinance Number 18-19, which is attached hereto as Exhibit "B" and agreed to by the Owner/Developer; and the PD Master Plan documents, which are attached hereto as Exhibit "C."
3. A **Final PD Plan** for the Project (known as a **Preliminary Plat** for single-family detached residential development or a **Site Plan** for non-residential development) must be submitted to the City within one (1) year from the City Commission's approval of this PD Agreement, Ordinance Number 18-19, and the PD Master Plan, for any part or section of the plan for development shown in the PD Master Plan. If a **Final PD Plan** for the Project is not submitted within the required one (1) year period, it shall result in the expiration of the PD-R zone district classification of the Project. If the PD-R zoning expires, the City shall have the right, but not the obligation, in the City's sole discretion, to conduct any hearings necessary to rezone the lands included within the Project to a zoning district of RSF-3.
4. The Owner/Developer shall construct the Project in accordance with its approved PD Master Plan. Deviations from the PD Master Plan that constitute substantial changes as described in Section 2.4.3 of the City's LDRs must be approved in advance by the City Commission.
5. The approval and execution of this PD Agreement does not guarantee the approval of any development permits, including but not limited to a Preliminary Plat, Construction Plans, Final Plat, or a Site Plan for the Project, or for any part or section thereof, for the Owner/Developer or its successors or assigns.

6. Nothing contained in this PD Agreement shall relieve the Owner/Developer, or its successors, assigns, or anyone acting on the Owner/Developer's behalf, from obtaining all local, regional, state, or federal permits or complying with any applicable ordinance, law, rule, or regulation necessary for the development of the Project. In the event that the Owner/Developer, and its contractors, subcontractors, or anyone for whose acts the Owner/Developer or its contractors or subcontractors may be liable or responsible, fails to comply with any applicable ordinance, law, rule, or regulation and such failure tends to or does pose an imminent threat or danger to life or of great bodily injury to any person, the City, through its City Manager or designee, shall have the right to stop work until appropriate corrective measures are taken, in addition to any other remedies available to the City.
7. The Owner/Developer shall indemnify and hold harmless the City, and its officers, agents, employees, or anyone acting directly or indirectly on behalf of the City, from and against all claims, damages, losses, and expenses, including reasonable attorney's fees, arising out of or resulting from a loss in the performance of work, down time of equipment, or any claim that may arise from bodily injury, sickness, disease or death, or the injury to or destruction of tangible property, including the loss of use resulting therefrom, caused in whole or in part by a negligent or wrongful act or omission on the part of the Owner/Developer, and its contractor, subcontractors, or anyone directly or indirectly employed or working on behalf of the Owner/Developer for whose acts the Owner/Developer, or its contractors or subcontractors, may be liable or responsible. The Owner/Developer further agrees that the Owner/Developer shall not insulate itself from liability or responsibility to the City for a default in or failure to perform any of the terms of this PD Agreement, or from responsibility under the indemnification clause contained herein by employment of independent contractors or subcontractors or other entities. The Owner/Developer shall remain liable to the City notwithstanding any attempt by the Owner/Developer to pass any responsibility stated herein to its contractor, subcontractor, or other agent or employee at all times during the existence of this PD Agreement.
8. The Owner/Developer shall pay all costs for the recording of this PD Agreement, the PD Master Plan, and Ordinance Number 18-19.
9. The City may, in its sole discretion, withhold any and all inspections, permits, certificates, or approvals for the Project if such action is deemed necessary by the City to secure the Owner/Developer's compliance with the terms of this PD Agreement, including all documents attached hereto or referenced herein.

10. Except as otherwise provided in this PD Agreement, any notice, request, or approval from either party to the other party must be in writing and sent by certified mail, return receipt requested; overnight delivery with proof of delivery; or by personal delivery. Such notice shall be deemed to have been received when either deposited in the United States Postal Service mailbox, delivered by the United States Postal Service, delivered to the courier, or personally delivered with a signed proof of delivery. For purposes of notice, the Parties and their respective representatives and addresses are:

City:

City of Alachua
ATTN: Department of Planning & Community Development
P.O. Box 9
Alachua, Florida 32616

Owner/Developer:
Waco of Alabama, Inc.
569 S. Edgewood Avenue
Jacksonville, FL 32205

11. The Parties each bind the other and their respective successors and assigns in all respects to all of the terms, conditions, covenants, and provisions of this PD Agreement.
12. If any section, sentence, clause, phrase, or provision of this PD Agreement is for any reason held or declared to be unconstitutional, void, or inoperative by any court or agency of competent jurisdiction, such holding of invalidity or unconstitutionality shall not affect the remaining provisions of this PD Agreement, and the remainder of the PD Agreement after the exclusions of such part or parts shall be deemed to be valid.
13. The failure of any of the Parties to exercise any right in this PD Agreement shall not constitute a waiver of such right in the event of any future default or noncompliance with it.
14. This PD Agreement is governed in accordance with the laws of the State of Florida. Venue for any action arising out of or related to this PD Agreement shall be in Alachua County, Florida.
15. In the event of any question or dispute arising out of or related to this PD Agreement or action to interpret this PD Agreement, the Owner/Developer

shall exhaust any and all administrative remedies and thereafter shall be limited only to action for declaratory judgment. In no event shall Owner/Developer have any cause of action for monetary damages against the City for any question or dispute arising out of or related to this PD Agreement or any action to interpret this PD Agreement, and nothing herein, expressed or implied, waives or should be construed as a waiver or attempted waiver by the City of its sovereign immunity under the Florida Constitution and the laws of the State of Florida.

16. This PD Agreement is entered into by the City pursuant to the City's home rule powers, including police powers, as set forth in the Florida Constitution and the laws of the State of Florida to regulate the development of land. The City and the Owner/Developer expressly acknowledge and agree that this PD Agreement constitutes a regulatory document, and nothing herein, expressed or implied, is intended or shall be construed as establishing a contract upon which a cause of action for breach, monetary damages, or otherwise may be based. Further, no term or condition of this PD Agreement shall be construed as to proscribe, limit, or affect the ability of the City to enforce its Comprehensive Plan, its Land Development Regulations, or any other authority granted by law with respect to The Project, and nothing herein, expressed or implied, contracts away any of the City's police powers, regulatory authority, and/or immunities.

17. The Parties may amend this PD Agreement only by mutual written agreement of the Parties and including the City Commission.

18. This PD Agreement shall not be construed more strictly against one party than against the other party merely by virtue of the fact that it may have been prepared by one of the Parties. It is recognized that all Parties have contributed to the preparation of this PD Agreement and have had the opportunity to consult with legal counsel before signing it.

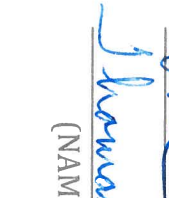
19. The Owner/Developer agrees that the terms and requirements of this PD Agreement, PD Master Plan, and Ordinance Number 18-19 do not inordinately burden the Property described in Exhibit "A."

20. This PD Agreement constitutes the entire agreement of the Parties and supersedes all prior written or oral agreements, understandings, or representations.

IN WITNESS WHEREOF, the Parties have hereunto set their hands and seals the day and year first above written.

Witnesses:


Richard
Exline


Thomas
Davis

State of Florida
County of Alachua

OWNER/DEVELOPER:
Waco of Alabama, Inc.


By: 

William A. Matthews
President
of Waco of Alabama, Inc.

The foregoing instrument was acknowledged before me this 4th day of Sept. 2018 by William A. Matthews, who is personally known to me or who has produced _____ as identification, and who took an oath.

(SEAL)

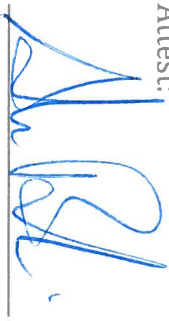
KAREN D. MAYER
Notary Public, State of Florida
My Comm. Expires 01/09/22
Commission No. GG173735

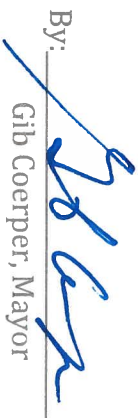

Notary Public, State of Florida at large
Commission No.:
Commission Expiration:

SIGNATURES CONTINUE ON NEXT PAGE

CITY OF ALACHUA

Attest:


Adam Boukari
City Manager


By: 
Gib Coerper, Mayor

Approved as to Form:

Marian B. Rush
Marian B. Rush, City Attorney

State of Florida
County of Alachua

The foregoing instrument was acknowledged before me this 10 day of September 2018 by the Signatories, who is personally known to me or who has produced _____ as identification, and who took an oath.


Notary Public, State of Florida at large
Commission No.:
Commission Expiration:

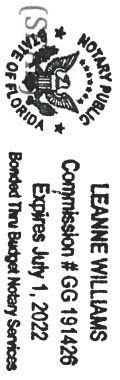


EXHIBIT "A"

A portion of Sections 21 and 28, Township 8 South, Range 18 East, Alachua County, Florida; being more particularly described as follows:

Begin at a concrete monument at the northeast corner of Section 28, Township 8 South, Range 18 East, Alachua County, Florida, and run thence North 00°36'37" East, along the east boundary of Section 21, Township 8 South, Range 18 East, Alachua County, Florida, a distance of 1209.25 feet to a point on the southeasterly right-of-way line of County Road No. 235 (100 foot right-of-way); thence South 41°53'43" West, along said southeasterly right-of-way line, 3,672.79 feet to a nail and cap at the northerly most corner of Pilot Forest, a subdivision as per Plat Book "J", page 92 of the Public Records of Alachua County, Florida; thence run South 48°06'17" East, along a boundary line of said Pilot Forest, a distance of 15.00 feet to a nail and cap at the beginning of curve concave to the southwest, said curve having a radius of 99.65 feet; thence run southeasterly, along said boundary line of Pilot Forest and with said curve, through an arc angle of 49°08'06", an arc distance of 85.46 feet (chord bearing and distance of South 23°32'14" East, 82.86 feet respectively) to a steel rod and cap at the northwest corner of Lot 54 of said Pilot Forest; thence run South 89°34'18" East, along the north boundary line of said lot 54 and along the north line of Pilot Forest Unit 2, a subdivision as per plat thereof recorded in Plat Book "R", page 44 of the Public Records of Alachua County, Florida, a distance of 2381.83 feet to a steel rod and cap at the northeast corner of said Pilot Forest Unit 2; thence run North 00°28'52" East, along the east boundary of said Section 28, a distance of 514.28 feet to an iron pipe; thence run North 89°30'42" West, a distance of 210.00 feet to an iron pipe; thence run North 00°28'52" East, a distance of 210.00 feet to an iron pipe; thence run South 89°30'42" East, a distance of 210.00 feet to an iron pipe on said east boundary of Section 28; thence run North 00°28'52" East, along said east boundary, a distance of 904.29 feet to the Point of Beginning.

Containing 80.31 acres, more or less.

Subject to the maintained right of way for County Road N.W. 157th Street (Formerly known as County Road N.W. 19)

LESS AND EXCEPT:

A PORTION OF SECTION 28, TOWNSHIP 8 SOUTH, RANGE 18 EAST, ALACHUA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT A STEEL ROD AND CAP AT THE NORTHEAST CORNER OF PILOT FOREST UNIT 2, A SUBDIVISION AS PER PLAT THEREOF RECORDED IN PLAT BOOK "R", PAGE 44 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA AND RUN THENCE NORTH 00°28'52" EAST, ALONG THE EAST BOUNDARY OF SECTION 28, TOWNSHIP 8 SOUTH, RANGE 18 EAST, 513.96 FEET TO AN IRON PIPE; THENCE NORTH 89°31'33" WEST, 209.92 FEET TO AN IRON PIPE; THENCE NORTH 00°29'23" EAST, 121.25 FEET; THENCE NORTH 89°31'08" WEST, 205.10 FEET; THENCE SOUTH 00°28'52" WEST, 45.05 FEET; THENCE NORTH 89°34'37" WEST, 726.58 FEET; THENCE NORTH 00°25'23" EAST, 140.00 FEET; THENCE NORTH 89°34'37" WEST, 59.81 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE NORTHWESTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 53°58'30" AN ARC DISTANCE OF 23.55 FEET TO THE END OF SAID CURVE, SAID ARC BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 62°35'22" WEST, 22.69 FEET; SAID END OF CURVE BEING THE BEGINNING OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 150.00 FEET; THENCE NORTHWESTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 12°30'10" AN ARC DISTANCE OF 32.73 FEET TO THE END OF SAID CURVE, SAID ARC BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 41°51'12" WEST, 32.67 FEET; THENCE NORTH 48°06'17" WEST, 104.15 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE NORTHWESTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 58°14'35" AN ARC DISTANCE OF 25.41 FEET TO THE END OF SAID CURVE, SAID ARC BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 18°58'59" WEST, 24.33 FEET; SAID END OF CURVE BEING THE BEGINNING OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 70.00 FEET; THENCE NORTHWESTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 105°04'11" AN ARC DISTANCE OF 128.37 FEET TO THE END OF SAID CURVE, SAID ARC BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 42°23'47" WEST, 111.12 FEET; SAID END OF CURVE BEING THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE NORTHWESTERLY, ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 46°49'35" AN ARC DISTANCE OF 20.43 FEET TO THE END OF SAID CURVE, SAID ARC BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF NORTH 71°31'05" WEST, 19.87 FEET; THENCE NORTH 48°06'17" WEST, 183.12 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF COUNTY ROAD NO. 235 (100 FOOT RIGHT OF WAY); THENCE SOUTH 41°53'43" WEST, ALONG SAID SOUTHEASTERLY RIGHT OF WAY LINE, 1307.62 FEET TO A NAIL AND CAP AT THE MOST NORTHERLY CORNER OF PILOT FOREST, A SUBDIVISION AS PER PLAT THEREOF RECORDED IN PLAT BOOK "J", PAGE 92 OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA; THENCE SOUTH 48°06'17" EAST, ALONG A BOUNDARY LINE OF SAID PILOT FOREST, A DISTANCE OF 15.00 FEET TO A NAIL AND CAP AT THE BEGINNING OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 99.65 FEET; THENCE SOUTHEASTERLY, ALONG SAID BOUNDARY LINE AND ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 49°05'51" AN ARC DISTANCE OF 85.39 FEET TO A STEEL ROD AND CAP AT THE NORTHWEST CORNER OF LOT 54 OF SAID PILOT FOREST, SAID ARC BEING SUBTENDED BY A CHORD HAVING A BEARING AND DISTANCE OF SOUTH 23°33'22" EAST, 82.80 FEET; THENCE SOUTH 89°34'37" EAST, ALONG THE NORTH BOUNDARY LINE OF SAID LOT 54 AND ALONG THE NORTH BOUNDARY LINE OF SAID PILOT FOREST UNIT 2, A DISTANCE OF 1111.63 FEET TO A 4" X 4" CONCRETE MONUMENT (SAPP, LS 4948) AT THE NORTHEAST CORNER OF LOT 13 OF SAID PILOT FOREST UNIT 2 AND THE NORTHWEST CORNER OF LOT 12 OF SAID PILOT FOREST UNIT 2; THENCE SOUTH 89°33'11" EAST, ALONG THE NORTH BOUNDARY LINE OF SAID PILOT FOREST UNIT 2, A DISTANCE OF 1270.19 FEET TO THE POINT OF BEGINNING.

CONTAINING 35.17 ACRES, MORE OR LESS

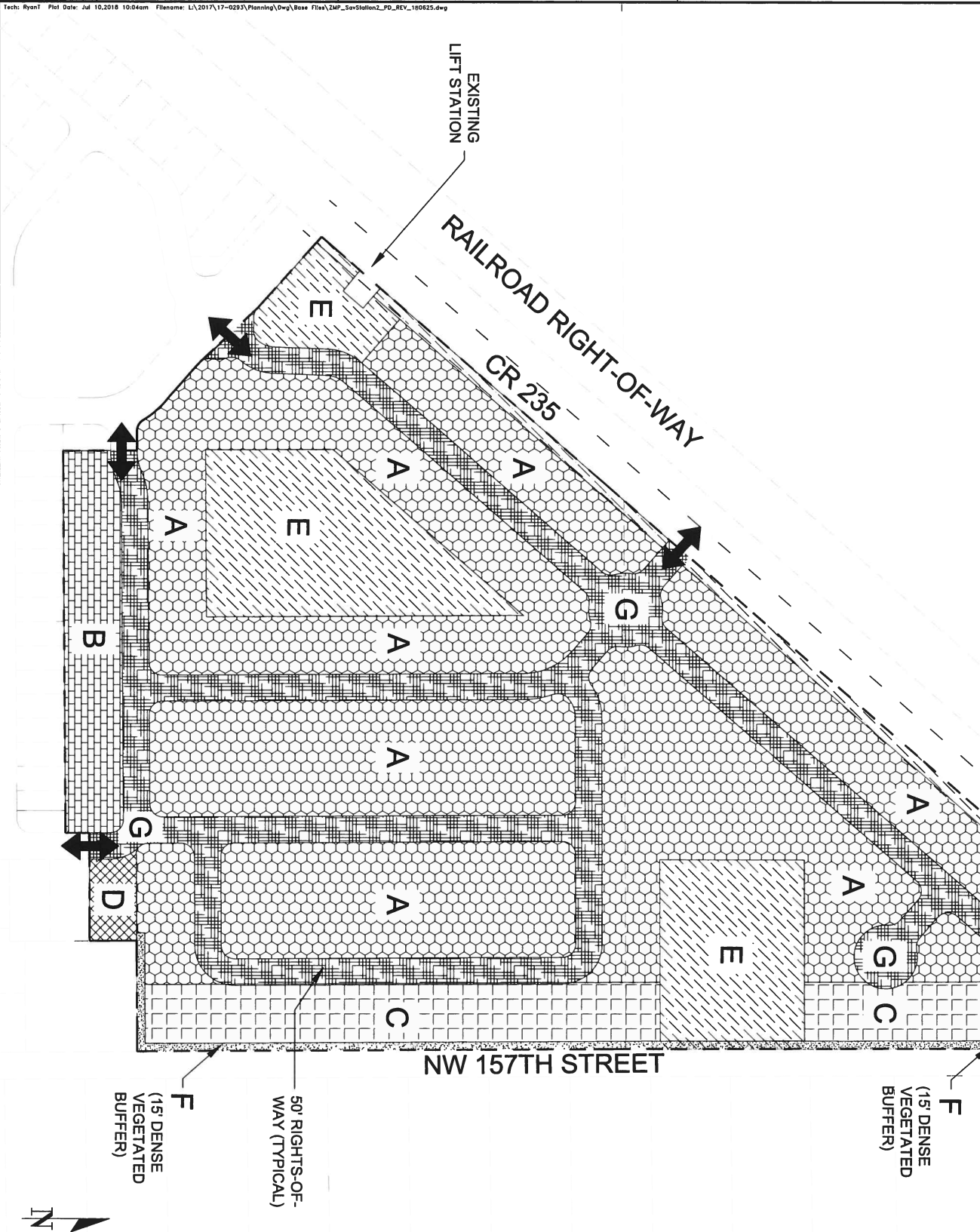
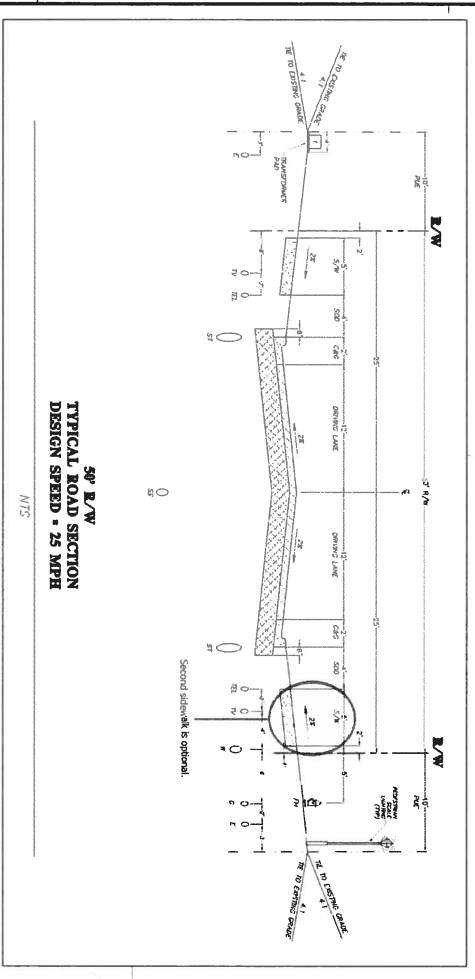
SAVANNAH STATION, PHASE 2 PLANNED DEVELOPMENT MASTER PLAN

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 AS 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, BULBOUTS, 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 (AC)	(%)	DEVELOPMENT STANDARDS	A	B	C	D
[Hatch]	PROJECT SITE	45.1	100%	DENSITY MAX. UNITS/ACRE	4			
[Hatch]	DEVELOPABLE AREA 'A'	23.9	53%	DENSITY, MAX. UNITS	5,000	7,500	10,000	
[Hatch]	DEVELOPABLE AREA 'B'	1.7	04%	LOT AREA, MIN. (SQ FT)	50	50	75	
[Hatch]	DEVELOPABLE AREA 'C'	3.8	08%	LOT WIDTH, MIN. (FT)				50
[Hatch]	DEVELOPABLE AREA 'D'	0.3	01%	FRONT, MIN. (FT)		10	10	10
[Hatch]	COMMON AREA	7.2	16%	REAR, MIN. (FT)		5	10	5
[Hatch]	BUFFER	0.5	01%	SIDE, MIN. (FT)				5
[Hatch]	RIGHTS-OF-WAY	7.7	17%	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



TECH: RYAN
PLT DATE: JUL 10, 2018 10:04am
FILENAME: L:\2017\17-0293\Planning\Draw\Bose\Final\ZMP_SavStation2_PD_REV_160625.dwg

PROJECT NO. 1 of 3	TECHNICIAN: R. THOMPSON	CLIENT: SAVANNAH STATION, PHASE 2	SUBMITTALS: SUBMITTAL - PD REZONING, FEBRUARY 20, 2018 REVISED - PER DRT COMMENTS, JUNE 25, 2018	CONSTRUCTION/BD REVISIONS:	SCALE: 1" = 120' VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, THE SCALES ACCORDINGLY.		11801 Research Drive Alachua, Florida 32615 (352) 331-9756 www.chw-inc.com est. 1986 FLORIDA CA-5075
	DESIGNER: R. THOMPSON	PROJECT: PLANNED DEVELOPMENT	SHEET TITLE: PD MASTER PLAN	PROJECT NUMBER: 17-0293			

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.** STORMWATER MANAGEMENT FACILITIES (SMF) ARE LOCATED THROUGHOUT THE DEVELOPMENT, INCLUDING ALONG CR 235, THE SITES 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 the 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	Units	Only Trips	AM Peak Rate Trips	PM Peak Rate Trips
Proposed Single Family Detached	180	9.52	1.714	1.39
Proposed Holding (116.210)		0.77	1.02	1.84
¹ Source: ITE, "Synchro 7" (2016)				

ROADWAYS / TRANSPORTATION. The only affected roadways are CR 235, which the project site is already fronting and CR 2054, which is dedicated to receive only 5% of the total projected ADOT. Tables 5a and 5b demonstrate that each affected roadway segment will continue to retain sufficient roadway capacity during both ADOT 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	ADOT	CR 235	PM
Maximum Service Volume	14,580	1,314	411
Existing Traffic	4,326	411	411
Proposed Traffic	10,254	903	722
Available Capacity	9,415	823	9
Projected Trip Generation	1,714	194	194
Available Capacity w/ Application Approval	7,701	629	629

¹ Source: City of Alachua, "Roadway Capacity Analysis" (2016)

² NOTE: Projected traffic reduction percentage is calculated as follows:

Table 5b: Projected Impacts on Roadways, CR 2054 West

Traffic System Category	ADOT	CR 2054	PM
Maximum Service Volume	14,580	1,314	411
Existing Traffic	4,326	411	411
Proposed Traffic	10,254	903	722
Available Capacity	9,415	823	9
Projected Trip Generation	1,714	194	194
Available Capacity w/ Application Approval	8,300	751	751

¹ Source: City of Alachua, "Roadway Capacity Analysis" (2016)

² NOTE: Projected traffic reduction percentage is calculated as follows:

Table 5c: Projected Impacts on Roadways, CR 235A South

Traffic System Category	ADOT	CR 235A South	PM
Maximum Service Volume	14,580	1,314	411
Existing Traffic	4,326	411	411
Proposed Traffic	10,254	903	722
Available Capacity	9,415	823	9
Projected Trip Generation	1,714	194	194
Available Capacity w/ Application Approval	10,583	925	925

¹ Source: City of Alachua, "Roadway Capacity Analysis" (2016)

² NOTE: Projected traffic reduction percentage is calculated as follows:

Table 5d: Projected Impacts on Roadways, CR 235A South

Traffic System Category	ADOT	CR 235A South	PM
Maximum Service Volume	14,580	1,314	411
Existing Traffic	4,326	411	411
Proposed Traffic	10,254	903	722
Available Capacity	9,415	823	9
Projected Trip Generation	1,714	194	194
Available Capacity w/ Application Approval	9,267	832	832

¹ Source: City of Alachua, "Roadway Capacity Analysis" (2016)

² NOTE: Projected traffic reduction percentage is calculated as follows:

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 Initial Potable Water Pumps ²	1,301,000
Reserved Capacity ³	69,524
Residual Capacity ⁴	929,476
Percentage of Remaining Demand Capacity Utilized ⁵	25.2%
Projected Potable Water Demand from Proposed Project ⁶	48,800
Residual Capacity after Proposed Project ⁷	880,676

¹ Source: City of Alachua, "Water Utility System Capacity Analysis" (2016)

² Source: City of Alachua, "Water Utility System Capacity Analysis" (2016)

³ Source: City of Alachua, "Water Utility System Capacity Analysis" (2016)

⁴ Source: City of Alachua, "Water Utility System Capacity Analysis" (2016)

⁵ Source: City of Alachua, "Water Utility System Capacity Analysis" (2016)

⁶ Source: City of Alachua, "Water Utility System Capacity Analysis" (2016)

⁷ Source: City of Alachua, "Water Utility System Capacity Analysis" (2016)

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)
Current Permitted Capacity ¹	1,050,000
Less Initial Sanitary Sewer Pumps ²	654,000
Reserved Capacity ³	91,024
Percentage of Remaining Demand Capacity Utilized ⁴	47.4%
Projected Sanitary Sewer Demand from Proposed Project ⁵	48,800
Residual Capacity after Proposed Project ⁶	1,412,224

¹ Source: City of Alachua, "Sanitary Sewer System Capacity Analysis" (2016)

² Source: City of Alachua, "Sanitary Sewer System Capacity Analysis" (2016)

³ Source: City of Alachua, "Sanitary Sewer System Capacity Analysis" (2016)

⁴ Source: City of Alachua, "Sanitary Sewer System Capacity Analysis" (2016)

⁵ Source: City of Alachua, "Sanitary Sewer System Capacity Analysis" (2016)

⁶ Source: City of Alachua, "Sanitary Sewer System Capacity Analysis" (2016)

SOLID WASTE. As calculated in Table 8, solid waste facility capacity exists to accommodate the project site's maximum development potential. The potential net impacts from the intended residential development will not negatively impact the City's adopted LOS for the system.

Table 8: Projected Solid Waste Impact

System Category	LSB Per Day	TONS Per Year
Existing Demand ¹	30,569.00	7,221.16
Reserved Capacity ²	5,280.27	856.65
Residual Capacity ³	25,288.73	6,364.51
Projected Solid Waste Facility Capacity ⁴	322	322

¹ Source: City of Alachua, "Solid Waste System Capacity Analysis" (2016)

² Source: City of Alachua, "Solid Waste System Capacity Analysis" (2016)

³ Source: City of Alachua, "Solid Waste System Capacity Analysis" (2016)

⁴ Source: City of Alachua, "Solid Waste System Capacity Analysis" (2016)

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

Table 9: Projected Public School Demand

System Category	Units	Rate	Total	Rate	Total
Proposed (116)	160	15	27	07	13
Residual					16

¹ Source: City of Alachua, "Public School Capacity Analysis" (2016)

RECREATION. The City of Alachua currently possesses considerable excess storage for local recreation activities. In addition, both Phase of Savannah Station will have passive trails. Thus, the intended residential development is expected to have a minimal impact on the City's current recreational infrastructure.

Table 10: Recreational Impact Table

System Category	System Average
Existing City of Alachua Average ¹	88.80
Proposed (116) Site ²	49.80
Residual (Residual) Site ³	39.00
Available Recreational Capacity ⁴	35.24

¹ Source: City of Alachua, "Recreation System Capacity Analysis" (2016)

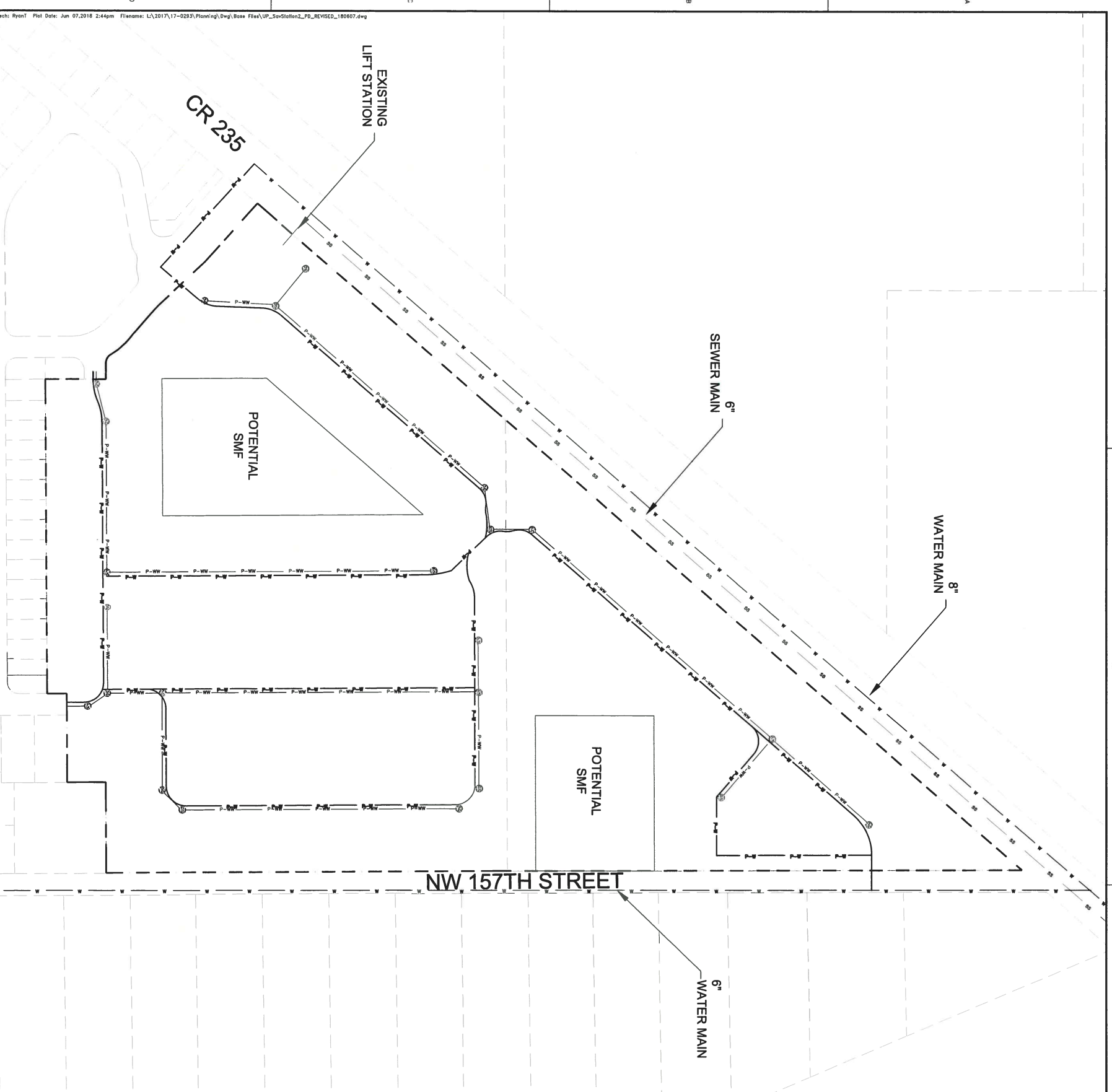
² Source: City of Alachua, "Recreation System Capacity Analysis" (2016)

³ Source: City of Alachua, "Recreation System Capacity Analysis" (2016)

⁴ Source: City of Alachua, "Recreation System Capacity Analysis" (2016)

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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Alachua, Florida 32615
(352) 331-1976
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est. 1986
FLORIDA
CA-5075

CHW
Professional Consultants

SCALE: 1" = 120'
VERIFY SCALE
BAR IS ONE INCH ON
ORIGINAL DRAWING.
IF NOT ONE INCH ON
THIS SHEET, ALL
SCALES ACCORDINGLY.

CONSTRUCTION/NO 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 UTILITY PLAN

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

TECH: Ryan | Plot Date: Jun 07, 2018 2:44pm | Filename: L:\2017\17-0293\Plan\ng\DWG\Base Files\UP_3rdStation2_PD_REVISED_180607.dwg

SHEET NO. 2 of 3



SAVANNAH STATION, PHASE 2 PLANNED DEVELOPMENT EXISTING CONDITIONS PLAN

GENERAL NOTES

1. NO ENVIRONMENTAL FEATURES WERE IDENTIFIED ON-SITE, 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.



SHEET NO. 3 OF 3	TECHNICIAN: R. THOMPSON	CLIENT: SAVANNAH STATION, PHASE 2	SUBMITTALS: SUBMITTAL - PD REZONING, FEBRUARY 20, 2018	CONSTRUCTION/BID REVISIONS:	SCALE: 1" = 120'		11801 Research Drive Alachua, Florida 32615 (352) 331-1976 www.chw-inc.com FLORIDA est. 1986 CA-5075
	DESIGNER: R. THOMPSON	PROJECT: PLANNED DEVELOPMENT			VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.		
	QUALITY CONTROL: C. BRASHER	SHEET TITLE: PD EXISTING CONDITIONS PLAN					
	PROJECT NUMBER: 17-0293						

EXHIBIT "B"

[EXECUTED/SIGNED ORDINANCE 18-19]

EXHIBIT "C"

[PD MASTER PLAN]