



City of Gainesville

Department of Sustainable
Development

CITY PLAN BOARD STAFF REPORT

PUBLIC HEARING DATE: July 23, 2020
PROJECT NAME AND NUMBER: PB-20-00030 SUP – Mr. Clean Car Wash
APPLICATION TYPE: Special Use Permit
RECOMMENDATION: Staff recommends approval with conditions of Petition PB-20-00030 SUP
CITY PROJECT CONTACT: Juan Castillo



Figure 1: Location Map

APPLICATION INFORMATION:

Agent/Applicant: CHW

Property Owner(s): Mr. Clean Florida. LLC

Legislative History: PB-20-00030. CHW, agent for Mr. Clean Florida. LLC. A Special Use Permit for a carwash with twenty (20) self-vacuum vehicle detail positions in Mixed-Use Low Zoning (MU-1). This item came before the City Plan Board on August 22, 2019 and it was denied. On October 9, 2019 the two year time limitation for submitting another request for a Special Use Permit was waived.

Neighborhood Workshop: December 12, 2019

SITE INFORMATION:

Address: 3036 NW 13th St.
Parcel Number(s): 08977-000-000 and 08981-000-000
Acreage: 1.18 acres +/-
Existing Use(s): Vacant
Land Use Designation(s): MUL (Mixed-Use Low)
Zoning Designation(s): Mixed-Use Low Intensity (MU-1)
Overlay District(s): Airport Height Zone (20,000)
Transportation Mobility Program
Area (TMPA): Zone B
Water Management District: St. John's River Water Management District
Special Feature(s): None
Code Violations: No open cases

ADJACENT PROPERTY CHARACTERISTICS:

	EXISTING USE(S)	LAND USE DESIGNATION(S)	ZONING DESIGNATION(S)
North	ROW, Church	Mixed-Use Low (MUL)	Mixed-Use Low Intensity (MU-1) (8-30 U/AC)
South	Multi-Family, Office, Retail	Mixed-Use Low (MUL)	Mixed-Use Low Intensity (MU-1) (8-30 U/AC)
East	ROW, Retail	Mixed-Use Low (MUL), Planned Use District (PUD)	Mixed-Use Low Intensity (MU-1) (8-30 U/AC), Planned Development (PD)
West	ROW, Residential	Residential Medium-Density (RM)	Multi-Family Residential (RMF-6) (8-10 U/AC)

PURPOSE AND DESCRIPTION:

The subject property is zoned Mixed Use Low Intensity (MU-1) which allows for carwash facilities via Special Use Permit. The proposed special use permit is to allow for an automatic carwash facility with approximately twenty (20) free self-vacuum vehicle detail positions on the project site.

The site is comprised of two parcels (08977-000-000 and 08981-000-000) together totaling 1.18 acres located at 3036 NW 13th Street, at the southwest intersection corner of NW 13th Street and NW 31st Avenue. The property is surrounded by Grace Presbyterian Church to the north, multi-family apartments and offices to the south, the NW 13th St. right-of-way to the east with business such as the Traveler’s Inn and Gate gas station further east, and the NW 14th St. right-of-way to the west with single family residences further west. Currently, the project site lies vacant. Furthermore, this property is part of a large commercial/office area of development which fronts NW 13th Street between NW 23rd and NW 39th avenues.

STAFF ANALYSIS AND RECOMMENDATION:

ANALYSIS

The staff analysis and review is based on its consistency with the criteria for issuing a Special Use Permit as shown in Division 5 of Article III of the Land Development Code and the Use Standards for Carwash facilities found in Section 30-5.5.

Special Use Permit Review Criteria

In accordance with Section 30-3.24 no Special Use Permit shall be approved by the City Plan Board unless the following findings are made concerning the proposed special use:

- A. The proposed use or development is consistent with the Comprehensive Plan and the Land Development Code.**

The property is zoned MU-1 which is consistent with the future land use designation of Mixed-Use Low Intensity (MUL) as prescribed by the Comprehensive Plan (Policy 4.1.1). MU-1 zoning allows for carwash facilities via Special Use Permit.

The proposal is consistent with the City’s Comprehensive Plan which mandates regulations that control automobile-oriented uses (Future Land Use Element Policy 5.2.1) and the impacts of high-intensity uses on lower intensity uses in order to promote a healthy coexistence and integration of various uses (Future Land Use Element Policy 4.2.1). Furthermore, the proposal is consistent with Future Land Use Element Goal 1 by providing a carwash station in close proximity to a commercially significant area and thus diversifying the available services to nearby residences. It’s expected that the proposed use will help meet residents’ and commercial developments’ need for car wash services given that the next available automatic and self-serve car wash detail station is located roughly a mile and half from this location (see Exhibit C-4 in Appendix C). There are automatic carwashes associated with gas stations located closer to the proposed automatic carwash, however, these carwashes are not classified as primary uses and offer only basic services. This proposal also curtails the proliferation of urban sprawl by its inclusion in an already developed commercial area within existing services and existing residential developments thus satisfying Objective 1.5. See appendix A for the full list of met Comprehensive Plan language.

The property has a number of significant heritage trees. Policy 4.7.3 of the Comprehensive Plan consider trees a significant environmental resource and seeks to preserve, maintain, and restore them when possible. The policy encourages designs that minimize the impact of proposed developments on tree resources. The submitted proposal saves several quality trees including one tree along NW 31st Avenue and two trees interior to the site.

Sec. 30-5.5. - Carwash, automated or self-service

All principal and accessory structures used for carwash service shall be located and constructed in accordance with the following requirements:

- A. When the use is located in an accessory structure, the structure shall not exceed 25 feet in height. Requirement Met (proposed use is single story primary consistent with development in the area).
- B. All bay openings shall be oriented away from any property in a residential district (including MH, mobile home residential district) or other existing, conforming residential use. Requirement Met
- C. Bay openings shall be located to the side or rear of the building and shall be screened from the street. Requirement Met
- D. All outdoor lighting shall be oriented away from any property in a residential district (including MH, mobile home residential district) or other existing conforming residential use. Requirement Met
- E. All uses shall comply with the requirements of article VIII for buffering. Requirement Met
- F. Accessory automotive detailing within enclosed parking structures may be allowed consistent with section 30-5.32. Requirement Met (not proposed)

B. The proposed use or development is compatible with the existing land use pattern and future uses designated by the Comprehensive Plan. Factors by which compatibility of the proposed use or development shall be reviewed include scale, height, mass and bulk, design, intensity, and character of activity.

The proposed car wash is consistent with the commercial development in the area. There's an existing gas station across NW 13th St. fronting the applicant's site with a motel on the north side. Behind the gas station there's also a fire rescue station (Gainesville Fire Rescue Station 5) with access to NW 13th St. Adjacent to the south side of the applicant's parcel, there are offices and personal service studios with restaurants further south. North of the applicant's parcel there's a church. Furthermore, the applicant's parcel is serviced by NW 13th St. which is a 5 lane Major Principal Arterial Street designed for high capacity and high traffic volume.

C. The proposed use will not adversely affect the health, safety, and welfare of the public.

The proposal for a car wash is not expected to adversely affect the health, safety, and welfare of the general public. Proposed sound mitigation tools provide for buffers between neighboring uses and maintain sound levels below City's Noise Ordinance limits of 66dBA for non-residential and 61dBA for residential structures at 200 ft. per the submitted sound study (see appendix J).

D. Ingress and egress to the property, proposed structures, and parking/loading/service areas is provided and allows for safe and convenient automobile, bicycle, and pedestrian mobility at the site and surrounding properties.

The main entrance to the site is located off of existing local road NW 31st Ave. with one exit connection to NW 13th St. This diminishes the amount of accesses off of NW 13th Street.

E. Off-street parking, service, and loading areas, where required, will not adversely impact adjacent properties zoned for single-family residential use.

The proposed development's parking and service areas are located internal to the development and is not expected to affect properties zoned for residential.

F. Noise, glare, exterior lighting, or odor effects will not negatively impact surrounding properties.

The proposed development is not expected to have an adverse impact to surrounding properties due to noise, glare, exterior lighting, or odor. The proposed development places the two main sound producers (the car wash tunnel and the vacuum) closer to NW 13th Street and away from residential properties. Furthermore, the vacuum is enclosed in sound attenuating masonry and the applicant's property will incorporate sound attenuating fencing along the perimeter facing residential properties. Tunnel openings are directed away from residential properties and are as close to NW 13th Street as the applicant's site permits.

The Land Development Code provides regulations concerning lighting (Sec. 30-6.12.D.1.b) which the applicant must follow. Furthermore, applicant has submitted photometric consistent with code. The dumpster for this development is located on the southern portion of the site away from residential properties and will be enclosed in a masonry wall which will help mitigate odor and any adverse aesthetic impact.

G. There is adequate provision for refuse and service/loading areas, and these areas shall be reviewed for access, screening, location on the site, and pedestrian/bicycle mobility and safety. Outdoor storage or display areas, if included, will not adversely impact surrounding properties and shall be reviewed for screening and location on the site.

The refuse and service/loading areas for the proposed plan will be screened and does not inhibit pedestrian/bicycle mobility access. Outdoor storage is not anticipated with this proposal.

H. Necessary public utilities are available to the proposed site and have adequate capacity to service the proposed use or development.

Public utilities are available to this site.

I. Screening and buffers are proposed of such type, dimension, and character to improve compatibility and harmony of the proposed use and structure with the uses and structures of adjacent and nearby properties.

The proposed development plan includes the required Type B perimeter buffer with a 4' privet type hedge Per Sec. 30-5.13.C.10. Furthermore, applicant is providing an eight-foot (8') sound attenuating fence around the vacuum/carwash area designed to meet Sound Transmission Class (STC) rating of 28 or greater.

J. The hours of operation will not adversely impact adjacent properties zoned for single-family residential use.

There are no adjacent properties zoned for single-family residential uses. However, there is one property that is zoned Mixed-Use Low Intensity (MU-1) adjacent to subject property. MU-1 allows for Single family houses and there is currently a single family home existing on the adjacent property. Hours of operation for the carwash will be from dawn to dusk.

K. Any special requirements set forth in the Land Development Code for the particular use involved are met.

Land Development Code lists standards specific to carwash, automated or self-service (Sec. 30-5.5). See pages 4 and 5 of this report and appendix B.

RECOMMENDATION

Staff recommends approval with conditions of Petition PB-20-00030 SUP special use permit for car wash on parcels 08977-000-000 and 08981-000-000 in MU-1 zoning.

DRAFT MOTION FOR CONSIDERATION

Approve with conditions PB-20-00030 SUP special use permit for car wash on parcels 08977-000-000 and 08981-000-000 in MU-1 zoning.

CONDITIONS

1. The applicant shall choose and install a sound attenuating fence with a Sound Transmission Class (STC) rating of 28 or greater when tested in a NVLAP accredited laboratory according to ASTM E90 to achieve the acoustic modeling results demonstrating compliance with the City of Gainesville Land Development Code.
2. The sound attenuating fence shall be located in accordance with the associated SUP Master Plan.
3. The site shall be developed and operated consistent with the conceptual plan associated with Special Use Permit PB-20-30 SUP and the condition as provided with this approval.
4. Use of the site shall be limited to a carwash with 20 self-vacuum vehicle detail positions.
5. Hours of operation shall be from 8 am to 8 pm consistent with LDC sound ordinance.

BACKGROUND:

This item came before the City Plan Board on August 22, 2019 and it was denied. On October 9, 2019 the two year time limitation for submitting another request for a Special Use Permit was waived.

LIST OF APPENDICES:

Appendix A Comprehensive Plan, Goals, Objectives and Policies

Appendix B Land Development Code Regulations

Appendix C Maps

- Exhibit C-1: Existing Zoning
- Exhibit C-2: Existing Land Use
- Exhibit C-3: Transportation Mobility Program Area (TMPA) Zone
- Exhibit C-4: Carwash Locations in Relation to the Proposed Site

Appendix D Application Documents

Appendix E Workshop Package

Appendix F Approved Development Plan

Appendix G CHW Justification Report

Appendix H City Plan Board Minutes for August 22, 2019

Appendix I City Plan Board Minutes for October 9, 2019

Appendix J Sound Study

Appendix K Submitted Photometric

Appendix A:

Comprehensive Plan Goals, Objectives and Policies

Appendix A: Comprehensive Plan Goals, Objectives and Policies

A-1 Comprehensive Plan Future Land Use Element

Policy 4.1.1 Land Use Categories on the Future Land Use Map shall be defined as follows:

Mixed-Use Low-Intensity (MUL): 8-30 units per acre

This land use category allows a mixture of residential and non-residential uses such as standard lot single-family houses, small-lot single-family houses, duplex houses, townhouses (attached housing), accessory dwelling units, group homes, multi-family housing (if compatible in scale and character with other dwellings in the proposed neighborhood), offices scaled to serve the surrounding neighborhood, retail scaled to serve the surrounding neighborhood, public and private schools, places of religious assembly and other community civic uses. Light assembly, fabrication, and processing uses within fully enclosed structures may be allowed as specially regulated uses through a Special Use Permit process established in the Land Development Code. Residential development shall be limited to 8 to 30 units per acres. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. Unified developments that include a residential and non-residential component (either horizontally or vertically mixed) shall not be required to meet the minimum density requirements. Intensity will be controlled, in part, by adopting land development regulations that establish height limits of 5 stories or less; however, height may

Revision Dates and Ordinance Numbers
(See Page A-55)

Future Land Use A-13



Goals,
Objectives
& Policies

be increased to a maximum of 8 stories by Special Use Permit. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 10 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor area of new development or redevelopment of such sites be residential; or, that the surrounding area of equal or greater size than the development or redevelopment site, and within 1/4 mile of the site, have a residential density of at least 6 units per acre. Residential use shall not be a required development component for public and private schools, institutions of higher learning, places of religious assembly and other community civic uses. Buildings in this category shall face the street and have modest front setbacks.

This category shall not be used to extend strip commercial development along a street. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

A-2 Relevant Comprehensive Plan Goals, Objectives, Policies (GOP)

GOAL 1 **IMPROVE THE QUALITY OF LIFE AND ACHIEVE A SUPERIOR, SUSTAINABLE DEVELOPMENT PATTERN IN THE CITY BY CREATING AND MAINTAINING CHOICES IN HOUSING, OFFICES, RETAIL, AND WORKPLACES, AND ENSURING THAT A PERCENTAGE OF LAND USES ARE MIXED, AND WITHIN WALKING DISTANCE OF IMPORTANT DESTINATIONS.**

Objective 1.5 **Discourage the proliferation of urban sprawl.**

Objective 4.2 **The City shall implement regulations that will protect low-intensity uses from the negative impacts of high-intensity uses and provide for the healthy coexistence and integration of various land uses.**

Policy 4.2.1 The City shall adopt land development regulations that provide protection for adjacent residential areas and low intensity uses from the impacts of high intensity uses by separating intense uses from low-intensity uses by transitional uses and by performance measures. Performance measures shall address the buffering of adjacent uses by landscape, building type and site design. Regulation of building type shall insure compatibility of building scale, and overall building appearance in selected areas. Regulation of site design shall address orientation. Such regulation shall also include arrangement of functions within a site, such as parking, loading, waste disposal, access points, outdoor uses and mechanical equipment; and the preservation of site characteristics such as topography, natural features and tree canopy.

Policy 5.2.1 The City shall develop land development regulations that control facade articulation, building orientation, building location, automobile-oriented uses such as drive-throughs and gas stations, location and amount of parking, number of stories, outdoor lighting, compatibility with context, and quality of materials for large retail and service establishments in a manner that promotes civic pride, unique identity and land use objectives.

Policy 4.2.1 The City shall adopt land development regulations that provide protection for adjacent residential areas and low intensity uses from the impacts of high intensity uses by separating intense uses from low-intensity uses by transitional uses and by performance measures. Performance measures shall address the buffering of adjacent uses by landscape, building type and site design. Regulation of building type shall insure compatibility of building scale, and overall building appearance in selected areas. Regulation of site design shall address orientation. Such regulation shall also include arrangement of functions within a site, such as parking, loading, waste disposal, access points, outdoor uses and mechanical equipment; and the preservation of site characteristics such as topography, natural features and tree canopy.

Objective 3.4 The City shall ensure that services and facilities needed to meet and maintain the Level of Service (LOS) standards adopted in this Plan are provided.

Policy 10.1.2 All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.

Policy 10.1.5 For any development or redevelopment within Zones B, C, D, E, or M, the developer shall provide all of the items listed in Policy 10.1.4 and shall provide the transportation mobility requirements as specified in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14, as applicable. The developer shall also provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

A-3 Comprehensive Plan – Transportation Mobility Element

Policy 10.1.6 For any development or redevelopment within Zone B, the developer shall, at the developer’s expense, meet the following transportation mobility criteria based on the development’s (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

Net, New Average Daily Trip Generation	Number of Criteria That Shall Be Met
50 or less	At least 1
51 to 100	At least 2
101 to 400	At least 3
401 to 1,000	At least 5
1,001 to 5,000	At least 8

Greater than 5,000	<p>At least 12 and meet either a. or b.:</p> <ul style="list-style-type: none"> a. Located on an existing RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours. b. Provide funding for a new RTS transit route with minimum 15-minute frequencies in the a.m. and p.m. peak hours or provide funding to improve RTS transit headways to minimum 15-minute frequencies in the a.m. and p.m. peak hours. Funding for new routes shall include capital and operating costs for a minimum of 5 years. Funding for existing route expansions or enhancements shall include capital and operating costs for a minimum of 3 years.
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Zone B Criteria

- a. Intersection and/or signalization modifications to address congestion management, including, but not limited to: signal timing studies, fiber optic interconnection for traffic signals, roundabouts, OPTICOM signal preemption, transit signal prioritization, and/or implementation of the Gainesville Traffic Signalization Master Plan. The Master Plan includes installation of Intelligent Transportation System (ITS) features such as state of the art traffic signal controllers, dynamic message signs, and traffic monitoring cameras designed to maximize the efficiency of the roadway network by reducing congestion and delay.
- b. Addition of lanes on existing road facilities (including, but not limited to, the 4-lane expansion of SR 121 north of US 441 to CR 231), where acceptable to the City and/or MTPO, as relevant.
- c. Construction of new road facilities that provide alternate routes, reduce congestion, and create a better gridded network.
- d. Use of joint driveways or cross-access to reduce curb cuts.
- e. Participation in a transportation demand management program that provides funding or incentives for transportation modes other than single occupant vehicle. Such demand management programs shall provide annual reports of operations to the City indicating successes in reducing single occupant vehicle trips.
- f. Provision of ride sharing or van pooling programs.
- g. Provision of Park and Ride facilities, built to RTS needs and specifications.
- h. Provision of bus pass programs provided to residents and/or employees of the development. The bus passes must be negotiated as part of a contract with the Regional Transit System.

- i. Deeding of land for the addition and construction of bicycle lanes that meet City specifications. Prior to deeding land for right-of-way, the developer and the City must agree upon the fair market value of the land for the purposes of meeting this criterion. The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.
- j. Provision of additional bicycle parking over the minimum required by the Land Development Code. Additional bicycle parking may be used to substitute for the required motorized vehicle parking.
- k. Enhancements to the City's off-street paved trail network (as shown in the Transportation Mobility Map Series) that increase its utility as a multi-modal transportation route. Such enhancements may include, but shall not be limited to: 1) trail amenities such as benches, directional signage, or safety systems; 2) bicycle parking at entry points or connections with transit lines; 3) land acquisition for expansion or better connectivity; 4) additional entry points to the off-street paved trail network; 5) bridges spanning creeks or wetland areas; and 6) appropriate off-street trail surfacing.
- l. Funding of streetscaping/landscaping (including pedestrian-scale lighting, where relevant) on public rights-of-way or medians, as coordinated with the implementation of the City's streetscaping plans.
- m. In order to increase the attractiveness of the streetscape and reduce visual clutter along roadways to promote a more walkable environment, provision of no ground-mounted signage at the site for parcels with 100 linear feet or less of property frontage, or removal of non-conforming signage or billboards at the site. Signage must meet all other regulations in the Land Development Code.
- n. Widening of existing public sidewalks to increase pedestrian mobility and safety.
- o. Construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects. Sidewalk construction required to meet Land Development Code requirements along property frontages shall not count as meeting TMPA criteria.
- p. Payments to RTS that either increase service frequency or add additional transit service, including Express Transit service and/or Bus Rapid Transit, where appropriate.
- q. Funding for the construction of new or expanded transit facilities.
- r. Construction of bus shelters built to City specifications.
- s. Bus shelter lighting using solar technology designed and constructed to City specifications.
- t. Construction of bus turn-out facilities to City specifications.

- u. Construction of access to transit stops and/or construction of transit boarding and alighting areas.
- v. Business operations shown to have limited or no peak-hour roadway impact.
- w. An innovative transportation-mobility-related modification submitted by the developer, where acceptable to and approved by the City.

Appendix B

Land Development Code Regulations

Appendix B – Land Development Code Regulations

B-1 Governing Principles

- Division 5. Special Use Permits.

2 **DIVISION 5. SPECIAL USE PERMITS**

3 **Section 30-3.22. Purpose.**

4 It is the intent of this division to recognize and permit certain uses and developments that require
5 special review, and to provide the standards by which the applications for permits for uses and
6 development shall be evaluated. It is further intended that Special Use Permits be required for
7 developments that, because of their inherent nature, extent, and external effects, require special care in
8 the control of their location, design, and methods of operation in order to ensure conformance with the
9 Comprehensive Plan and this chapter.

10 **Section 30-3.23. Required.**

11 The applicable uses listed in Article IV may be established in that zoning district only after issuance and
12 recordation of a Special Use Permit by the City Plan Board.

13 **Section 30-3.24. Review Criteria.**

14 No Special Use Permit shall be approved by the City Plan Board unless the following findings are made
15 concerning the proposed special use. The burden of proof on the issue of whether the development, if
16 completed as proposed, will comply with the requirements of this chapter remains at all times on the
17 applicant.

- 18 A. The proposed use or development is consistent with the Comprehensive Plan and the Land
19 Development Code.
- 20 B. The proposed use or development is compatible with the existing land use pattern and future uses
21 designated by the Comprehensive Plan. Factors by which compatibility of the proposed use or
22 development shall be reviewed include scale, height, mass and bulk, design, intensity, and character
23 of activity.
- 24 C. The proposed use will not adversely affect the health, safety, and welfare of the public.
- 25 D. Ingress and egress to the property, proposed structures, and parking/loading/service areas is
26 provided and allows for safe and convenient automobile, bicycle, and pedestrian mobility at the site
27 and surrounding properties.
- 28 E. Off-street parking, service, and loading areas, where required, will not adversely impact adjacent
29 properties zoned for single-family residential use.
- 30 F. Noise, glare, exterior lighting, or odor effects will not negatively impact surrounding properties.
- 31 G. There is adequate provision for refuse and service/loading areas, and these areas shall be reviewed
32 for access, screening, location on the site, and pedestrian/bicycle mobility and safety. Outdoor
33 storage or display areas, if included, will not adversely impact surrounding properties and shall be
34 reviewed for screening and location on the site.
- 35 H. Necessary public utilities are available to the proposed site and have adequate capacity to service
36 the proposed use or development.
- 37 I. Screening and buffers are proposed of such type, dimension, and character to improve compatibility
38 and harmony of the proposed use and structure with the uses and structures of adjacent and nearby
39 properties.

- 1 J. The hours of operation will not adversely impact adjacent properties zoned for single-family
2 residential use.
- 3 K. Any special requirements set forth in the Land Development Code for the particular use involved are
4 met.

- Sec. 30-5.5 Carwash, Automated or Self-Service.

36 **Section 30-5.5. Carwash, Automated or Self-Service.**

37 All principal and accessory structures used for carwash service shall be located and constructed in
38 accordance with the following requirements:

39 A. When the use is located in an accessory structure, the structure shall not exceed 25 feet in height.

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- 1 B. All bay openings shall be oriented away from any property in a residential district (including MH,
2 mobile home residential district) or other existing, conforming residential use.
- 3 C. Bay openings shall be located to the side or rear of the building and shall be screened from the
4 street.
- 5 D. All outdoor lighting shall be oriented away from any property in a residential district (including MH,
6 mobile home residential district) or other existing conforming residential use.
- 7 E. All uses shall comply with the requirements of Article VIII for buffering.
- 8 F. Accessory automotive detailing within enclosed parking structures may be allowed consistent with
9 Section 30-5.32.

DIVISION 4. MIXED-USE AND NONRESIDENTIAL

Section 30-4.19. Permitted Uses.

The following table contains the list of uses allowed, and specifies whether the uses are allowed by right (P), accessory to a principal use (A), or by special use permit approval (S). Blank cells indicate that the use is not allowed. No variances from the requirements of this section shall be allowed.

Table V - 7: Permitted Uses in Mixed-Use and Nonresidential Districts.

	Use Standards	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
RESIDENTIAL													
Single-family house		P	-	P	P	-	-	-	-	-	P	-	-
Attached dwellings		P	P	P	P	-	-	-	-	-	-	-	-
Multi-family dwellings		P	P	P	P	S	-	-	-	-	P	-	-
Accessory dwelling units	30-5.33	A	A	A	A	-	-	-	-	-	P	-	-
Adult day care homes	30-5.2	P	P	P	P	P	P	-	-	P	-	-	-
Community residential homes (up to 6 residents)	30-5.6	P	P	P	P	-	-	-	-	-	P	-	-
Community residential homes (more than 14 residents)	30-5.6	-	P	P	P	-	-	-	-	-	P	-	-
Community residential homes (7 to 14 residents)	30-5.6	P	P	P	P	-	-	-	-	-	P	-	-

	Use Standards	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
Dormitory, large	30-5.8	-	-	-	S	-	-	-	-	-	-	-	-
Dormitory, small	30-5.8	S	S	S	P	-	S	-	-	-	-	-	-
Family child care homes	30-5.10	P	-	P	P	-	-	-	-	-	P	-	-
NONRESIDENTIAL													
Alcoholic beverage establishments	30-5.3	S	S	-	-	-	P	-	P	P	-	P	P
Assisted living facility		P	P	-	P	-	-	-	-	-	P	-	-
Armor systems manufacturing and assembly	30-5.16	P	-	-	-	-	-	-	-	-	-	-	-
Bed and breakfast establishments	30-5.4	P	P	S	S	-	P	-	P	-	-	-	-
Business services		P	P	-	P	P	P	P	P	P	P	P	P
Car wash facilities	30-5.5	S	S	-	-	-	P	P	S	P	P	P	P
Civic, social & fraternal organizations		P	P	-	-	-	P	P	P	P	-	-	-
Daycare center	30-5.7	P	P	P	P	P	P	-	-	P	P	-	-
Drive-through facility	30-5.9	P	P	-	-	-	P	P	P	P	P	P	P
Emergency shelters		P	P	P	P	P	P	P	P	P	P	P	P
Equipment sales, rental and leasing, heavy		-	-	-	-	-	-	-	-	-	-	P	P
Equipment sales, rental and leasing, light		-	P	P	P	-	P	P	-	P	P	P	P
Food distribution center for the needy	30-5.12	-	-	-	-	-	S	-	S	S	-	-	-
Food truck	30-5.35	P	P	A	A	P	P	P	P	P	P	P	P
Fuel dealers		S	S	-	-	-	S	P	-	-	-	P	P
Funeral homes and crematories		P	P	P	P	-	P	P	-	-	-	-	-
Gasoline/alternative fuel stations	30-5.13	S	S	-	-	-	P	P	P	S	P	S	S
Go-cart raceway and rentals (indoor and outdoor)		-	-	-	-	-	-	-	-	-	-	S	S
Health services		P	P	P	P	P	-	-	-	-	P	-	-
Hotels and motels		S	S	-	-	S	P	-	P	P	S	-	-
Ice manufacturing/vending machines	30-5.38	-	-	-	-	-	S	S	S	A	A	A	A
Industrial	30-5.14	-	-	-	-	-	-	-	-	-	-	P	P
Job training and vocational rehabilitation services		-	P	-	-	-	P	-	-	P	P	P	-
Junkyard/Salvage Yard	30-5.15	-	-	-	-	-	-	-	-	-	-	S	P
Laboratories, medical and dental		P	P	P	P	P	P	-	-	P	P	P	P

	Use Standards	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
Large-scale retail		-	P	-	-	-	P	P	P	P	-	-	-
Libraries		-	P	-	-	P	-	-	-	-	P	-	-
Light assembly, fabrication, and processing	30-5.16	P	P	-	S	S	S	P	-	P	P	P	P
Liquor stores		P	P	-	-	-	P	P	P	-	P	-	-
Medical marijuana dispensing facility		P	P	A ¹	A ¹	S	P	P	P	P	P	S	S
Microbrewery Microwinery Microdistillery ³	30-5.17	S	P	-	-	-	P	-	P	P	P	P	P
Mini-warehouses, self-storage		-	-	-	-	-	-	P	-	P	P	P	P
Museums and art galleries		P	P	P	P	P	P	-	P	P	P	-	-
Offices		P	P	P	P	P	P	P	P	P	P	P	P
Offices, medical and dental		P	P	P	P	P	P	-	P	-	P	-	-
Outdoor storage, principal use	30-5.19	-	-	-	-	-	-	-	-	S	P	P	P
Parking, surface (as a principal use)	30-5.20	-	S	-	-	-	S	P	-	P	P	-	-
Passenger transit or rail stations		S	S	-	-	P	P	P	P	P	P	P	-
Personal services		P	P	P	P	P	P	P	P	P	P	P	P
Places of religious assembly	30-5.21	P	P	P	P	P	P	P	P	P	P	-	-
Public administration buildings		P	P	P	P	P	P	P	P	P	P	P	-
Public maintenance and storage facilities		-	-	-	-	-	-	-	-	P	P	P	P
Public parks		S	S	S	S	P	P	P	P	P	P	P	P
Recreation, indoor		P	P	P	P	P	P	P	P	P	P	P	P
Recreation, outdoor		-	-	-	-	-	S	P	P	S	-	P	P
Recycling centers		-	S	-	-	-	S	-	-	-	S	S	P
Rehabilitation centers	30-5.24	S	S	S	S	-	S	-	-	S	-	S	-
Research, development and testing facilities		-	-	-	-	P	P	-	-	P	P	P	P
Residences for destitute people	30-5.22	S	S	S	S	-	S	-	S	-	-	-	-
Restaurants		P	P	-	S	P	P	P	P	P	P	P	P
Retail nurseries, lawn and garden supply stores		P	P	-	-	-	P	P	-	P	P	P	-
Retail sales (not elsewhere classified)		P	P	-	-	S	P	P	P	P	P	S	S
Schools, elementary, middle & high (public & private)		P	P	S	S	-	P	-	-	-	P	-	-
Schools, professional		P	P	P	P	P	P	P	-	P	P	P	P

	Use Standards	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	BI	W	I-1	I-2
Schools, vocational and trade		-	P	P	P	-	P	P	-	P	P	P	P
Scooter or electric golf cart sales		P	P	-	-	-	P	P	-	P	-	P	-
Sexually-oriented cabarets	30-5.23	-	-	-	-	-	-	-	P	-	-	-	P
Sexually-oriented motion picture theaters	30-5.23	-	-	-	-	-	-	-	P	-	-	-	P
Sexually-oriented retail store	30-5.23	-	-	-	-	-	P	-	P	-	-	-	P
Simulated gambling establishments		-	-	-	-	-	-	-	-	-	-	-	-
Skilled nursing facility		P	P	-	P	P	P	-	-	-	P	-	-
Social service facility	30-5.25	S	S	S	S	-	-	-	-	-	P	S	S
Solar generation station	30-5.27	-	-	-	-	-	-	-	-	P	-	P	P
Truck or bus terminal/maintenance facilities		-	-	-	-	-	-	P	P	P	P	P	P
Vehicle repair	30-5.28	-	-	-	-	-	-	P	P	P	-	P	P
Vehicle rental		-	-	-	-	-	P	P	P	P	P	P	-
Vehicle sales (no outdoor display)		-	-	-	-	-	P	P	P	P	-	P	-
Vehicle sales (with outdoor display)		-	-	-	-	-	-	P	-	P	-	P	P
Vehicle services	30-5.28	S	S	-	-	-	P	P	P	P	S	P	P
Veterinary services	30-5.29	P	P	P	P	P	P	P	P	P	P	P	P
Warehouse/distribution facilities (<100,000 SF)		-	-	-	-	-	-	-	-	P	P	P	P
Warehouse/distribution facilities (>100,000 SF)		-	-	-	-	-	-	-	-	P	P	P	P
Waste management facilities		-	-	-	-	-	-	-	-	S	-	P	P
Wholesale trade		-	-	-	-	-	-	S	-	P	P	P	P
Wireless communication facilities	30-5.30												

LEGEND:

P = Permitted by right; S = Special Use Permit; A = Accessory; Blank = Use not allowed.

1 = Only when accessory to and in the same building as health services or offices of physicians, dentists, and other health practitioners.

2 = Accessory to and in the same building as health services and comprising less than 25% of the gross floor area of the building.

3 = Prohibited where adjacent to single-family zoned property.

Section 30-4.20. Dimensional Standards.

The following tables contain the dimensional standards for the various uses allowed in each district.

Table V - 8: Mixed-Use and Nonresidential Districts Dimensional Standards.

	MU-1	MU-2	OR	OF	CP	BUS	BA	BT	W	BI	I-1	I-2
DENSITY/INTENSITY												
Residential density (units/acre)												
Min ¹	8	12	None	None	10	None	None	None	8	None	None	None
Max	30	30	20	20	30	None	None	None	30	None	None	None
Nonresidential building coverage	60%	75%	40%	50%	50%	None	None	None	None	None	None	None
Nonresidential GLA (max)	100,000 ²	None ²	None	None	None	None	None	None	None	None	None	None
LOT STANDARDS												
Min lot area (sq. ft.)	None	None	6,000	6,000	None	None	None	6,000	None	None	None	None
Min lot width (ft.)	None	None	60	60	None	None	None	60	None	None	None	None
Min lot depth (ft.)	None	None	90	90	None	None	None	90	None	None	None	None
SETBACKS (ft.)												
Front	10 min 100 max	10 min 100 max	10 min 100 max	10 min 100 max	10 min 100 max	10 min 100 max	15 min	10 min 100 max	25 min	25 min	25 min	25 min
Side-street (min)	15	15	10	10	10	10	15	10	25	20	25	25
Side-interior (min)	10	10	10	10	10	10	10	10	10 ⁴	10	10 ⁴	20 ⁴
Rear (min)	10	10	10	10	10	10	15	10	10 ⁴	20	10 ⁴	10 ⁴
MAXIMUM BUILDING HEIGHT (stories)												
By right	5	5	3	3	5	5	5	5	5	5	5	5
With building height bonus	8	8	-	8	8	8	-	8	-	-	-	-

LEGEND:

- 1 = Lots that existed on November 13, 1991, as recorded in the city and that are less than or equal to 0.5 acres in size are exempt from minimum density requirements.
- 2 = Developments of 50,000 sq. ft. or more of gross leasable area shall be located along arterials or collectors, as defined in the official roadway map.
- 3 = Where the yard abuts and is used for access to a railroad siding, the minimum setback shall be zero feet.
- 4 = Where the rear or side yard abuts U1 or single-family residential zoning or a historic district, Section 30-4.8 development compatibility standards shall apply.

Appendix C

Maps

Exhibit C-1: Existing Zoning

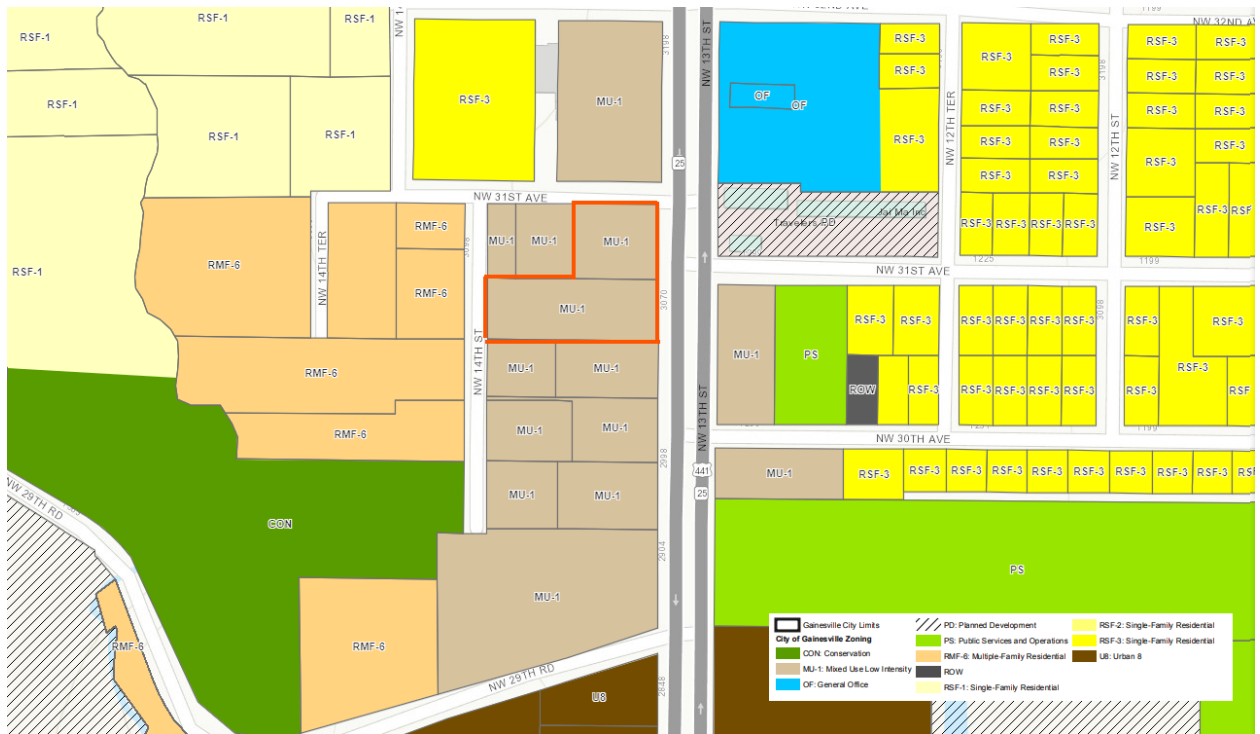


Exhibit C-2: Existing Land Use

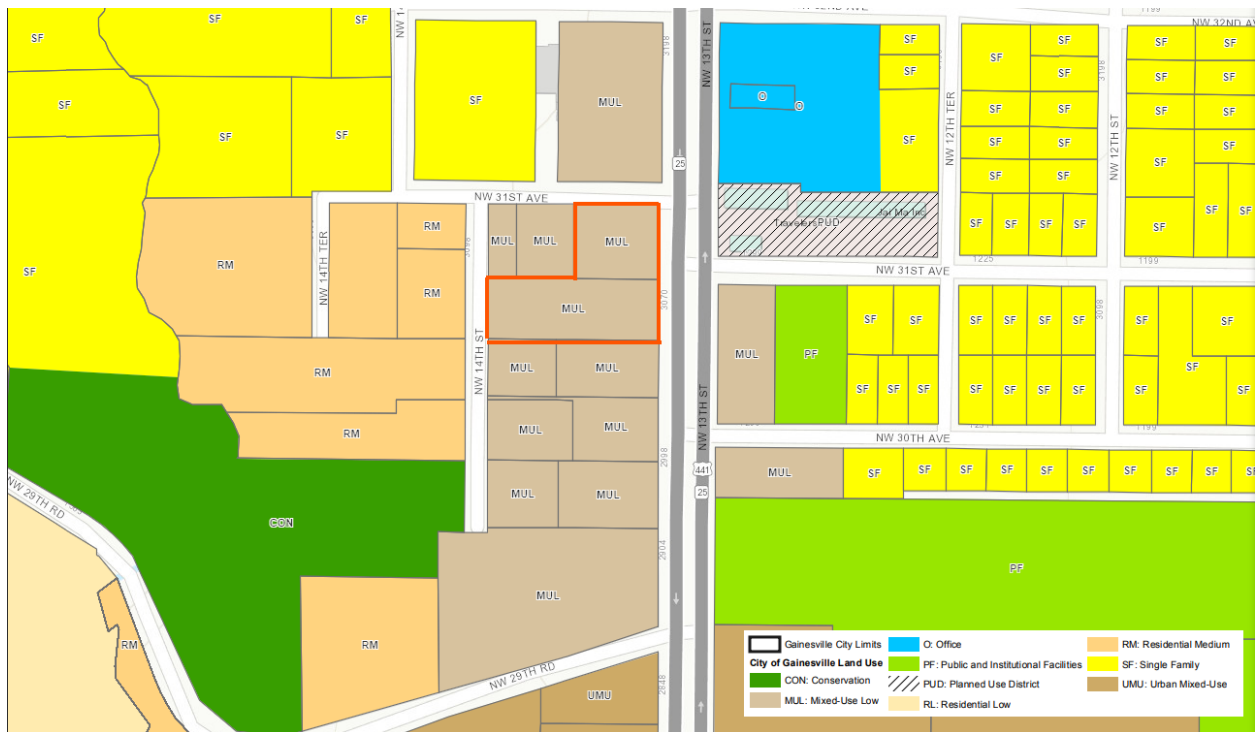


Exhibit C-3: Transportation Mobility Program Area (TMPA) Zone

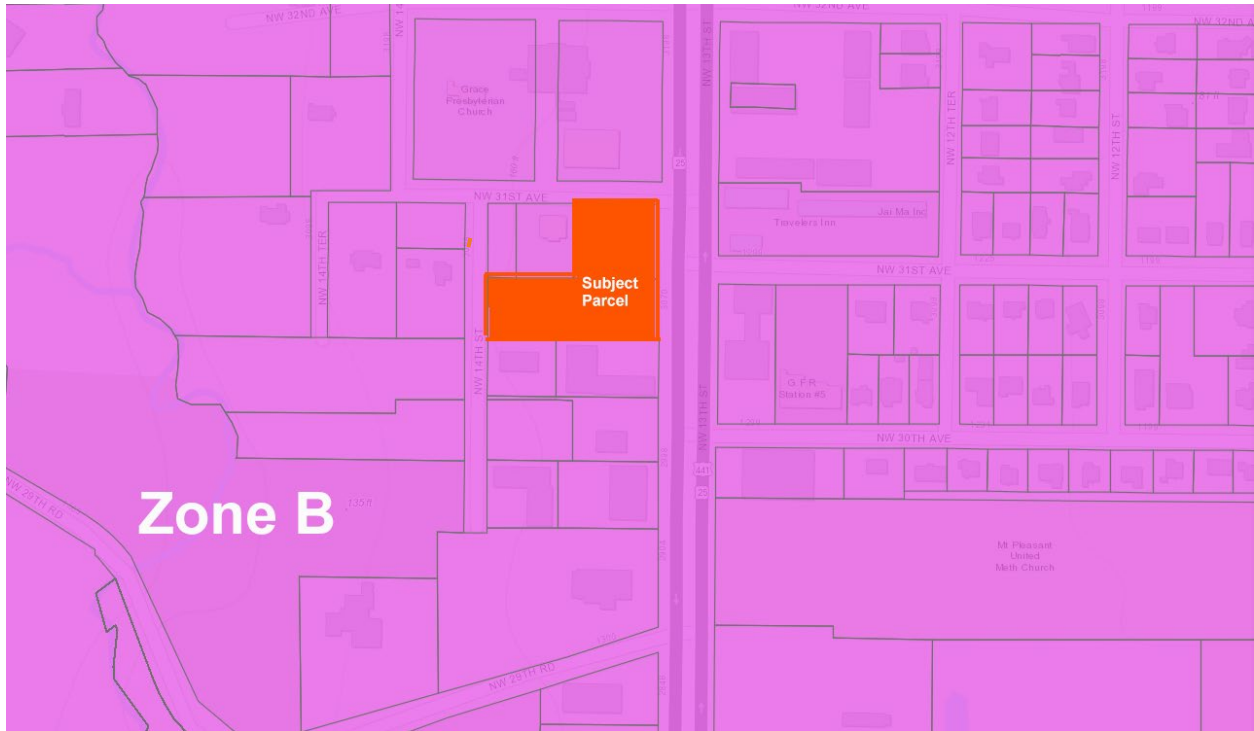



Exhibit C-4: Existing Carwash Facility Locations in Relation to the Proposed Site



Appendix D
Application Documents

PROPERTY OWNER AFFIDAVIT

Owner Name: <u>Mr. Clean Florida, LLC</u>			
Address: <u>8930 SOUTHERN BREEZE DR ORLANDO, FL 32836</u>		Phone: <u>Contact Agent</u>	
Agent Name: <u>CHW</u>			
Address: <u>11801 Research Drive, Alachua, FL 32615</u>		Phone: <u>352-331-1976</u>	
Parcel No.: <u>06676-001-002</u>			
Acreage: <u>1.18</u>	S: <u>30</u>	T: <u>09</u>	R: <u>20</u>
Requested Action: <u>To obtain approvals from the City of Gainesville, St. Johns River Water Management District, Gainesville Regional Utilities, and Florida Department of Transportation, and Florida Department of Environmental Protection</u>			
I hereby certify that: I am the owner of the subject property or a person having a legal or equitable interest therein. I authorize the above listed agent to act on my behalf for the purposes of this application.			
Property owner signature: <u>Nick Gallo</u>			
Printed name: <u>Nick Gallo</u>			
Date: <u>01/06/2020</u>			
The foregoing affidavit is acknowledged before me this <u>6</u> day of <u>January</u> , 20 <u>19</u> , by <u>Nicholas B. Gallo</u> , who is/are personally known to me, or who has/have produced <u>Florida Driver's License</u> as identification.			
NOTARY SEAL <u>Valerie Idaraga</u>			
Signature of Notary Public, State of <u>Florida</u>			
 Valerie Idaraga Caballos State of Florida My Commission Expires 06/19/2022 Commission No. GG 200383			



APPLICATION FOR SPECIAL USE PERMIT
Planning & Development Services

OFFICE USE ONLY	
Petition No. _____	Fee: \$ _____
1 st Step Mtg Date: _____	EZ Fee: \$ _____
Tax Map No. _____	Receipt No. _____
Account No. 001-660-6680-3401 []	
Account No. 001-660-6680-1124 (Enterprise Zone) []	
Account No. 001-660-6680-1125 (Enterprise Zone Credit) []	

Application for a special use permit will be accepted for review only after a pre-application conference (First Step Meeting). Application to be completed by applicant. Application must include a preliminary development plan. Incomplete applications will be returned to the applicant.

Name of Owner(s) (please print)	Applicant(s)/Agent(s), if different
Name: Mr. Clean Florida, LLC	Name: CHW
Address: 8930 SOUTHERN BREEZE DR ORLANDO, FL 32836	Address: 11801 Research Dr. Alachua, FL 32615
Phone: See Agent Fax: See Agent	Phone: 352-331-1976 Fax: _____
Owner's Signature: See Affidavit	
(If additional owners, please include on back)	

PROPERTY INFORMATION: (Information below applies to property for which a Special Use Permit is being requested.)
Street address: 3036 NW 13TH ST
Tax parcel no(s): 08977-000-000 and 08981-000-000
Legal description (use separate sheet, if needed): See separate sheet.

I hereby attest to the fact that the above supplied parcel number(s) and legal description(s) is (are) the true and proper identification of the area for which the permit is being requested.

Signature of applicant: Date: 2/11/20

Certified Cashier's Receipt:

A Special Use Permit is requested pursuant to Section 30-4.19, ^{Table V-7} Subsection _____, Paragraph _____ of the Land Development Code, City of Gainesville, to allow the following use: A carwash and §30-5.5

A preliminary site plan is is not required and is is not attached.

Existing zoning classification: MU-1 Existing land use designation: Mixed-Use Low

Existing use of property: Vacant

SURROUNDING PROPERTY INFORMATION: (List all uses surrounding the subject property under "Existing use." Staff is available to supply zoning and land use information.)			
	Zoning	Land Use	Existing Use
North	<u>MU-1</u>	<u>MUL</u>	<u>Right-of-Way (NW 31st Ave) / Church</u>
South	<u>MU-1</u>	<u>MUL</u>	<u>Multi-family / Office / Retail Sales and Service</u>
East	<u>PD/MU-1</u>	<u>PUD/MUL</u>	<u>Right-of-Way (NW 13th St) / Retail Sales and Service</u>
West	<u>RMF-6</u>	<u>RM</u>	<u>Right-of-Way (NW 14th St) / Residential</u>

TO THE APPLICANT: (Please sign the bottom of this application after you have read the following.)

- The City of Gainesville will notify owners of property within 400 feet of the subject property of this application.
- No application for a Special Use Permit shall be entertained within 2 years after the denial or withdrawal of a request for the same use for the same property.
- The City Plan Board's decision concerning a Special Use Permit may be appealed by the applicant to a hearing officer within 15 days of the date notification of the decision is sent by certified mail to the applicant.

Signature:  Date: 2/11/20

Name of Owner (please print)	
Name:	<u>Mr. Clean Florida, LLC</u>
Address:	<u>8930 SOUTHERN BREEZE DR</u> <u>ORLANDO, FL 32836</u>
Phone:	<u>See Agent</u>
Fax:	<u>See Agent</u>
Owner's Signature:	<u>See Affidavit</u>
(If additional owners, please list on separate sheet)	

Name of Owner (please print)	
Name:	
Address:	
Phone:	
Fax:	
Owner's Signature:	

Reference: Chapter 30, Land Development Code
City Code of Ordinances, Article VII, Division 5

RECORDED IN OFFICIAL RECORDS
INSTRUMENT # 3175356 2 Pg(5)
February 22, 2019 11:00:42 AM
Book 4664 Page 2020
J. K. JESS IRBY, ESQ., CLERK OF COURT
ALACHUA COUNTY, Florida

Doc Stamp-Deed: \$7,700.00



Prepared by and return to:

Jose I. Moreno
Attorney at Law
Jose I. Moreno PA
240 NW 76th Drive, Suite D
Gainesville, FL 32607
File Number: 18-309S

[Space Above This Line For Recording Data]

Warranty Deed

This Warranty Deed made this 22 day of **February, 2019** between **3036 NW 13th Street, LLC, a Florida limited liability company** whose post office address is **1409 NW 6th Street, Suite 120, Gainesville, FL 32601**, grantor, and **Mr. Clean Florida, LLC, a Florida Limited Liability Company** whose post office address is **8930 Southern Breeze Drive, Orlando, FL 32836**, grantee:

(Whenever used herein the terms "grantor" and "grantee" include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

Witnesseth, that said grantor, for and in consideration of the sum of **TEN AND NO/100 DOLLARS (\$10.00)** and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Alachua County, Florida** to-wit:

Lots 1 and 8, Block 2, MAGNOLIA PARK, according to the plat thereof as recorded in Plat Book C, Page 58, Public Records of Alachua County, Florida.

Parcel ID No. 08977-000-000

AND

Lot 11, Block 2, MAGNOLIA PARK, according to the plat thereof as recorded in Plat Book C, Page 58, Public Records of Alachua Coounty, Florida.

Parcel ID No. 08981-000-000

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to **December 31, 2018**.


In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.


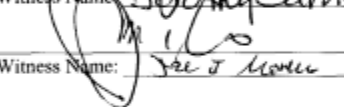
Signed, sealed and delivered in our presence:

3036 NW 13th Street, LLC, a Florida Limited Liability Company

By: Stetz Partners, LLC, a Florida limited liability company

By: Big Heart Holding Company, LLC, a Florida limited liability company, its Managing Member

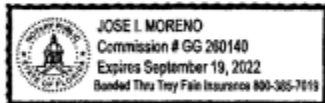
By: 
Gregory Stetz, Manager

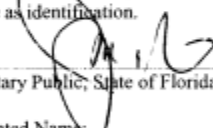

Witness Name: Dorothy Garrison

Witness Name: J. J. Moore

State of Florida
County of Alachua

The foregoing instrument was acknowledged before me this 22 day of February, 2019 by Gregory Stetz, Manager of Big Heart Holding Company, LLC, a Florida limited liability company of Stetz Partners, LLC, a Florida limited liability company, on behalf of the limited liability company for 3036 NW 13th Street, LLC, a Florida Limited Liability Company. He is personally known to me or has produced a driver's license as identification.

[Notary Seal]




Notary Public, State of Florida

Printed Name: _____

My Commission Expires: _____

Appendix E

Workshop Package

Mailed Memorandum

NEIGHBORHOOD WORKSHOP NOTIFICATION



To: NW 13th Street / NW 31st Avenue Neighborhood
From: Ryan Thompson, AICP, Planning Project Manager
Date: November 27, 2019
RE: Neighborhood Workshop Public Notice

PN# 19-0072

A Neighborhood Workshop will be held to discuss proposed Special Use Permit and Development Plan (SUP) applications on ±1.2 acres (Alachua County Tax Parcels 08977-000-000 & 08981-000-000). The subject property is located at 3036 NW 13th Street, Gainesville, FL 32609.

The subject project does not require a land use or zoning change. The SUP is to permit a car wash.

Date: December 12, 2019
Time: 6:00 p.m.
Place: President's Room
The Holiday Inn University Center
1250 W. University Avenue,
Gainesville, FL 32601
Contact: Ryan Thompson, AICP
(352) 331-1976

This is not a public hearing. The purpose of the workshop is to inform the public about the nature of the proposal and seek their comments.

Mailing Labels

Neighborhood Workshop Notice
08978-000-000 Mr Clean Carwash
13TH STREET PLAZA LLC
3008 NW 13TH ST STE G
GAINESVILLE FL 32609

Neighborhood Workshop Notice
08975-000-000 Mr Clean Carwash
3036 NW 13TH STREET LLC
201 NW 10TH AVE
GAINESVILLE FL 32601

Neighborhood Workshop Notice
08301-000-000 Mr Clean Carwash
BELL DAVID LIFE ESTATE
PO BOX 358778
GAINESVILLE FL 32635-8778

Neighborhood Workshop Notice
08854-000-000 Mr Clean Carwash
BONSER GENE A
1242 NW 30TH AVE
GAINESVILLE FL 32609

Neighborhood Workshop Notice
08945-000-000 Mr Clean Carwash
CAPELATO LEONARD
5333 NW 45TH LN
GAINESVILLE FL 32606-4368

Neighborhood Workshop Notice
08300-002-000 Mr Clean Carwash
CITY OF GAINESVILLE
PO BOX 490 MS 58
GAINESVILLE FL 32627

Neighborhood Workshop Notice
08973-000-000 Mr Clean Carwash
COX JUDYTH B
1001 CARPENTERS WAY APT F120
LAKELAND FL 33809-3970

Neighborhood Workshop Notice
08962-002-000 Mr Clean Carwash
ELMORE JAYNE E
555 NW 23RD ST
GAINESVILLE FL 32607

Neighborhood Workshop Notice
08978-001-000 Mr Clean Carwash
FLYING START PROPERTIES LLC
201 NW 10TH AVE
GAINESVILLE FL 32601

Neighborhood Workshop Notice
09002-000-000 Mr Clean Carwash
FRANCHISE RLTY INTST CORP
100 SW 75TH STE 208
GAINESVILLE FL 32607-5777

Neighborhood Workshop Notice
08978-007-000 Mr Clean Carwash
FWPJHF LLC
47 NORTH 13TH ST
PHILADELPHIA PA 19107-2820

Neighborhood Workshop Notice
08300-001-000 Mr Clean Carwash
GATE PETROLEUM CO #1137
PO BOX 23627
JACKSONVILLE FL 32241-3627

Neighborhood Workshop Notice
08944-000-000 Mr Clean Carwash
GRACE PRESBYTERIAN CHURCH
3146 NW 13TH ST
GAINESVILLE FL 32609-2175

Neighborhood Workshop Notice
08974-000-000 Mr Clean Carwash
HENDERSON GLENDA
10420 SW 21ST AVE
GAINESVILLE FL 32607-3260

Neighborhood Workshop Notice
08849-002-000 Mr Clean Carwash
J AND P REALTY LLC
PO BOX 141620
GAINESVILLE FL 32605

Neighborhood Workshop Notice
08299-000-000 Mr Clean Carwash
JAI MA OF GAINESVILLE INC
3103 NW 13TH ST
GAINESVILLE FL 32609

Neighborhood Workshop Notice
08855-000-000 Mr Clean Carwash
MARTIN & SHELLEY
1239 NW 31ST AVE
GAINESVILLE FL 32609

Neighborhood Workshop Notice
08977-000-000 *** Mr Clean Carwash
MR CLEAN FLORIDA LLC
8930 SOUTHERN BREEZE DR
ORLANDO FL 32836

Neighborhood Workshop Notice
08302-000-000 Mr Clean Carwash
MT PLEASANT UNITED METHODIST
CHURCH
624 NW 2ND ST
GAINESVILLE FL 32601-5357

Neighborhood Workshop Notice
08963-000-000 Mr Clean Carwash
ROARK ALICE P
104 TURKEY CREEK
ALACHUA FL FL 32615

Neighborhood Workshop Notice
08849-000-000 Mr Clean Carwash
RON CHAMBERS LLC
1225 NW FRONTIER DR
LAKE CITY FL 32055

Neighborhood Workshop Notice
08853-000-000 Mr Clean Carwash
SOMERS JOHN & CINDY
619 W CANTON AVE
WINTER PARK FL 32789-3065

Neighborhood Workshop Notice
08942-000-000 Mr Clean Carwash
SOUND IDEAS STEREO INC
3215 NW 13TH ST
GAINESVILLE FL 32609-2191

Neighborhood Workshop Notice
08952-002-000 Mr Clean Carwash
STARLING RHONDA S
3204 NW 13TH TER
GAINESVILLE FL 32605-2502

Neighborhood Workshop Notice
08978-002-000 Mr Clean Carwash
THOMPSON MICHAEL T & SANDRA A
1343 CHATAUGUA WAY
KEYSTONE HEIGHTS FL 32656-9532

Neighborhood Workshop Notice
08868-000-000 Mr Clean Carwash
TUMASOV ALEKSANDR
1243 NW 30TH AVE
GAINESVILLE FL 32609-2810

Newspaper Advertisement

PUBLIC NOTICE

A Neighborhood Workshop will be held to discuss proposed Special Use Permit and Development Plan (SUP) applications on ±1.2 acres (Alachua County Tax Parcels 08977-000-000 & 08981-000-000). The subject property is located at 3036 NW 13th Street, Gainesville, FL 32609.

The subject project does not require a land use or zoning change. The SUP is to permit a car wash.

This is not a public hearing. The workshop's purpose is to inform the public about the proposed plan, application process, and seek public comment.

Date & Time: December 12, 2019, 6:00 pm

Location: Holiday Inn University Center, President's Room, 1250 W. University Avenue, Gainesville, FL 32601

Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976



Palestinians protest US settlement decision

By Mohammed Daraghmech
The Associated Press

RAMALLAH, West Bank - Thousands of Palestinian protesters took part in a "day of rage" across the occupied West Bank on Tuesday, with some groups clashing with Israeli forces to protest the U.S. announcement that it no longer believes Israeli settlements violate international law.

Around 2,000 people gathered in the West Bank city of Ramallah by midday, where they set ablaze posters of U.S. President Donald Trump as well as Israeli and American flags. Schools, universities and government offices were closed and rallies were being held in other West Bank cities.

"The biased American policy toward Israel, and the American support of the Israeli settlements and the Israeli occupation, leaves us with only one option: To go back to resistance," Mahmoud Aloul, an official with the Palestinian President Mahmoud Abbas' Fatah movement, told the crowd in Ramallah.

Demonstrators held signs reading: "Trump to impeachment, (Israeli Prime Minister Benjamin) Netanyahu to jail, the occupation will go and we will remain on our land."

At Israeli checkpoints near Ramallah, Bethlehem and Hebron, dozens of protesters threw stones at Israeli forces who responded with tear gas. There were no immediate reports of



Protesters fly Palestinian flags and carry posters with pictures of a Palestinian prisoner in Israeli jail, Sami Abu Diak, who died this morning, during a protest in the West Bank city of Ramallah, Tuesday, Nov. 26. (NASSER NASSER/THE ASSOCIATED PRESS)

injuries. The protests came just hours after the death of a Palestinian prisoner in Israeli custody following a battle with cancer. Organizers had said the demonstrations - which were planned before his death - would also call for the release of Sami Abu Diak, 35, to allow him to die at his family's side. Israeli officials denied the request.

Organized by Fatah, Tuesday's "day of rage" protested the Trump administration's announcement on Israeli settlements last week. The decision upended four decades of American policy and embraced a hard-line Israeli view at the expense of the Palestinian quest for statehood.

Israeli leaders welcomed the U.S. decision, while the Palestinians and most of the world say the settlements are illegal and undermine hopes for a two-state solution by gobbling up land sought by the Palestinians. Israel says the fate of

the settlements should be determined in negotiations, even as it steadily expands them.

Israel captured the West Bank and east Jerusalem in the 1967 Mideast war and quickly began settling the newly conquered territory. Today, some 700,000 Israeli settlers live in the two areas, which are both claimed by the Palestinians for their state.

U.S. Secretary of State Mike Pompeo announced last week that the U.S. was repudiating the 1978 State Department legal opinion. That opinion had been the basis for more than 40 years of carefully worded U.S. opposition to settlement construction that had varied in its tone and strength, depending on the president's position. President Ronald Reagan, for instance, said settlements were not inherently illegal, though he called them unhelpful and provocative. Other administrations had called them "illegitimate" and "obstacles to peace."

Corbyn denies chief rabbi's charge of anti-Semitism

By Gregory Katz
The Associated Press

LONDON - Labour Party leader Jeremy Corbyn on Tuesday tried to defuse harsh criticism about anti-Semitism leveled in a newspaper column by Britain's chief rabbi.

Corbyn addressed Chief Rabbi Ephraim Mirvis' remarks while taking questions at a campaign event just over two weeks before Britain's Dec. 12 election. He denied Mirvis' claim that Labour and its leader have been deeply tarnished by pervasive anti-Semitic attitudes.

The influential rabbi's suggestion that Corbyn was unfit for high office represented a break from his traditional position of not commenting on party politics. He said Britain's Jews are "gripped by anxiety" about Corbyn's possible election.

Corbyn said that if he becomes prime minister, he wants to lead a government that has an "open door" to all faith leaders.

He said he would invite Mirvis and other religious leaders "to come talk to us about what their concerns are" and said no community would feel at risk because of their faith.

The rabbi's column was published on the day Labour was launching its "race and faith" platform as part of its campaign.

In his speech, Corbyn said anti-Semitism was "vile and wrong" and that Labour has a speedy, effective way of dealing with complaints.

But he has been repeatedly criticized for tolerating anti-Jewish comments from party

members. Mirvis, who hasn't intervened in politics before, said the Jewish community has watched with "incredulity" as Labour supporters have hounded Labour legislators who have challenged anti-Jewish racism and even driven them out of the party.

The rabbi also pointed out that that Equality and Human Rights Commission is investigating whether the party's discrimination against Jews is now institutionalized.

Corbyn, 70, has long been a champion of Palestinian rights who is highly critical of the Israeli government. He has at times supported the political grievances of groups such as Hamas and Hezbollah.

Archbishop of Canterbury Justin Welby tweeted Tuesday that the chief rabbi's comments should alert the country to the unease felt by many Jews.

He said Mirvis' statement "ought to alert us to the deep sense of insecurity and fear felt by many British Jews."

PUBLIC NOTICE

A Neighborhood Workshop will be held to discuss proposed Special Use Permit and Development Plan (SUP) applications on ±1.2 acres (Alachua County Tax Parcels 08977-000-000 & 08981-000-000). The subject property is located at 3036 NW 13th Street, Gainesville, FL 32609.

The subject project does not require a land use or zoning change. The SUP is to permit a car wash.

This is not a public hearing. The workshop's purpose is to inform the public about the proposed plan, application process, and seek public comment.

Date & Time: December 12, 2019, 6:00 pm

Location: Holiday Inn University Center, President's Room, 1250 W. University Avenue, Gainesville, FL 32601

Contact: Ryan Thompson, AICP
Phone Number: (352) 331-1976



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Workshop Presentation




13th Street Car Wash

**Special Use Permit (SUP)
Application**

Neighborhood Workshop
December 12, 2019

1

Workshop Overview



The purpose of the neighborhood workshop:

- City of Gainesville requires all Special use Permit (SUP) applicants to host a neighborhood workshop;
- The purpose is to inform neighbors of the proposed development's nature and to get feedback early in the development process; and
- This workshop provides the applicant with an opportunity to mitigate concerns prior to the application's submission.

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Application Summary



- **Requests:**
Special Use Permit to permit a car wash facility
- **Intent:**
Develop a car wash facility on the ±1.2-acre site.

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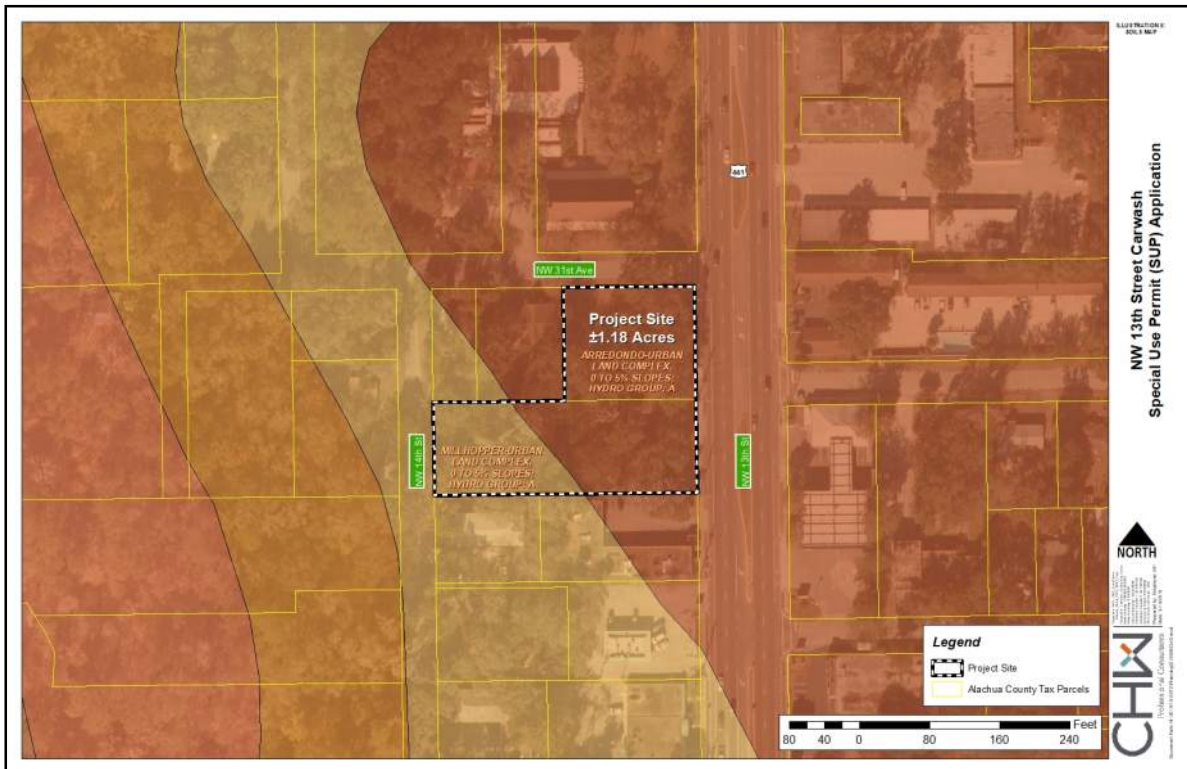
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SITE PLAN REVISIONS



- Following the August 22nd Plan Board, the applicant evaluated relocating / reorienting the proposed car wash building to address Plan Board concerns / recommendations.
- **The applicant CAN revise the plan and relocate the car wash building parallel to and fronting NW 13th Street**, giving the building a more urban orientation to the street.
- Vacuuming **CAN** occur under a shade structure, which has no bay doors and provides a shaded customer experience
- Vacuum producer **WILL** be relocated to tunnel to further reduce noise

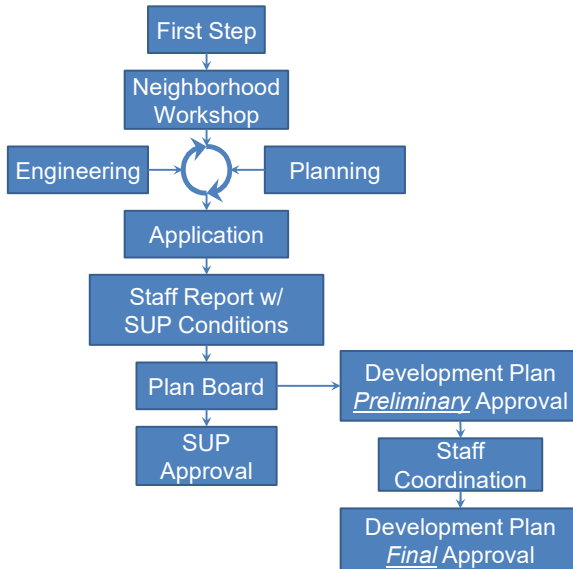


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SUP Review Procedures (LDC §30-3.25)



Applicant, consulting engineers, planners, and landscape architects have met **eight (8)** times with City staff throughout the process and have considered several design options. The Development Plan and SUP presented represent the collaborative result of site design, building placement, and operational standards created by both parties.


The Applicant accepts staff conditions, with the exception of condition 5, as the trees prevent the reasonable development of the site, including the installation or replacement of utility lines; and preclude construction of the required Stormwater Management Facility, and will be mitigated per LDC 30-8.7.C. Conditions 21 and 22 require modification.

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Application Review Process




Milestone	Date
First Step Meeting <i>with City staff</i>	September 17, 2018
Site visit <i>with City staff</i> to measure/discuss trees	October 18, 2018
Neighborhood Workshop, no complaints or opposition raised	October 18, 2018
Revisited site <i>with City staff</i> with initial tree mitigation table	October 24, 2018
Received updated tree mitigation calculation <i>from City staff</i>	November 28, 2018
Submit Special Use Permit (SUP) Application	November 29, 2018
Met <i>with City staff</i> regarding SUP, a second building was added on NW 13 th St.	January 28, 2019
Resubmitted SUP with staff comments addressed	January 29, 2019
CHW requested to address SUP application	February 18, 2019
Client closed on property	February 20, 2019
Submit Development Plan Application and Resubmitted SUP	March 25, 2019
Met <i>with City staff</i> regarding comments	May 17, 2019
Resubmitted SUP and Development Plan	May 29, 2019
Met <i>with City staff</i> regarding Staff Report Conditions	June 25, 2019
City Plan Board Hearing – Item continued, concerned with sound impacts, building orientation, and tree preservation	June 27, 2019
Applicant engaged acoustical consultant, and re-evaluated building orientation and tree preservation	July-August
Met <i>with City staff</i> regarding Staff Report Conditions	July 17, 2019
City Plan Board Hearing – Applicant continued item to gather additional auditory data, perform further analysis	July 25, 2019
→ City Plan Board Public Hearing	August 22, 2019

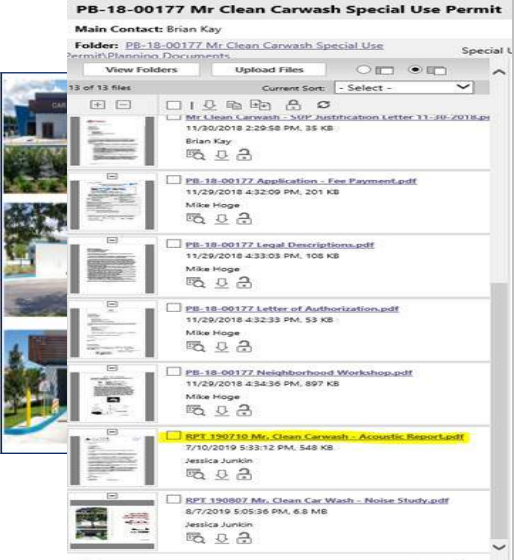
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NOISE STUDY



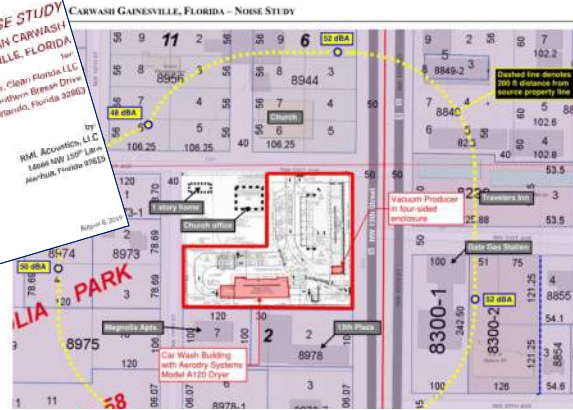
- **The noise study (“Acoustic Report”) was upload to the City of Gainesville’s electronic application system, ProjectDox on July 10th at 5:33 PM for City staff review, inclusion in the Staff Report back up material, and for the Plan Board Member packets**
- **The noise study was conducted in response to City Plan Board members’ request for additional data on the site’s potential acoustic impacts and recommended improvements (car wash dryer and vacuum producer) would have on adjacent properties.**
- **The noise study was submitted per the City’s requirements and met the City’s review deadline.**
- **During the August 22nd Plan Board, Plan Board members noted not receiving the noise study in the back up material and stated the lack of information prior to the hearing influenced their decision to and was a driving force on the project’s denial.**



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NOISE STUDY



Conducted noise study at existing car wash with identical vacuum equipment.

Study found no additional noise mitigation is required.

Noise level is below City code requirements.

VI. CONCLUSIONS

Based on the results of this study, additional noise mitigation is not required to meet the sound level limits described in the Gainesville Noise Ordinance. **Combined sound levels from the dryer and vacuum producers operating simultaneously are estimated to not exceed 52 dBA at any location along an imaginary line 200 ft from the property line**, which is 8 dB below (i.e., nearly half as loud) the nighttime sound level limit of 60 dBA and 14 dB below (i.e., nearly one-third as loud) the daytime sound level limit of 66 dBA.

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Sign-in Sheet

SIGN-IN SHEET

13th Street Car Wash

19-0072



Event: Neighborhood Workshop
Date/Time: December 12, 2019 at 6 PM
Place: The Holiday Inn University Center, Ballroom Room, 1250 W University Avenue, Gainesville, FL 32601
Re: 13th Street Car Wash – Special Use Permit Application

	<u>Print Name</u>	<u>Street Address</u>	<u>Signature</u>
1	George Dekle	(352) 377-7770	<i>[Signature]</i>
2	George Karadacos	665-5530	<i>[Signature]</i>
3	Nick Gullo	407 403 0265	<i>[Signature]</i>
4	Cynthia Silvestre	904 707 0010	<i>[Signature]</i>
5	MARIA MORGAN	3207 NW 14 th St	<i>[Signature]</i>
6	TIM STRAUSSER	3220 NW 14 TH ST	<i>[Signature]</i>
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Workshop Minutes

NEIGHBORHOOD WORKSHOP MEETING MINUTES

Car Wash on 13th (19-0072)

Development Plan and Special Use Permit (SUP) Application



Date: December 12, 2019
Location: The Holiday Inn University Center, Champions Room, 1250 W University Avenue, Gainesville, FL 32601
Notes by: CHW Staff

CHW Attendees – Gerry Dedenbach, AICP, Ryan Thompson, AICP, Seth Wood
Client Attendees – 2
Public Attendees – ±6

Question: How will trees on site be preserved?

Response: Trees will be preserved to the extent practicable per the City of Gainesville's tree preservation requirements. We have walked the site with city staff and determined what trees should be preserved. During the preliminary design we make every practical measure to work around those trees. During final design we may find that we aren't able to save certain trees due to required grade changes and infrastructure improvements.

Question: A car wash does not make sense in this location; neighbors wash their cars in their driveways or allow their cars to be washed by rain. Have you conducted a business study or market analysis for this project?

Response: Yes, our analysis indicates that this area has approximately 30,000 trips per day, many of which are commercial in nature. That traffic volume is what drew us to this site; we hope to attract 1-3% of that volume. Furthermore, there is no automated car wash within 5 miles of this location. Our car wash will use new technology and recycled water to wash vehicles more quickly, efficiently, and sustainably than hand washing.

Question: What will the operations of this facility entail?

Comment: The car wash will operate during daylight hours every day. It will be built with quality materials and have good articulation. We project 300 visitors per day on sunny days, coming from existing traffic. The car wash will take less than 3 minutes per car. If a customer utilizes all that the facility will have to offer, they will be there for approximately 15 minutes. People do not typically wait for car washes, so queuing should not back up into the road. Security will utilize motion cameras and an automated light system, but will not impact adjacent properties.

Comment: I am concerned about traffic. Currently, one has to wait approximately 3 minutes to turn left onto NW 13th Street from NW 31st Avenue. Furthermore, there are many walkers in our neighborhood who would be put at risk by customers driving through our neighborhood.

Response: We cannot limit movement out of the car wash onto NW 31st Avenue. We will use signage to encourage turning east towards NW 13th Street rather than west into the neighborhood. But we are not able to channelize the roadway. The City can ban business traffic on residential streets, which may help with other businesses as well. We will also add sidewalks along NW 31st Avenue and 14th Street to improve pedestrian safety around the site.

Comment: I am concerned about the noise of operations and employees, both in terms of decibels and frequency.

Response: We are conducting another sound study, including measurements at the adjacent apartment building and single-family home. If you are concerned, we can model potential impacts at your home. Our original study looked at noise up to 200 feet away, and all results indicate the noise will be below City standards. The site redesign orients the carwash dryers down NW 13th Street (south), which also reduces noise for residences.

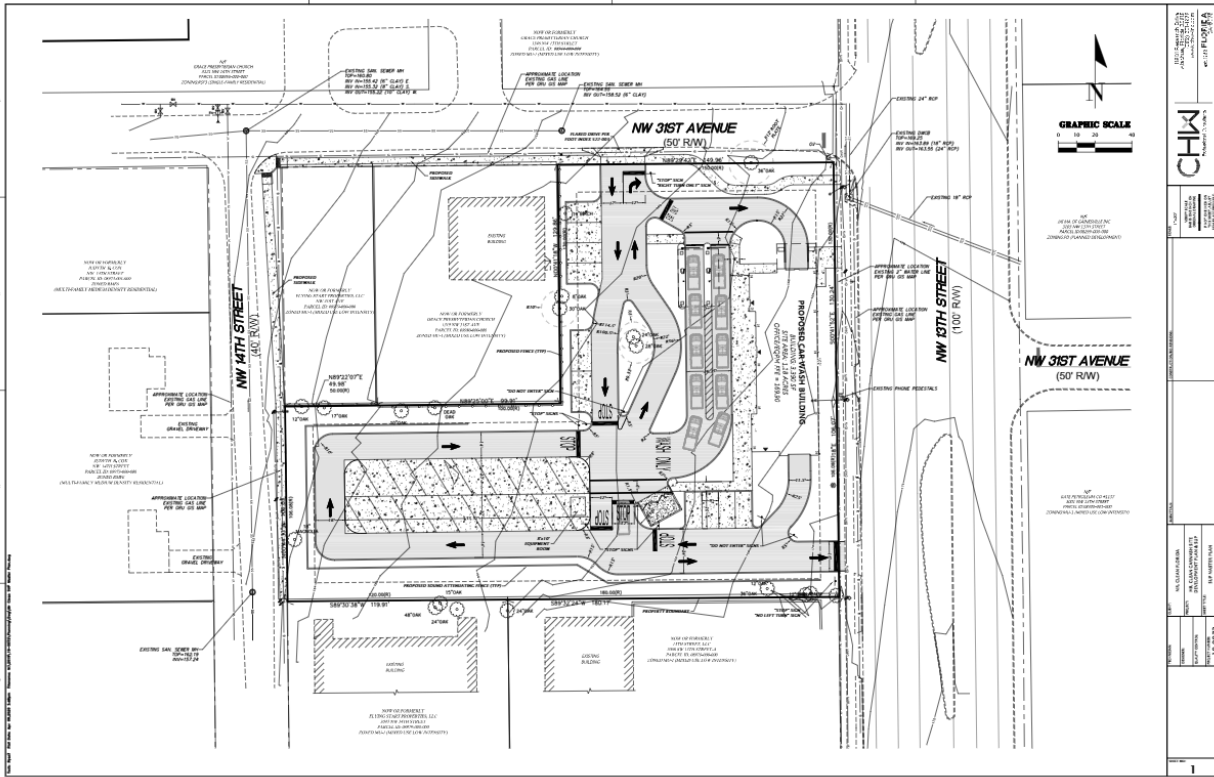
The facility will be owned and operated locally. We will strive to hire respectful employees. If there are any problems, we will personally and promptly handle the issue. You can also always give us a call to express your concerns. Employees will be paid competitively, as this is a condition of our Small Business Administration loan. We will also implement training programs and contribute to the community.

Meeting Adjourned – 6:30 PM

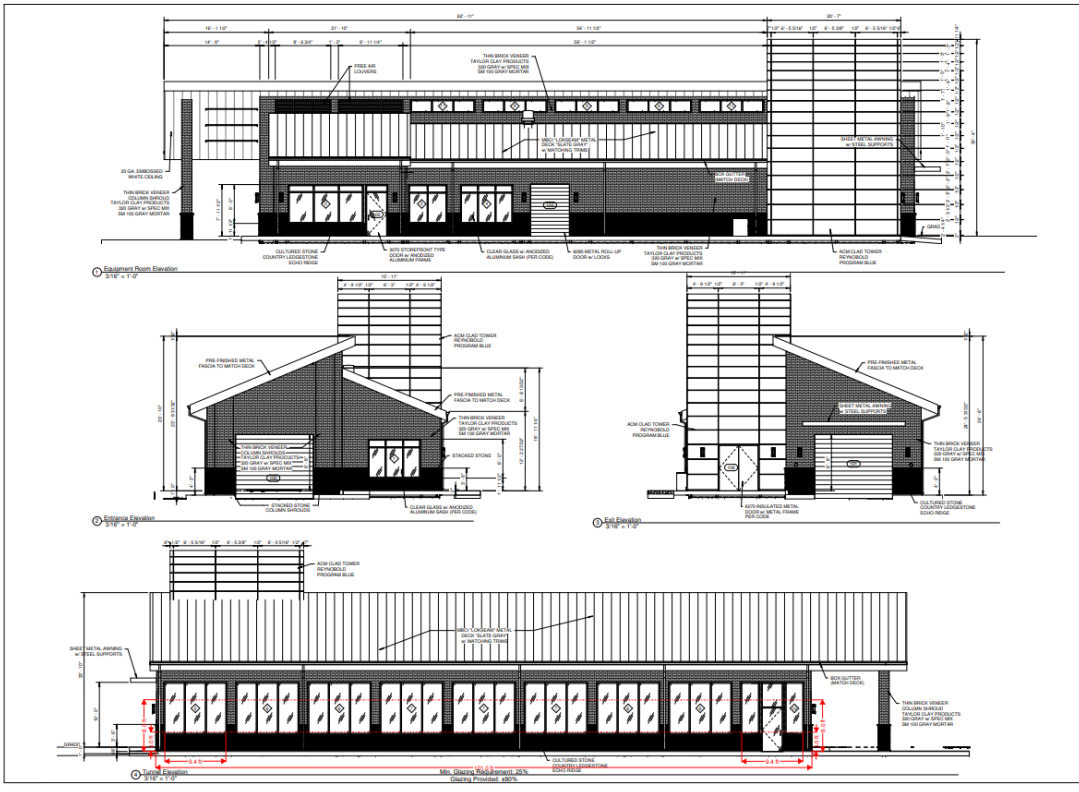
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Appendix F
Approved Development Plan

Master Plan



PROJECT NO. 150012 SHEET NO. 1	DATE 10/2012 BY [Name] CHECKED BY [Name]



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Car Wash

Exterior Elevations

G18V22

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 Gainesville FL 32609

PROJ009

01-A1

Page 2 of 10
 Date 11/17/17

Appendix G

CHW Justification Report



NW 13TH STREET CARWASH

Special Use Permit –
Justification Report

February 17, 2020

Updated April 6, 2020

Prepared for:

City of Gainesville Department of Doing

Prepared on behalf of:

Mr. Clean Florida, LLC

Prepared by:

CHW

PN# 19-0072

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Figure 3: Existing Zoning Map	3

1. Executive Summary

To: Andrew Persons, AICP, Department of Sustainable Development, Interim Director #19-0072
From: Ryan Thompson, AICP, Project Manager
Date: February 17, 2020 *Updated April 6, 2020*
Re: NW 13th Street Carwash – Special Use Permit (SUP) Application

<p>Jurisdiction: City of Gainesville</p>	<p>Development Intent: Carwash facility</p>
<p>Description of Location: 3036 NW 13th Street, Gainesville, FL 32609; SW quadrant of NW 13th Street and NW 31st Avenue Intersection</p>	
<p>Parcel Numbers: 08977-000-000 & 08981-000-000</p>	<p>Site Acreage: ±1.18 acre (Source: ACPA GIS data)</p>
<p>Existing Future Land Use Classification: <i>Mixed- Use Low Intensity (MUL) (8-30 units per acre)</i> This land use category allows a mixture of residential and non-residential uses such as standard lot single- family houses, small-lot single-family houses, duplex houses, townhouses (attached housing), accessory dwelling units, group homes, multi-family housing (if compatible in scale and character with other dwellings in the proposed neighborhood), offices scaled to serve the surrounding neighborhood, retail scaled to serve the surrounding neighborhood, public and private schools, places of religious assembly and other community civic uses. <i>Carwash Facility</i> may be allowed as specially regulated uses through a Special Use Permit process established in the Land Development Code. Intensity will be controlled, in part, by adopting land development regulations that establish height limits of 5 stories or less; however, height may be increased to a maximum of 8 stories by Special Use Permit. Buildings in this category shall face the street and have modest front setbacks. This category shall not be used to extend strip commercial development along a street. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.</p>	
<p>Existing Zoning District: <i>Mixed-Use 1 (MU-1)</i> The purpose of this district is to allow a mixture of residential and non-residential uses such as standard lot single-family houses, small-lot single-family houses, duplex houses, townhouses (attached housing), accessory dwelling units, drive-through facilities, group homes, multi-family housing, offices scaled to serve the surrounding neighborhood, public and private schools, places of religious assembly and any other community civic uses, light assembly, fabrication, and processing uses. This district has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	
<p>Proposed Special Use Permit We are requesting a Special Use Permit (SUP) for an automatic Carwash Facility (±3,390 Sq. Ft.) with approximately twenty (±20) free self-vacuum vehicle detail positions. This property is comprised of two (2) parcels totaling ±1.18-acres located at 3036 NW 13th Street, at the southwest intersection corner of NW 13th Street and NW 31st Avenue within the City of Gainesville. Based on the current zoning, Section 30-4.19 (Table V-7 Permitted Uses in Mixed-Use and Nonresidential Districts), a Carwash Facility is permitted within the MU-1 Zoning District with a SUP. We are seeking SUP approval consistent with Article III Section 30-3.24. This application is being submitted with an accompanying SUP Master Plan per the Land Development Code, Article V – Special Standards, Section 30-5.5, which demonstrates consistency with Code of Ordinances Land Development Code criteria.</p>	

2. STATEMENT OF PROPOSED CHANGE

This Special Use Permit (SUP) application requests entitlement for an automated carwash facility on ±1.18 acres (Alachua County Tax Parcels 08977-000-000 & 08981-000-000) within the City of Gainesville. The project site is located on the southwest corner of NW 13th Street (US 441) and NW 31st Avenue. Adjacent uses include the Gate gas station and Traveler's Inn both immediately across US 441; 13th Street Plaza with Asian Massage and Lochrane Engineering (south); Grace Presbyterian Church (north); and residential uses (west-southwest). A full complement of commercial uses is located along both sides of the 13th Street corridor at varying depths, ranging from single parcel to multiple parcel sites. The varied uses operate during business hours and into late evening for some, such as the adjacent gas station, Publix Supermarket, and the 24/7 Fire Rescue station immediately across US 441. Figure 1, an aerial map shows the site's location and multiple adjacent businesses.



Figure 1: Aerial Map

The site has Mixed-Use Low (MUL) Future Land Use (FLU) and Mixed-Use 1 (MU-1) Zoning designations. Figures 2 and 3 demonstrate the existing FLU and Zoning currently on the project site.

A carwash facility is permitted by a SUP within the MU-1 Zoning District under Land Development Code (LDC) §30-4.19 (Table V-7 Permitted Uses in Mixed-Use and Nonresidential Districts). This Justification Report and companion SUP Master Plan demonstrate how the site is designed to meet LDC §30-3.24, Special Use Permit review criteria; LDC §30-4.20 (Table V-8 Mixed Use and Nonresidential Districts Dimensional Standards); LDC §30-4.21, Design Standards; LDC §30-5.5 Carwash, Automated or Self-Service requirements; as well as other applicable LDC requirements. This SUP application is also consistent with the City's Comprehensive Plan, as identified and demonstrated throughout this report.



Figure 2: Existing Future Land Use Map



Figure 3: Existing Zoning Map

3. CONSISTENCY WITH CITY OF GAINESVILLE COMPREHENSIVE PLAN

This section identifies specific City of Gainesville Comprehensive Plan Goals, Objectives, and Policies and explains how this SUP application is consistent with each. The Goals, Objectives, and Policies are provided in normal font, and the consistency statements are provided in **bold** font.

Transportation Mobility Element

Policy 10.1.2

All land uses and development located in the TMPA shall meet the TMPA policies specified in this Element.

The project site is located within the City of Gainesville TMPA Zone B and will adhere to the design requirements of this zone, as described in detail below.

Policy 10.1.5

For any development or redevelopment within Zones B, C, D, E, or M, the developer shall provide all of the items listed in Policy 10.1.4 and shall provide the transportation mobility requirements as specified in Policies 10.1.6, 10.1.7, 10.1.9, 10.1.11, 10.1.13, and 10.1.14, as applicable. The developer shall also provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

The project site is located within TMPA Zone B and will adhere to the Policy 10.1.6 requirements, as stated below.

Policy 10.1.6

For any development or redevelopment within Zone B, the developer shall, at the developer's expense, meet the following transportation mobility criteria based on the development's (including all phases) trip generation and proportional impact on transportation mobility needs. The criteria chosen shall relate to the particular development site and the transportation mobility conditions and priorities in the zone, adjacent zones, and/or citywide for criteria that benefit the overall transportation system. Based on cost estimates provided by the developer and verified by the City, the City shall have the discretion to count individual criteria as equivalent to two or more criteria for purposes of satisfying transportation mobility requirements. Provision of the required transportation mobility criteria shall be subject to final approval by the City during the development review process and shall be memorialized in a TMPA agreement between the City and the developer.

The proposed ±3,390 Sq. Ft. automated carwash facility is anticipated to generate 48 net peak hour trips, based on the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition. Therefore, the development will adhere to at least one (1) of the criteria stated in the Transportation Mobility Element Policy 10.1.6. For example, Zone B Criteria o. calls for "construction of public sidewalks where they do not currently exist or completion of sidewalk connectivity projects" beyond what is required to meet LDC requirements. The SUP Master Plan accompanying this application proposes sidewalks along portions of NW 14th Street and NW 31st Avenue, including the entire site frontage and extended beyond to the NW 31st Avenue/14th Street intersection. This comprises approximately 280 feet of new offsite sidewalk, not required by the Comprehensive Plan or LDC.

Objective 10.4 Automobile-oriented developments/uses within the TMPA, including drive-through facilities, surface parking lots as a principal use, parking garages, car washes, and gasoline service stations, shall be regulated by the Land Development Code.

Policy 10.4.1 Drive-through facilities shall be defined to include banking facilities, payment windows, restaurant, food and/or beverage sales, dry cleaning, express mail services, and other services that are extended mechanically or personally to customers who do not exit their vehicles.

According to the description in Policy 10.4.1, a Carwash Facility is considered a drive-through facility.

Policy 10.4.2 Drive-through facilities shall be specially regulated by the Land Development Code. The regulations shall include provisions that include; the maximum number of drive-through lanes; queuing space; minimization of the number of access points to public streets; by-pass lanes or driveway areas to avoid backups at the site; consideration of pedestrian/ bicyclist safety; location of drive-through lanes; and minimization of the visual impacts of drive-through lanes on street frontage areas.

This application, including the accompanying SUP Master Plan, adheres to LDC §30-3.24, Special Use Permit review criteria; LDC §30-4.20 (Table V-8 Mixed Use and Nonresidential Districts Dimensional Standards); LDC §30-4.21, Design Standards; LDC §30-5.5 Carwash, Automated or Self-Service requirements; and other applicable LDC requirements that address the listed provisions in Policy 10.4.2. Consistency with these LDC requirements is detailed in Section 4 of this Report. The site's design internalizes drive aisles, shields queuing space behind the frontage building and landscaping; minimization of the number of access points to public streets to two (2); by-pass lanes or driveway areas are well planned internally to avoid backups at the site; consideration of pedestrian/ bicyclist safety is addressed through the inclusion of new sidewalks and parking locations; the drive-through lanes are concentrated to reduce pedestrian / vehicular interaction; and minimization of the visual impacts of drive-through lanes to street frontage areas as address by placing the building on US 441, adjacent to the existing pedestrian sidewalk.

Objective 10.5 In order to enhance the visual characteristics of roadways and create an appealing environment that supports multi-modal transportation opportunities, the City shall adopt streetscaping and landscaping standards for regulated roadways within the TMPA.

Policy 10.5.1 The City shall use the November 1998 Gateway Corridor Design Concept Plan as a guideline for all City landscape plans to be prepared for the right-of-ways and medians of all regulated roadways within the TMPA.

Landscape species listed in the November 1998 Gateway Corridor Design Concept Plan guidelines have been considered for the overall site design.

Policy 10.5.2 The City Arborist shall approve final landscaping proposals required in Policy 10.5.1.

Policy 10.5.5 For required landscaping, new development within Zones B, C, D, E, and M shall plant trees selected from the Tree List in the City's Land Development Code that at a minimum are 65-gallon-sized, 14-18 feet tall, and 3.5 inches in trunk caliper, or the equivalent winter-dug and hardened-off balled and

burlapped trees. If 65-gallon or equivalent trees are not available, the number of required shade trees may be appropriately increased with the approval of the City Arborist or designee. Within Zone B, these requirements shall only apply along roadways as listed in the annual Level of Service Report produced by the North Central Florida Regional Planning Council. Within Zones C, D, E, and M, these requirements shall apply to all public and private streets. Trees shall be planted on private property within buffer areas or on right-of-way, if approved by the City. Landscaping installations on right-of-way shall comply with the City of Gainesville Engineering Design & Construction Manual. Land Development Code regulations shall specify the type, size, and other tree landscaping standards for the TMPA. All new development within Zones B, C, D, E, and M shall also install an automated irrigation system to preserve new landscaping.

Redevelopment sites shall be required to plant 50% of the number of street trees otherwise required by the City's Land Development Code. Redevelopment sites where 40% or more of the developed area (as defined in the Land Development Code) is being altered shall also meet the automated irrigation system requirement.

Developments meeting the criteria for Rapid Review pursuant to the Land Development Code and developments within landscape exempt areas, special area plans with pedestrian-oriented build-to line provisions, and the approach and clear zone areas as specified on the Gainesville Regional Airport Master Plan shall be exempt from these requirements.

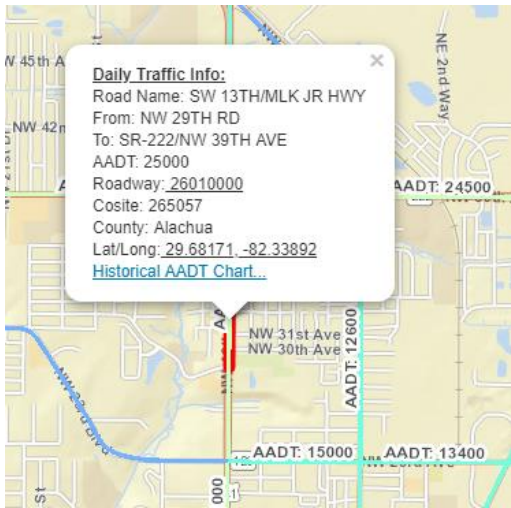
The Carwash Facility adheres to Policies 10.5.1, 10.5.2, and 10.5.5 requirements and other applicable LDC requirements. The Code-compliant plan has been completed by a Professional Landscape Architect, familiar with the City of Gainesville requirements and licensed to practice in the State of Florida.

Future Land Use Element

GOAL 1 Improve the quality of life and achieve a superior, sustainable development pattern in the city by creating and maintaining choices in housing, offices, retail, and workplaces, and ensuring that a percentage of land uses are mixed, and within walking distance of important destinations.

The proposed carwash facility diversifies the type of development in the area, compliments existing uses, and supports the City of Gainesville's residents that reside in the area and the 25,000 motorists that utilize the US 441 / NW 13th Street corridor daily for either personal, commerce, or professional purposes. The nearest carwash facility is a self-service bay, over one and a half miles (1.68 miles) away from the proposed site.

The proposed carwash is an automated facility for patrons, which will employ a full-time staff – thereby creating a new workplace on the US 441 corridor. In addition, the automated facility offers an environmentally enhanced alternative for vehicle upkeep, through water recycling and contaminant collection, versus typical auto owners who use their driveway or street for washing and maintenance, with all water and contaminants entering our streams and groundwater.



Located within close proximity to multiple commercial developments and residential neighborhoods in NW Gainesville, the proposed use is convenient for residents, businesses, and numerous vehicles that pass by each day. The accompanying SUP Master Plan includes a pedestrian-friendly streetscape, and direct pedestrian access from the existing sidewalk to the building. The site's development will occur in a complimentary manner with the surrounding businesses along the corridor yet raise the standards beyond the aged open bay auto service facilities facing US 441 / NW 13th Street corridor and the surrounding neighborhoods. To further enhance quality of life, existing onsite trees will be retained to the maximum extent practicable and the carwash facility will be parallel with and pulled up to the street (US 441).

Policy 4.1.1 Land Use Categories on the Future Land Use Map shall be defined as follows:

Mixed-Use Low-Intensity (MUL): 8-30 units per acre

This land use category allows a mixture of residential and non-residential uses such as standard lot single-family houses, small-lot single-family houses, duplex houses, townhouses (attached housing), accessory dwelling units, group homes, multi-family housing (if compatible in scale and character with other dwellings in the proposed neighborhood), offices scaled to serve the surrounding neighborhood, retail scaled to serve the surrounding neighborhood, public and private schools, places of religious assembly and other community civic uses. Light assembly, fabrication, and processing uses within fully enclosed structures may be allowed as specially regulated uses through a Special Use Permit process established in the Land Development Code. Residential development shall be limited to 8 to 30 units per acres. Lots that existed on November 13, 1991 and that are less than or equal to 0.5 acres in size shall be exempt from minimum density requirements. Unified developments that include a residential and non-residential component (either horizontally or vertically mixed) shall not be required to meet the minimum density requirements. Intensity will be controlled, in part, by adopting land development regulations that establish height limits of 5 stories or less; however, height may be increased to a maximum of 8 stories by Special Use Permit. Land development regulations shall establish the thresholds for the percentage of mixed uses for new development or redevelopment of sites 10 acres or larger. At a minimum, the land development regulations shall encourage that: at least 10 percent of the floor area of new development or redevelopment of such sites be residential; or, that the surrounding area of equal or greater size than the development or redevelopment site, and within 1/4 mile of the site, have a residential density of at least 6 units per acre. Residential use shall not be a required development component for public and private schools, institutions of higher learning, places of religious assembly and other community civic uses. Buildings in this category shall face the street and have modest front setbacks.

This category shall not be used to extend strip commercial development along a street. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

This application proposes a carwash facility within the MUL FLU category and MU-1 Zoning District. The proposed infill development serves the surrounding area by providing a much needed and convenient service along Gainesville's largest north-south Arterial Road. Section 4 of this Report further illustrates how this application adheres to the appropriate densities, the

types of uses, design criteria, landscaping, and pedestrian/vehicular access policies addressed in the City of Gainesville LDC.

Potable Water and Wastewater Element

Objective 1.1 Water and wastewater services shall be provided at adequate levels of service (LOS) to meet the needs of existing and future populations.

The proposed use will connect to existing water and wastewater utilities. A typical water and wastewater projection for this use is 508.5 gallons per day. However, the proposed facility includes a closed-loop water reclamation system that will recycle more than 90% of the water used and safely discharge any remaining water used. Therefore, the proposed use will not cause the City's LOS to fall below standards.

Solid Waste Element

GOAL 1 Provide for the management of solid and hazardous wastes in a manner which assures public health and safety, protects environmental resources, and conserves energy.

The site's proposed will utilize solid waste facilities and is anticipated to produce 3.4 pounds of solid waste per capita per day, thus it will not cause the City's LOS to fall below standards.

Stormwater Management Element

GOAL 1 Design, construct and maintain a stormwater management system that reduces the incidence of flooding, and protects, preserves and enhances desirable water quality conditions, and to the maximum extent feasible, preserves and utilizes the existing natural systems.

The project site is vacant but was formerly developed with a non-residential structure and surface parking lot without a Stormwater Management Facility (SMF) onsite. With the site's redevelopment, a fully engineered and permitted SMF will address water quality conditions, consistent with City of Gainesville and Water Management District requirements. The SMF will be underground, beneath the proposed impervious paving areas.

4. CONSISTENCY WITH CITY OF GAINESVILLE LAND DEVELOPMENT CODE

The following identifies how this application is consistent with the City of Gainesville's Land Development Code (LDC). LDC language is provided in normal font, and consistency statements are provided in **bold** font.

Section 30-3.24. Review Criteria

No Special Use Permit shall be approved by the City Plan Board unless the following findings are made concerning the proposed special use. The burden of proof on the issue of whether the development, if completed as proposed, will comply with the requirements of this chapter remains at all times on the applicant.

- A. The proposed use or development is consistent with the Comprehensive Plan and the Land Development Code.

A carwash facility is permitted in MU-1 (Mixed Use – Low Intensity) Zoning District with a SUP. The subject property and properties along the US 441 corridor also have MU-1 Zoning, as demonstrated in Figure 3. The existing uses around the property consist of the following:

North – Grace Presbyterian Church (MU-1);

South – Lochrane Engineering office, misc. retail sales and service, Magnolia Apartments (MU-1);

East – Gate gas station/convenience store, medical office, and GFR fire station (PD & MU-1); and

West – Grace Presbyterian Office and single-family (rental) houses (RMF-6).

Sections 3 and 4 of this Justification Report further demonstrate the proposed project's consistency with the City of Gainesville Comprehensive Plan and LDC, respectively.

- B. The proposed use or development is compatible with the existing land use pattern and future uses designated by the Comprehensive Plan. Factors by which compatibility of the proposed use or development shall be reviewed include scale, height, mass and bulk, design, intensity, and character of activity.

Onsite development and design standards are regulated per LDC §30-4.20 (Table V-8 Mixed Use and Nonresidential Districts Dimensional Standards); LDC §30-4.21, Design Standards, which regulate scale, height, mass and bulk, design, intensity, and character of activity. The proposed use adheres to the development/design standards and criteria in LDC §30-5.5 for Carwash, Automated or Self-Service.

Adjacent uses along US 441 consist of generally one and two (1-2) story commercial/retail development within the MUL FLU and MU-1 Zoning Districts. The project site is a single-story carwash facility with surface parking and a single business upon the single parcel, which is a supporting use for the area, primarily due to location and US 441's 25,000 daily vehicular trips..

The west half of the southern property boundary is adjacent to a two-story apartment building, Magnolia Apartments, while the east half is adjacent to Lochrane Engineering office and misc. retail sales and service uses. The entire southern property boundary will consist of an eight-foot (8') sound attenuating fence (fence with acoustic materials) to minimize potential noise and visual impacts. The barrier continuously wraps the west and northern portion of the site that is adjacent to single-family (rental) residential structures to ensure noise levels during operation hours are well below the City of Gainesville's Noise Ordinance daytime sound level limits.

In addition, the carwash facility's dryers, the largest noise producer onsite, are located internal to the building on US 441 as far as possible from other uses and oriented away from residences. The carwash building is located as far north as possible, limited by preserving a large tree, thereby providing the greatest separation between the carwash exit and adjacent commercial property. The carwash building was designed to internalize the dryers by an additional 10' into the building's interior to further reduce noise at adjacent properties. A sound barrier was also added to the tunnel's exit to lower noise.

The City's Noise Ordinance limits maximum daytime sound levels for non-residential (66dBA) and residential (61dBA) structures at 200 feet from the property boundary. All combined sound levels produced on site from vacuum and carwash facilities are below the allowed dBA limit at adjacent properties, some of which are only 50' from the property line.

The development has been planned with adjacent uses and infrastructure networks, as well as LDC requirements, as a basis for the building location, layout of driveways, drive aisles, landscape areas, parking facilities, and other development features:

- a. Mass/Scale – The proposed facilities does not exceed the maximum 100,000 Sq. Ft. allowed by zoning (§30-4.20), which include:
 1. The proposed carwash facility is ±3,390 Sq. Ft.; and
 2. Pay-station canopy is 610 Sq. Ft.;
- b. Height – The proposed carwash building ranges from ±25'–±30'. This translates to one (1) story in height, which is similar to nearby development. The maximum height allowed by right in the MU-1 Zoning District is five (5) stories.
- c. Development Intensity – Nonresidential building coverage is approximately 7% for this development. This does not exceed the 60% max building coverage allowed by zoning (§30-4.20).
- d. Design – The proposed carwash facility structure is designed and approved in accordance with State of Florida standards for safety and City of Gainesville standards for glazing and pedestrian access. The location and orientation of noise producing infrastructure, as well as on-site natural features were the bases for site design. Noise mitigation measures such as the including an eight-foot (8') sound attenuating fence around the vacuum/carwash area and recessing the air dryer into the carwash building significantly reduce on-site noise production. And, drive aisles were aligned to retain quality trees interior to the site.
- e. Character of Activity – The proposed carwash facility is located ±1.6-miles to the nearest carwash use, which is a self-service facility. Located directly on US 441 with 25,000 daily vehicular trips and surrounded by both commercial developments and residential neighborhoods, this use will offer convenient, quick, and easy access without affecting traffic on US 441 or adjacent streets. Hours of operation will be during daylight hours from 8 AM to 7 PM.
- f. All principal and accessory structures used for the proposed carwash facility shall be located and constructed in accordance with §30-5.5.
 1. The carwash is a principal use, not an accessory. However, the carwash building ranges from ±25'–±30' in height, which is within the maximum permitted building height. Building elevations are included in this application package.
 2. There are no proposed bays associated with the carwash. The carwash building is parallel with US 441, pulled as close to both streets as possible, and oriented toward an office parking lot that is separated by a proposed eight-foot (8') sound attenuating fence the property line.

3. The carwash tunnel includes glazing ($\pm 80\%$) along the façade facing NW 13th Street, the more primary street, includes the appearance of an operable door, and is screened from the street with vegetation.
4. All proposed outdoor lighting complies with current Land Development Codes and is limited to ensure onsite safety and security. Onsite lighting is only intended for security and safety, since hours of operation are limited to daylight hours, 8 AM to 7 PM. Minimal lighting will remain in use, onsite, after hours of operation to ensure safe navigation of the site and to deter unlawful activity.
5. An eight-foot (8') sound attenuating fence and six-foot (6') privacy fence located along the south and west boundaries exceeds requirements in Article VIII.
6. No accessory automotive detailing structure is proposed for this use. Only free vacuum spaces with a canopy will complement the carwash structure.

C. The proposed use will not adversely affect the health, safety, and welfare of the public.

The project site is located at the intersection of NW 13th Street and NW 31st Avenue, a Major Arterial corridor with major commercial development. The proposed carwash facility will support the area residences and businesses, as well as the 25,000 daily commuters, by providing a convenient service-oriented use. The accompanying SUP Master Plan includes screening onsite uses and interconnected sidewalks to all public entrances of the proposed convenience store. The site, while adjacent to some residential uses or lands designated for mixed uses, is of such a thoughtful design it ensures compatibility across several criteria.

The accompanying SUP Master Plan includes an eight-foot (8') sound attenuating fence or a six-foot (6') wooden privacy fence that shields both abutting and adjacent uses from onsite uses and/or road traffic noise, as well as landscape screening along NW 13th Street.

Proposed pedestrian sidewalks extend along the site's entire frontage and continue to the NW 14th Street/31st Avenue intersection and further south, which is offsite. This comprises approximately 280 feet of new sidewalk offsite that is required by City Comprehensive Plan TMPA policies.

Onsite, crosswalks and careful planning of building orientation with respect to vehicular drive aisles promote safe public access, clear vehicle navigation areas, and minimum pedestrian crossings. Also, where pedestrian crossings could not be avoided, crosswalks are provided.

The site has several desirable trees. Drive aisles, parking areas, and pedestrian area were coordinated specifically to maximize retention of trees interior to the site. Additionally, the proposed sidewalk along NW 31st Avenue is aligned to retain a large tree at the property line.

The chemicals used for this carwash facility will be Phosphate-Free solutions. Water conservation is anticipated to be around 90% reclaimed and reused. Electrical control mechanisms will be used to help conserve energy on start-ups, often on variable-speed motors for quieter and more energy-efficient operation. The equipment will be routinely cleaned and maintained, with records of service kept for major items. All waste contained in the oil/grit separator(s) will be vacuum cleaned (removed) and disposed of to a proper waste facility.

An accompanying sound study performed by Siebein Associates, Inc. identifies specific on-site equipment noise production levels and potential impacts to both abutting and adjacent properties. The nearest residential unit is approximately 187-feet from the air dryers and 75-feet from the vacuum producer. The sound study clearly demonstrates and documents the proposed carwash facility complies with the City of Gainesville Noise Ordinance.

- D. Ingress and egress to the property, proposed structures, and parking/loading/service areas is provided and allows for safe and convenient automobile, bicycle, and pedestrian mobility at the site and surrounding properties.

The primary driveway is on NW 31st Avenue. Carwash queuing includes a double-stack lane accommodating ±20 customer vehicles within the property without affecting or backing up traffic on the surrounding roadways or Rights of Way. Two possible “exit” choices are provided to the carwash facility clients, with one on NW 13th Street and the other on NW 31st Avenue. The accompanying SUP Master Plan proposes a right-out driveway near the south boundary on US 441 / NW 13th Street to allow southbound travel on NW 13th Street. Vehicles existing via NW 31st Avenue are encouraged to turn right, away from the residential neighborhood through signage.

Continuous pedestrian sidewalks along the site’s frontage and extended to the NW 14th Street / NW 31st Avenue intersection allows safe use for pedestrians and bicyclists. Onsite sidewalks, minimal vehicle/pedestrian crossings, and well-marked crosswalks allow employees and patrons to safely access the office, restrooms, and equipment room areas in the carwash building. Offsite crossings will be protected by standard traffic control markings and signage.

- E. Off-street parking, service, and loading areas, where required, will not adversely impact adjacent properties zoned for single-family residential use.

The planned off-street parking, service, and loading areas are provided onsite, in a manner not to affect or impact adjacent residential uses. All deliveries, garbage removal or other service-related activities are located internal to the site. Access will be from the main roads, entering from NW 31st Avenue and existing on NW 13th Street.

- F. Noise, glare, exterior lighting, or odor effects will not negatively impact surrounding properties.

The City LDC has specific criteria for insuring adjacent properties are not negatively impacted by onsite noise, glare, light, and odor. The proposed development is on a Major Arterial Highway corridor, in a highly commercial area, surrounded by adjacent commercial properties. Onsite facilities, including the carwash building, vacuum enclosure, dumpster, and parking were thoughtfully designed to mitigate potential impacts to adjacent properties.

Noise from mechanical equipment occurs within the carwash tunnel along US 441. The tunnel ends face non-residential uses that will be buffered by an on-site sound attenuating fence, and are largely offset by existing ambient traffic and commercial noise levels. The on-site vacuum producer will be in an enclosed structure to reduce its noise while in use. Both uses operate below the acceptable sound levels adopted in City Code.

The accompanying SUP Master Plan includes an eight-foot (8’) sound attenuating fence along the south and west property lines where adjacent to residential uses to further reduce light, sound, and noise from onsite uses and define the spatial limits of the public realm. Other abutting properties are separated by a six-foot (6’) wood privacy fence.

According to LDC §30-6.12.D.1.b., lighting of horizontal surfaces shall be fully shielded full-cutoff fixtures and shall be aimed downwards to further prevent light trespass, light glare, and light pollution. Proposed under canopy lights at Pay Station and Free Vacuums will be designed and located to provide client safe use and visibility of cars being serviced. Proposed building wall packs pointed downward will be designed and located to provide building sidewalk safe access lighting and use at building entry-point locations. Entrance and Exit of carwash tunnel to include

wall packs pointed downward for safe visibility of clients during use. A photometric plan will be submitted with the development plan application to demonstrate compliance with City of Gainesville lighting requirements. Onsite lighting is limited to ensure safe navigation of the site and to deter any unlawful activity after hours, since hours of operation are limited to daylight hours. Several employees will attend to the site's operations and upkeep while open and shut off the carwash and vacuum producers when closing and securing the facility at night.

The enclosed dumpster is located interior to the site, close to US 441, and more than 100 feet from the nearest residential unit, and its masonry wall enclosure will minimize potential odors. Pickups are anticipated at least once per week.

- G. There is adequate provision for refuse and service/loading areas, and these areas shall be reviewed for access, screening, location on the site, and pedestrian/bicycle mobility and safety. Outdoor storage or display areas, if included, will not adversely impact surrounding properties and shall be reviewed for screening and location on the site.

The refuse and service/loading areas are screened and do not inhibit pedestrian / bicycle mobility access. Outdoor storage is not anticipated, however, if desired, it will occur compliant with the LDC standards. The dumpster/refuse area is will be enclosed/screened using similar building finishes with a solid gate and will not inhibit pedestrian/bicycle mobility access based on site positioning. The vacuum producer area is enclosed in a masonry enclosure with similar building finishes and will not inhibit pedestrian/bicycle mobility access.

- H. Necessary public utilities are available to the proposed site and have adequate capacity to service the proposed use or development.

This project site has all necessary and adequate public utilities to serve the proposed uses. Gainesville Regional Utilities (GRU), which already services the area, is the utility provider. All existing utilities have been verified with adequate capacity to serve the site:

1. Potable water main connection at SE property line from NW 13th Street;
2. Sanitary connection at SW property line from NW 14th Street; and
3. Electrical connection at SW property line from NW 14th Street.

On-site water use shall be reclaimed and reused to serve approximately 90% of on-site demand.

- I. Screening and buffers are proposed of such type, dimension, and character to improve compatibility and harmony of the proposed use and structure with the uses and structures of adjacent and nearby properties.

A Type B perimeter buffer with either an eight-foot (8') sound attenuating fence or a six-foot privacy fence is proposed along the side and rear property boundaries, whether adjacent to or abutting uses.

- J. The hours of operation will not adversely impact adjacent properties zoned for single-family residential use.

The proposed hours of operation will vary depending on the season, because Daylight Savings time will influence onsite operations, which shall generally be limited to daylight hours, ±8 AM to ±7 PM. This will be enforced by staff turning off the equipment, including the carwash tunnel and vacuum producers. The limited hours will significantly reduce potential impacts to local or adjacent residential properties, as they can control the use of on-site equipment.

- K. Any special requirements set forth in the Land Development Code for the particular use involved are met.

In addition to general LDC requirements and LDC §30-3.24 (SUP) Review Criteria, the site will also adhere to LDC requirements specific to carwashes listed in LDC §30-5-5.

Section 30-5.5. Carwash, Automated or Self-Service

All principal and accessory structures used for carwash service shall be located and constructed in accordance with the following requirements:

- A. When the use is located in an accessory structure, the structure shall not exceed 25 feet in height.

The carwash is located in the principal structure. Building elevations demonstrating building height are included in this application package.

- B. All bay openings shall be oriented away from any property in a residential district (including MH, mobile home residential district) or other existing, conforming residential use.

There are no proposed bays associated with the carwash, as defined the City's Land Development Code. The carwash tunnel is parallel with US 441, pulled as close to both streets as possible, and oriented toward an office parking lot separated by a proposed eight-foot (8') sound attenuating fence along the property line. There is a church located north of the site.

- C. Bay openings shall be located to the side or rear of the building and shall be screened from the street.

There are no proposed bays associated with the carwash.

- D. All outdoor lighting shall be oriented away from any property in a residential district (including MH, mobile home residential district) or other existing conforming residential use.

All proposed outdoor lighting complies with the current LDC. Onsite lighting is only intended to ensure safe site navigation and deter unlawful activity after hours, since hours of operation are limited to daylight hours. The carwash tunnel and vacuum producer will be shut off at night.

- E. All uses shall comply with the requirements of Article VIII for buffering.

In addition to required landscape buffers located along the site's perimeter, an eight-foot (8') sound attenuating fence or a six-foot (6') wooden privacy fence that shields both abutting and adjacent uses from onsite uses and/or road traffic noise. Therefore, on-site buffering meets the requirements of Article VIII.

- F. Accessory automotive detailing within enclosed parking structures may be allowed consistent with Section 30-5.32.

No accessory automotive detailing structure is proposed for this use. Only free vacuum spaces with a canopy will complement the carwash structure.

Section 30-4.20. Dimensional Standards

The following tables contain the dimensional standards for the various uses allowed in each district.

Table V-8: Mixed-Use and Nonresidential Districts Dimensional Standards

	MU-1 Standard	Consistency Statement
A. DENSITY/INTENSITY		
Residential density (units/acre)		
Min ¹	8	No residential uses are being proposed.
Max	30	
Nonresidential building coverage	60%	7%
Nonresidential GLA (max)	100,000 ²	±3,390 Sq. Ft.
B. LOT STANDARDS		
Min lot area (Sq. Ft.)	None	±51,400 Sq. Ft.
Min lot width (Ft.)	None	±236 Ft.
Min lot depth (Ft.)	None	±300 Ft.
C. SETBACKS		
Front	10 Ft. min 100 Ft. max	±10 Ft.
Side-street (min)	15 Ft.	±38 Ft.
Side-interior (min)	10 Ft.	±14 Ft.
Rear (min)	10 Ft.	±40 Ft.
D. MAXIMUM BUILDING HEIGHT		
By right	5 stories	1 story
With building height bonus	8 stories	1 story

1. Lots that existed on November 13, 1991, as recorded in the city and that are less than or equal to 0.5 acres in size are exempt from minimum density requirements.

2. Developments of 50,000 Sq. Ft. or more of gross leasable area shall be located along arterials or 9 collectors, as defined in the official roadway map.

Section 30-4.21. Design Standards

A. Parking.

- Motor vehicle parking is required in accordance with Article VII. All motor vehicle parking except a double-loaded row of parking shall be located in the rear and/or interior side of the building, unless such a location is prevented by topography, stormwater retention or significant trees, as determined by the appropriate reviewing board, City Manager or designee. In no case shall more than 50% of the parking be located between the front facade and the primary abutting street, unless modified by the appropriate reviewing board, City Manager or designee. However, driveway entrances and exits to parking areas shall be allowed on the front side of the building. There shall be no limit on the number of parking spaces in parking structures.

Motor vehicle parking is located to the rear of the carwash building, which fronts NW 13th Street.

- Bicycle parking spaces shall be installed as required by Article VII. Such parking may encroach into the public right-of-way and may be located within the building frontage and/or landscape

zones. Bicycle parking requirements may be waived if public bicycle parking exists to serve the use.

Per Article VII, Section 30-7.5. in the LDC, the carwash facility will have 2 bicycle parking spaces adjacent to the carwash building, since there will be employees in the office area.

B. Sidewalks.

1. All developments, unless provided otherwise in this chapter, shall provide sidewalks along all street frontage. All developments shall provide pedestrian connections from the public sidewalk to the principal building. Entrance sidewalks shall be a minimum of 5 feet of clear width.
2. Minimum sidewalk widths.

Multi-Family Residential/Industrial	Commercial/Institutional/Office/Mixed-Use
7 feet	8 feet

The minimum unobstructed width shall be 2 feet less than the required sidewalk width, as long as at least 5 feet of unobstructed width is retained. At transit stops, the minimum width is 8 feet of unobstructed width.

The accompanying SUP Master Plan proposes sidewalks along NW 14th Street and NW 31st Avenue along the entire site frontage and extended beyond to the NW 31st Avenue/14th Street intersection. This comprises approximately 280 feet of sidewalk offsite that is not required by City LDC. A pedestrian connection has been provided from NW 13th Street to the principal building. The entrance sidewalk is five feet wide. Onsite sidewalks and crosswalks, coupled with minimal vehicular crossings, ensure safe pedestrian routes throughout the site.

- C. Building orientation. The main entrance of buildings or units shall be located on the first floor on the more primary street.

The carwash structure has been designed to appear as if an operable door / main entrance is facing NW 13th Street, the more primary street. However, due to the building's design, the carwash tunnel is located along the entire length of the façade facing NW 13th Street. Operable doors will be interior to the site and will be connected to the sidewalk system. This is to enhance pedestrian safety and improve internal circulation on-site.

- D. Glazing. Building walls facing the more primary street shall have non-reflective, transparent windows or glazed area covering at least 25% of their surface at pedestrian level (between 3 feet and 8 feet above grade) on the first floor. Operable transparent entrance doors may be included in the calculation of total facade surface area.

The building wall facing the more primary street (NW 13th Street) consists of non-reflective transparent windows or glazed area covering approximately 80% of the surface area at the pedestrian level.

- E. Mechanical equipment. All mechanical equipment shall be placed on the roof, in the rear or side of the building, and shall be screened with parapets or other types of visual screening.

The mechanical equipment is located on the building's side, interior to the site, and is visually screened from adjacent properties.

Appendix H

City Plan Board Minutes for
August 22, 2019



Department of Doing
 Planning Division
 PO Box 490, Station 11
 Gainesville, FL 32602-0490

306 N.E. 6th Avenue
 P: (352) 334-5022
 P: (352) 334-5023
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CITY PLAN BOARD MINUTES

August 22, 2019 6:30 PM
City Hall Auditorium
200 E. University Ave

<u>Members Present</u>	<u>Members Absent</u>	<u>Staff Present</u>
Bob Ackerman (Chair)		Megan Echols
Megan Walker-Radthke (Vice Chair)		Andrew Persons
Christian Newman		Brittany McMullen
Erin Condon		Yvette Thomas
Terry Clark		Juan Castillo
Thomas Hawkins		Jason Simmons
Stephanie Sutton		

I. Roll Call

II. Approval of Agenda *(Note: order of business subject to change)*

Motion By: Clark	Seconded By: Condon
Moved To: Approve	Upon Vote: 7-0

BOARD MEMBERS

Chair: Bob Ackerman Vice Chair: Megan Walker-Radtke
 Stephanie Sutton, Erin Condon, Terry Clark, Christian Newman, Thomas Hawkins, School Board representative(Vacant)
 Staff Liaison: Megan Echols

III. Approval of Minutes: July 25, 2019

Motion By: Hawkins	Seconded By: Clark
Moved To: Approve	Upon Vote: 7-0

IV. Announcement: Section 30-3.3 of the Land Development Code establishes the Plan Board, including its membership; rules of procedure; and functions, powers and duties. The Plan Board is advisory to the City Commission on most planning petitions. Appeals of Plan Board decisions concerning Special Use Permits are to a hearing officer within 30 calendar days of the decision (see Sec. 30-3.58(C.) of the Land Development Code). The procedure for an appeal is set forth in Sec. 30-3.58.

V. Request to Address the Board

VI. Old Business

1. **Petition PB-18-177** **Petition PB-18-177 SUP.** **CHW, Inc.,** agent for The Gallo Family, owners. Request for a Special Use Permit with development plan review to allow construction of a carwash with associated facilities. Zoned: MU-1 (8-30 units/acre mixed-use low intensity). Located at 3028 and 3036 NW 13th Street.
(Lawrence)

Motion By: Hawkins	Seconded By: Clark
Moved To: Deny	Upon Vote: 5-2 (Sutton, Ackerman)

Lawrence Calderon presented the presentation

Motion By: Newman	Seconded By: Condon
Moved To: waive 24 month period at the September Meeting	Upon Vote: 6-1 (Hawkins)

VII. New Business

1. **Petition PB-19-77 LUC** City of Gainesville. Amend the City of Gainesville Future Land Use Map from Alachua County Low Density Residential: 1-4 dwelling units per acre to City of Gainesville Mixed-Use Low Intensity (MUL): 8-30 dwelling units per acre. Generally located at 4551 NW 39th Avenue, Gainesville 32606.

(Brittany)

Motion By: Hawkins	Seconded By: Condon
Moved To: Continue	Upon Vote: 7-0

Brittany McMullen presented the presentation.

2. **Petition PB-19-78 ZON** City of Gainesville. Rezone property from Alachua County Residential Single Family (R-1A): 1-4 dwelling units per acre to City of Gainesville Mixed-Use Low Intensity (MU-1): 8-30 dwelling units per acre. Generally located at 4551 NW 39th Avenue, Gainesville 32606.

(Brittany)

Motion By: Hawkins	Seconded By: Condon
Moved To: Continue	Upon Vote: 7-0

No presentation

3. **Petition PB-19-68 LUC** City of Gainesville. Amend the City of Gainesville Future Land Use Map from Alachua County High Density Residential land use: 14-24 dwelling units per acre to City of Gainesville RM: Residential Medium-Density land use: 8-30 dwelling units per acre. Generally located at North of SW 20th Avenue, south and west of the Sugarfoot Oaks Subdivision.
(Juan)

Motion By: Clark	Seconded By: Newman
Moved To: Approve	Upon Vote: 7-0

Juan Castillo Presented the presentation.

4. **Petition PB-19-69 ZON** City of Gainesville. Rezone property from Alachua County R-2A: Multi-family Residential: 8-14 dwelling units per acre to City of Gainesville RMF-8: Multi-Family Residential: 8-20 dwelling units per acre. Generally located at North of SW 20th Avenue, south and west of the Sugarfoot Oaks Subdivision.
(Juan)

Motion By: Newman	Seconded By: Hawkins
--------------------------	-----------------------------

Moved To: Approve	Upon Vote: 7-0

Juan Castillo Presented the presentation.

Motion By: Clark	Seconded By: Hawkins
Moved To: Move information item VIII Seminary Lane item to #5 in agenda (due to public presence)	Upon Vote: 5-2(Sutton; Ackerman)

5. Petition PB-19-72 ZON

CHW. Reclassify the Urban Zone Street designation of SW 2nd Street between SW 2nd Avenue and SW 4th Avenue from Storefront street to Local street.
 (Jason)

Motion By: Hawkins	Seconded By: Walker
Moved To: Recommend Denial to the City Commission	Upon Vote: 7-0

Jason Simmons presented the presentation

6. Petition PB-19-88 TCH

eda. Text amendment to the Land Development Code to add Recreational Vehicle Parks to the Limited Industrial (I-1) zoning district as a permitted use by right, with applicable use standards added to Article V and definitions added to Article II.
 (Jason)

Motion By: Hawkins	Seconded By: Condon
Moved To: Extend meeting to 11:15	Upon Vote:7-0

Motion By: Hawkins	Seconded By: Clark
Moved To: Extend meeting to 11:30	Upon Vote: 7-0

Motion By: Condon	Seconded By: Walker
Moved To: Continue to September	Upon Vote: 7-0

Jason Simmons presented the presentation

Motion By: Clark	Seconded By: Sutton
Moved To: Extend meeting to midnight	Upon Vote: 6-1(Hawkins)

7. Petition PB-TCH

Text amendment to the Land Development Code to amend the Single-family Tree Mitigation Policy, including a recommendation from the Tree Advisory Board and an alternative option.
 (Lili)

Motion By:	Seconded By:
Moved To:	Upon Vote:

Liliana Kolluri presented the presentation. No formal motions were made. Meeting was closed at midnight


VIII. Information Item: Seminary Lane

IX. Board Member Comments

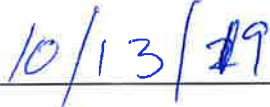
X. Adjournment

For further information, please call 334-5022.

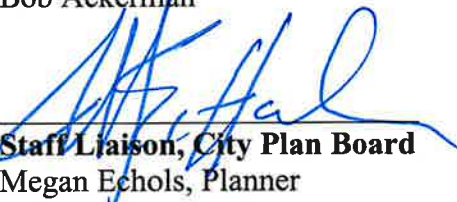
If any person decides to appeal a decision of this body with respect to any matter considered at the above-referenced meeting or hearing, he/she will need a record of the proceedings, and for such purposes it may be necessary to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Persons with disabilities who require assistance to participate in the meeting are requested to notify the Equal Opportunity Department at 334-5051 (TDD 334-2069) at least 48 hours prior to the meeting date.




Chair, City Plan Board
Bob Ackerman



Date



Staff Liaison, City Plan Board
Megan Echols, Planner



Date

Appendix I

City Plan Board Minutes for
October 9, 2019



Department of Doing
 Planning Division
 PO Box 490, Station 11
 Gainesville, FL 32602-0490

306 N.E. 6th Avenue
 P: (352) 334-5022
 P: (352) 334-5023
 F: (352) 334-2648

CITY PLAN BOARD MINUTES

October 9, 2019 6:30 PM
 City Hall Auditorium
 200 E. University Ave

Members Present	Members Absent	Staff Present
✓ Bob Ackerman (Chair)		Megan Echols
✓ Megan Walker-Radthke (Vice Chair)		Andrew Persons
✓ Christian Newman		Brittany McMullen
Erin Condon		Yvette Thomas
✓ Thomas Hawkins	Terry Clark	Juan Castillo
Stephanie Sutton		Jason Simmons

I. Roll Call

II. Approval of Agenda *(Note: order of business subject to change)*

Motion By: Erin Condon	Seconded By: Thomas Hawkins
Moved To: Approve	Upon Vote: 6-0

III. Approval of Minutes: August 22, 2019

Motion By: Erin Condon	Seconded By: Thomas Hawkins
Moved To: Approve	Upon Vote: 6-0

BOARD MEMBERS

Chair: Bob Ackerman Vice Chair: Megan Walker-Radthke
 Thomas Hawkins, Erin Condon, Terry Clark, Stephanie Sutton, Christian Newman, Robert Hyatt (School Board representative)
 Staff Liaison: Megan Echols

IV. Announcement: Section 30-3.3 of the Land Development Code establishes the Plan Board, including its membership; rules of procedure; and functions, powers and duties. The Plan Board is advisory to the City Commission on most planning petitions. Appeals of Plan Board decisions concerning Special Use Permits are to a hearing officer within 30 calendar days of the decision (see Sec. 30-3.58(C.) of the Land Development Code). The procedure for an appeal is set forth in Sec. 30-3.58.

V. Request to Address the Board

VI. Old Business

**1. Petition PB-19-77
LUC**

City of Gainesville. Amend the City of Gainesville Future Land Use Map from Alachua County Low Density Residential: 1-4 dwelling units per acre to City of Gainesville Mixed-Use Low Intensity (MUL): 8-30 dwelling units per acre. Generally located at 4551 NW 39th Avenue, Gainesville 32606.

Motion By: Thomas Hawkins	Seconded By: Erin Condon
Moved To: Approve with option RL (Residential Low)	Upon Vote: 6-0

Brittany McMullen, Planner, presented the presentation.

**2. Petition PB-19-78
ZON**

City of Gainesville. Rezone property from Alachua County Residential Single Family (R-1A): 1-4 dwelling units per acre to City of Gainesville Mixed-Use Low Intensity (MU-1): 8-30 dwelling units per acre. Generally located at 4551 NW 39th Avenue, Gainesville 32606.

Motion By: Thomas Hawkins	Seconded By: Erin Condon
Moved To: Approve with RMF-5	Upon Vote: 6-0

Brittany McMullen, Planner, presented the presentation.

3. Petition PB-19-88 TCH

eda. Text amendment to the Land Development Code to add Recreational Vehicle Parks to the Limited Industrial (I-1) zoning district as a permitted use by right, with applicable use standards added to Article V and definitions added to Article II.

Motion By: Megan Walker-Radthke	Seconded By: Christian Newman
Moved To: Approve text changes for zones I-1, BT, BI, BA w/ the condition that sites smaller than 10 acres be considered w/ special use permit.	Upon Vote: 5-0

Jason Simmons, Planner, presented the presentation.
 Stephanie Sutton submitted a form 8b and formally recused from this item due to relationship to applicant.

4. Petition PB-TCH

Text amendment to the Land Development Code to amend the Single-family Tree Mitigation Policy, including a recommendation from the Tree Advisory Board and an alternative option.

Motion By: Megan Walker-Radthke	Seconded By: Erin Condon
Moved To: Continue to December	Upon Vote: 6-0

Liliana Koluri, Urban Forester, presented the presentation.

5. Petition PB-18-177 SUP

CHW, Inc., agent for The Gallo Family, owners. Request to waive the two (2) year time limitation for submitting another request for a Special Use Permit for a Carwash after it was denied by the City Plan Board.
Zoned: MU-1 (8-30 units/acre mixed-use low intensity). Located at 3028 and 3036 NW 13th Street.

Motion By: Stephanie Sutton	Seconded By: Christian Newman
Moved To: Waive time limitation	Upon Vote: 5-1

Lawrence Calderon, Planner, spoke with the board; no presentation presented.

VII. New Business

VIII. Information Item: N/A

IX. Board Member Comments

X. Adjournment

For further information, please call 334-5022.

If any person decides to appeal a decision of this body with respect to any matter considered at the above-referenced meeting or hearing, he/she will need a record of the proceedings, and for such purposes it may be necessary to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. Persons with disabilities who require assistance to participate in the meeting are requested to notify the Equal Opportunity Department at 334-5051 (TDD 334-2069) at least 48 hours prior to the meeting date.

Chair, Bob Ackerman

X. Liason, Megan Echols

APPOINTED OFFICERS (continued)

- A copy of the form must be provided immediately to the other members of the agency.
- The form must be read publicly at the next meeting after the form is filed.

IF YOU MAKE NO ATTEMPT TO INFLUENCE THE DECISION EXCEPT BY DISCUSSION AT THE MEETING:

- You must disclose orally the nature of your conflict in the measure before participating.
- You must complete the form and file it within 15 days after the vote occurs with the person responsible for recording the minutes of the meeting, who must incorporate the form in the minutes. A copy of the form must be provided immediately to the other members of the agency, and the form must be read publicly at the next meeting after the form is filed.

DISCLOSURE OF LOCAL OFFICER'S INTEREST

I, Stephanie Sutton, hereby disclose that on August 22 and October 9, 20 19.

(a) A measure came or will come before my agency which (check one)

- inured to my special private gain or loss;
- inured to the special gain or loss of my business associate, _____;
- inured to the special gain or loss of my relative, _____;
- inured to the special gain or loss of eda engineers - surveyors - planners, inc., by whom I am retained; or
- inured to the special gain or loss of _____, which is the parent organization or subsidiary of a principal which has retained me.

(b) The measure before my agency and the nature of my conflicting interest in the measure is as follows:

Petition PB-19-88 TCH was submitted by my employer, eda.

Date Filed

10/18/19

Signature



NOTICE: UNDER PROVISIONS OF FLORIDA STATUTES §112.317, A FAILURE TO MAKE ANY REQUIRED DISCLOSURE CONSTITUTES GROUNDS FOR AND MAY BE PUNISHED BY ONE OR MORE OF THE FOLLOWING: IMPEACHMENT, REMOVAL OR SUSPENSION FROM OFFICE OR EMPLOYMENT, DEMOTION, REDUCTION IN SALARY, REPRIMAND, OR A CIVIL PENALTY NOT TO EXCEED \$10,000.

Appendix J
Sound Study

April 8, 2020

Mr. Clean Florida, LLC
 c/o Nick Gallo
 8930 Southern Breeze Dr
 Orlando, Florida 32836

Dear Nick:

This letter summarizes the site noise study for the proposed Mr. Clean Car Wash site in Gainesville, Florida. The purpose of the study was to determine projected sound pressure levels at distances away from the proposed car wash equipment and car wash operations. The study was conducted with Cadna-A software which is a state-of-the-art noise propagation modeling software. Acoustical measurements were taken of car wash equipment which consisted of a vacuum producer and vacuuming activities at a similar facility in Orlando, Florida on February 7, 2020. Acoustical measurements were also taken on site to determine base line ambient sound levels at 3 locations around the site for a 1-week period from February 21 to February 28, 2020.

SOUND LEVELS AND DECIBELS

Sound is defined as a pressure disturbance in the air caused by a vibrating body that is capable of being heard or detected by the human ear. The average sound pressure level or equivalent continuous sound level (LAeq) of a time-varying sound is defined as the level of an equivalent steady sound at a specific location for the same measurement duration that has the same A-weighted sound energy as the time-varying sound.

Sounds are typically measured in decibels. A decibel is 10 times the logarithm to the base 10 of the pressure disturbance in the air compared to the pressure at the threshold of human hearing. Decibels cannot be added directly because they are logarithmic ratios. For example, 2 sounds of 50 decibels each added together result in a sound of 53 dB, not 100 dB. A summary of the way that sounds of different levels are added together is shown in Table 1.

Table 1. Examples of the addition of different sound levels (dBA).

Sound level 1	Sound level 2	Combined sound level	Explanation
50 dBA	50 dBA	53 dBA	When two sounds of equal level are combined, the result is a 3 dB increase in sound level
50 dBA	52 dBA	54 dBA	When one sound is combined with another sound that is 2-3 dB louder than first sound, the combined sound level is 2 dB louder than the louder sound
50 dBA	55 dBA	56 dBA	When one sound is combined with another sound that is 4-7 dB louder than the first sound, the combined sound level is 1 dB louder than the louder sound
50 dBA	60 dBA	60 dBA	When one sound is 10 dB louder than another, the combined sound level is approximately equal to the louder sound level

The differences in sound levels are not perceived by people linearly either. One sound must be 10 dB louder than another sound for it to be heard as approximately twice as loud as the first sound. A sound that is 0 to 1 dB louder than another sound is heard as approximately the same loudness as the first sound. A sound that is 2 to 3 dB louder than another sound is heard as barely louder than the first sound. A sound that is 5 to 6 dB louder than another sound is heard as noticeably louder, but not twice as loud as the first sound. A summary of the perception of the relative loudness of two sounds is shown in Table 2.

The sound levels are measured in A-weighted decibels or dBA. An A-weighted decibel is one that has been adjusted so it corresponds to the relative loudness of middle level sounds as they are heard by human listeners. The low frequency or bass sounds are reduced by the A-weighting process and the higher pitch sounds that human ears are more sensitive to are increased slightly by the A-weighting process.

Table 2. Perception of the relative loudness of 2 sounds.

Difference in sound level between two sounds	The louder sound is perceived as (*) the quieter sound
0 to 1 dB	Not noticeably louder than*
2-3 dB	Barely noticeably louder than*
5-6 dB	Noticeably louder than, but not twice as loud as*
10-12 dB	Approximately twice as loud as*
15 dB	Approximately three times as loud as*
20 dB	Approximately four times as loud as*

In general terms, sound levels of 30 to 40 dBA are usually perceived by people as being relatively quiet. Normal conversation measured at approximately 3 feet from the person speaking is 60 to 65 dBA. Cars passing on a street or a residential air-conditioning unit are approximately 65 to 75 dBA. Loud night clubs and amplified music at concerts are often played at levels of 100 to 110 dBA.

METHOD

The method for the Site Noise Study consisted of the items listed below.

- I. Take long term sound level measurements at 3 locations. One of the three sound level meters was located on site at the property line of the proposed car wash facility near Magnolia Apartments. The second sound level meter was located at the nearest residential property to the west of the site and the third sound level meter was located at the residence approximately 670 ft from the northernmost property line of the proposed car wash facility site to document the range of sound levels that occur over a one-week period of time.
- II. Take short term sound level measurements of car wash equipment and activities such as the vacuum producer and vacuuming activities at Wash City Car Wash in Orlando, Florida.
- III. Review and conduct analysis of the sound level information presented in the “Aerodry-Spectral Sound Measurements” (DLAA#16-131) Summary Report produced by D.L. Adams Associates, Inc. on August 11, 2016.
- IV. Construct a 3-dimensional computer model of the site and the proposed equipment and car wash operations to determine sound levels at critical locations based on sound level data for the equipment to be installed in the proposed car wash facility.
- V. Propose noise mitigation systems to reduce noise levels where necessary.

CRITERIA

Gainesville Code of Ordinances Chapter 15 - Noise, Section 15-3. Prohibited Acts, Noise Control, of the states that “it shall be unlawful and a violation of this chapter to make, cause or allow the making of any sound that causes a noise disturbance, as defined in section 15-2.” According to section 15-2, the maximum continuous sound level limits when measured at a distance of 200 feet or more from the real property line of the source of the sound is 61 dBA daytime for residential properties receiving the sound and 66 dBA daytime for commercial properties receiving the sound.

Daytime as defined in the Noise Ordinance “means 8:00 a.m. to 10:00 p.m. the same day.” The hours of operation for the proposed car wash facility are proposed to be from 8:00 a.m. to sunset.

INSTRUMENTATION

Long term measurements of average sound levels on the site and near residential properties were made with two Rion NL-52 and one Rion NL-42 integrating sound level meters. The Rion equipment meets ANSI requirements for type I sound level meters. The meters were set to the fast, A-weighted mode to acquire data. The equipment was calibrated with a Larson Davis Cal 200 calibrator prior to and after testing. The calibration level was within ± 0.1 dB from the beginning of the measurement period to the end. The microphones were covered with wind screens. One Rion NL-42 (Location R1 in Figure 1) was strapped to a tree on the south side of the property approximately 8 ft. above grade near the Magnolia Apartments. One Rion NL-52 (Location R2 in Figure 1) was strapped to a tree near the residential property line at 3082 NW 14th Street approximately 8 ft above grade and one Rion NL-52 (Location R3 in Figure 1) was strapped to a tree in the front yard of a residential property at 3220 NW 14th Street approximately 6 ft above grade. The meters were placed in secure weather proof boxes to record sound levels for one-week.

MEASUREMENT RESULTS

Graphs of sound level vs. time for each day for each of the long-term measurement locations are included in Appendix B. The graphs show lines in blue that are the 1-minute continuous equivalent sound level or LAeq in dBA.

General background noise levels between 8:00 a.m. and 10:00 pm varied between approximately 48 to 77 dBA at location R1; approximately 41 to 76 dBA at location R2; and 44 to 78 dBA at location R3. These sound levels are attributed to insects, wind, automobiles and vehicles including semi-trucks on NW 13th Street and nearby residential roads, distant aircraft flyovers, and birds chirping.

COMPUTER MODEL STUDY

A three-dimensional computer model was constructed using AutoCAD software which included the proposed car wash facility and the land area with buildings that extends approximately 1/4 mile from the approximate center of the proposed site for the car wash facility. The AutoCAD model was imported into Cadna-A software which is a state-of-the-art noise propagation modeling software. The octave band sound pressure level data for one vacuum producer and vacuuming area as measured at a similar carwash site located in Orlando, Florida was used as the sound source data in the model. The sound pressure level data for the Aerodry Systems A120 dryer equipment measured and presented by D.L. Adams Associates was used as the sound source in the model for the air driers near the exit side

of the car wash. The computer sound propagation model was used to calculate the sound levels from the proposed carwash to property lines on all sides of the site.

Figure 1 shows the sound contour model with the major sources of sound from the operating car wash facility such as the main car wash equipment with the dryer operating, the vacuum producer operating and vacuuming activities at individual cars using a busy day scenario as stated by the Mr. Clean Car Wash staff.

The sound sources include the following.

1. Car wash operating with the Aerodry Systems A120 dryer equipment.
2. One vacuum producer operating within a four-sided enclosure under the roof of the vacuum area.
3. A total of nine cars being vacuumed of which two of them are pulling the vacuum handles out of their holsters, which is the louder part of the vacuuming process.

The sound mitigating features include the following.

1. 8ft tall wall consisting of a continuous mass loaded limp noise barrier material on metal support structure or chain-linked fencing along the north, west and south sides of the vacuuming area.
2. A solid roof over the vacuuming area.
3. An 8ft tall wall and access door enclosing all four sides a single vacuum producer that is located under the roof of the vacuum area
4. The use of relatively quieter car wash dryer system that is located within the car wash building.
5. An 8ft tall wall consisting of a continuous mass loaded limp noise barrier material on metal support system or chain-linked fencing that continues from the vacuuming area and extends to the eastern edge of the property line of the car wash site.

RESULTS

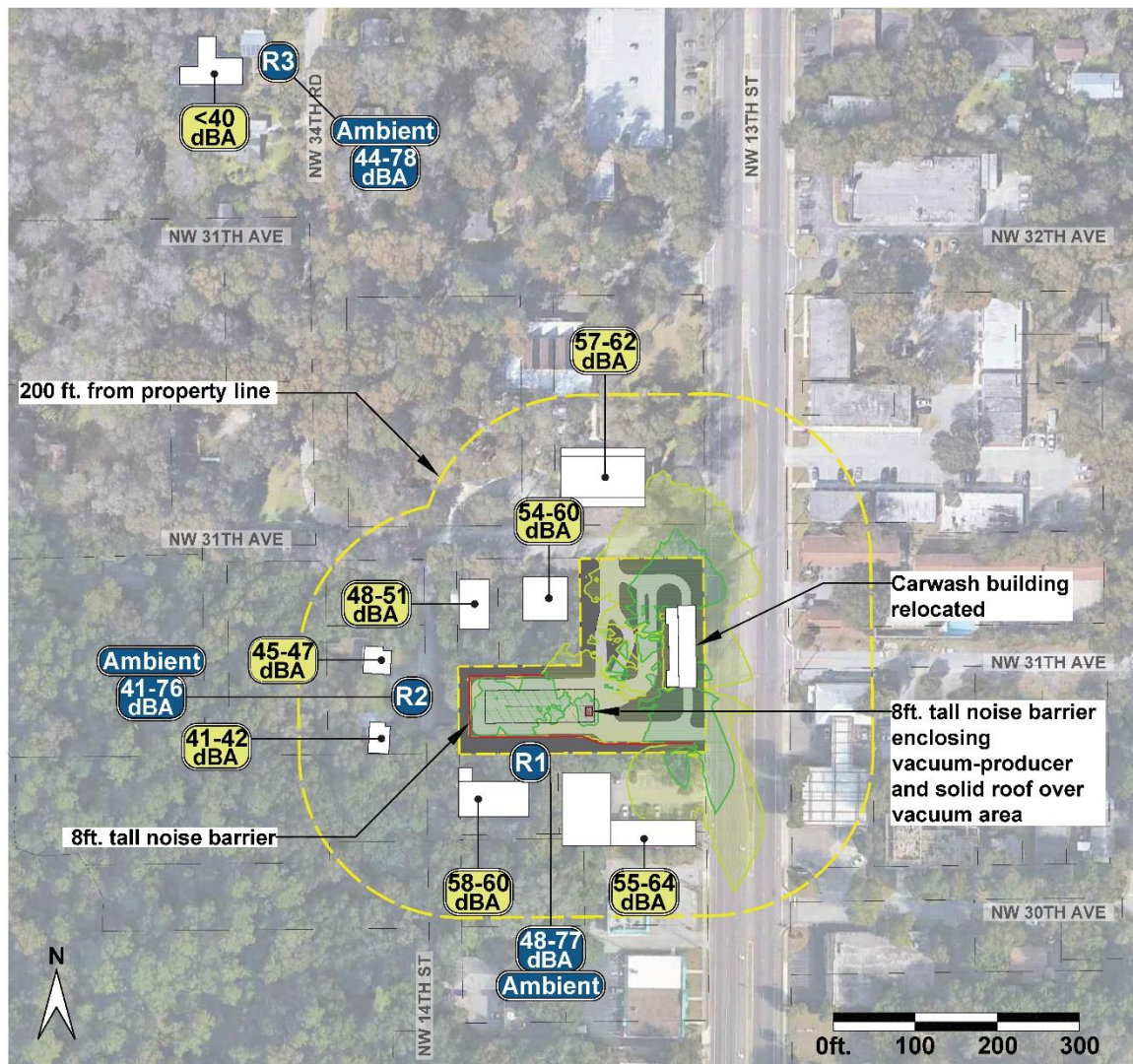
The computer model demonstrates that the proposed car wash facility complies with the City of Gainesville Noise Ordinance. Figure 1 shows an aerial image of the site and the surrounding neighborhood with the projected sound contour overlay of the residential daytime sound level limit of 61 dBA and the commercial daytime sound level limit of 66 dBA. The sound source data included in the acoustical model are listed in Appendix A. Both the sound contours indicating the 61 dBA residential daytime and 66 dBA commercial daytime sound level limits are contained very close to the car wash property and well within the 200 ft distance from the property line of the proposed car wash facility.

1. The computer model analysis shows that the daytime sound level limit of 61 dBA is met at all residential properties at a distance of 200 ft. or greater from the proposed car wash site with all of the car wash equipment and vacuuming activities operating simultaneously on a busy day scenario according to the computer model study. Sounds propagating horizontally and upward to the second story units at the Magnolia Apartments, which is directly adjacent to the proposed site. Sounds propagating to all nearby and adjacent single family residential properties within 200 ft. of the property line are also projected to meet the daytime sound level limit of 61 dBA at residential properties with the use of an 8ft. tall noise barrier that is proposed to be along the north, west and south sides of the site and a solid roof over the vacuuming area.
2. Figure 1 also shows that by relocating the carwash building to the east side of the proposed site, and by installing an 8 ft. tall wall along the south side of the property, the day-time sound level limit of 66 dBA at the commercial building is also met.

CONCLUSIONS

The proposed car wash facility indicates a site design that is carefully planned from an acoustical point-of-view with strategically located sound barriers, enclosures and equipment. The computer model study indicates that the proposed car wash facility complies with the requirements of the noise ordinance.

1. The computer model analysis shows that the sound level limit of 61 dBA is met at all residential properties at a distance of 200 ft. or greater from the proposed car wash site with all of the car wash equipment and vacuuming activities operating simultaneously on a busy day. In addition, sounds propagating to the Magnolia Apartments and the nearest residential properties to the north and west of the proposed car wash site within 200 ft. of the property line also meet the daytime sound level limit of 61 dBA at residential properties with the use of an 8ft. tall noise barrier, that is proposed to extend along the north, west and south sides of the site.
2. The computer model analysis shows that the facility with the proposed an 8 ft. tall wall along the south side of the property will meet the day-time sound level limit of 66 dBA at the commercial building.
3. The ambient sounds measured at the residential sites at locations R1, R2 and R3 indicate sound levels that range from 44 dBA to 78 dBA throughout the daytime hours of 8:00 a.m. to 10:00 p.m. The majority of the sounds consist of noise from traffic on NW 13th Street and other sources of noise such as vehicles passing on nearby residential roads. These sounds can also 'mask' sounds propagated from the proposed car wash facility. The sounds of vehicles traveling throughout the day on nearby roads, especially NW 13th Street can be perceived as significantly louder than those originating from the proposed car wash, especially at the Magnolia Apartments and at the nearest residential properties to the west of the proposed car wash facility site.



NOISE CONTOUR MAP KEY:

Location of long-term sound level meter set out to record ambient sound levels in the vicinity of the proposed site

- # Range of measured ambient sound levels at the location of the long-term sound level meters. The values indicated are for sound levels between 8:00 am and 8:30 pm

- # Computer model estimated sound levels on facade of buildings in the vicinity of the proposed project location

Computer model estimated extent for 61 dBA noise contour

Computer model estimated extent for 66 dBA noise contour

Figure 1. Scaled aerial image overlaid with the resulting noise contours for computer model that includes the car wash equipment and equipment present in the vacuuming area.

Please do not hesitate to contact us if you have any questions or if we can be of additional assistance in this regard.

Sincerely,

SIEBEIN ASSOCIATES, INC.



Hyun Gabriel Paek, ASA, INCE
Principal Consultant
HGP/ras

APPENDIX A

SUMMARY OF SOUND SOURCE DATA USED IN THE COMPUTER MODEL STUDY

SUMMARY OF DATA USED IN THE COMPUTER MODEL STUDY

Table A1. Octave band sound pressure level data measured at the Wash City Car Wash in Orlando, Florida

	One-third Octave Band Frequency Sound Pressure Level in dB									
	25.0	31.5	40.0	50.0	63.0	80.0	100	125	160	
Vacuuming (7ft. from vacuuming inside vehicle)	62.4	64.2	60.6	60.1	60.9	58.7	58.8	55.5	54.5	
	200	250	315	400	500	630	800	1000	1250	
	52.9	52.4	55.2	55.7	52.6	53.3	57.9	58.2	56.3	
	1600	2000	2500	3150	4000	5000	6300	8000	10000	
	59.4	60.2	62.3	62.7	61.3	60.5	59.9	59.5	58.8	
Vacuum holder pulled from holster (7ft. from vacuum pole)	25.0	31.5	40.0	50.0	63.0	80.0	100	125	160	
	60.6	62.4	57.5	56.9	61.6	56.3	54.9	54.0	53.0	
	200	250	315	400	500	630	800	1000	1250	
	52.7	56.2	59.3	61.7	61.4	58.6	64.9	67.4	67.2	
	1600	2000	2500	3150	4000	5000	6300	8000	10000	
	73.2	75.6	79.2	78.9	75.9	73.7	75.0	75.0	75.1	
Vacuum Producer (3ft. from pump)	25.0	31.5	40.0	50.0	63.0	80.0	100	125	160	
	66.8	63.3	68.1	61.9	74.3	63.7	65.2	78.2	71.0	
	200	250	315	400	500	630	800	1000	1250	
	77.3	81.8	81.8	75.4	76.6	71.8	69.5	77.3	81.8	
	1600	2000	2500	3150	4000	5000	6300	8000	10000	
	69.7	70.9	70.3	67.7	65.8	63.7	62.0	63.7	60.1	

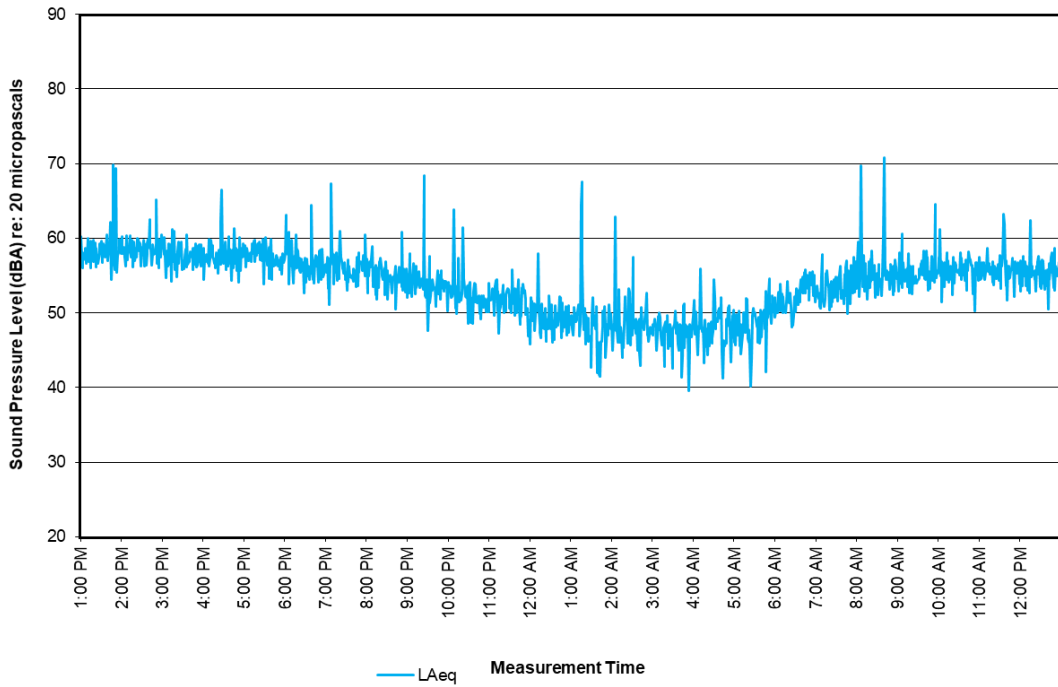
Table A2. One-third octave band sound pressure level provided for the proposed Aerodry Systems A120 Dryer Equipment (source; Aerodry-Spectral Sound Measurements (DLAA#16-131) Summary Report produced by D.L. Adams Associates, Inc. on August 11, 2016.)

	One-third Octave Band Sound Pressure Level in dB									
	25.0	31.5	40.0	50.0	63.0	80.0	100	125	160	
AERODRY A120 (1m from blower)	77	77	79	80	84	84	77	79	81	
	200	250	315	400	500	630	800	1000	1250	
	76	73	74	81	83	3	69	73	71	
	1600	2000	2500	3150	4000	5000	6300	8000	10000	
	72	71	71	67	66	66	63	62	60	

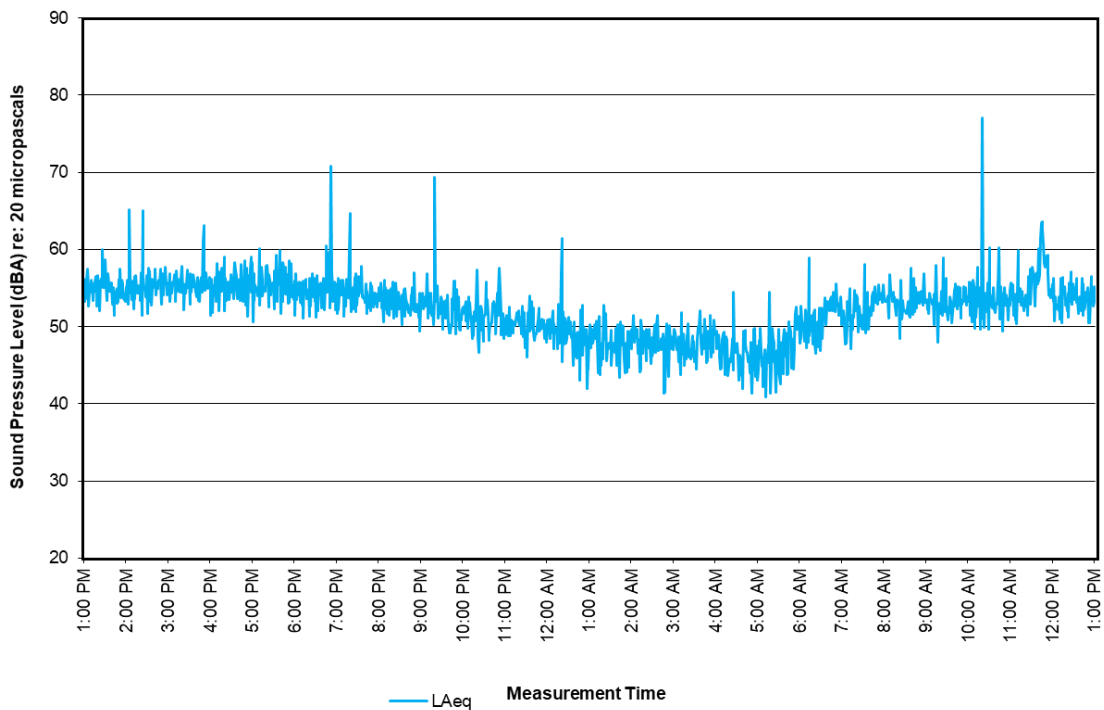
APPENDIX B

**GRAPHS OF THE LONG TERM ACOUSTICAL
MEASUREMENTS MADE ON SITE**

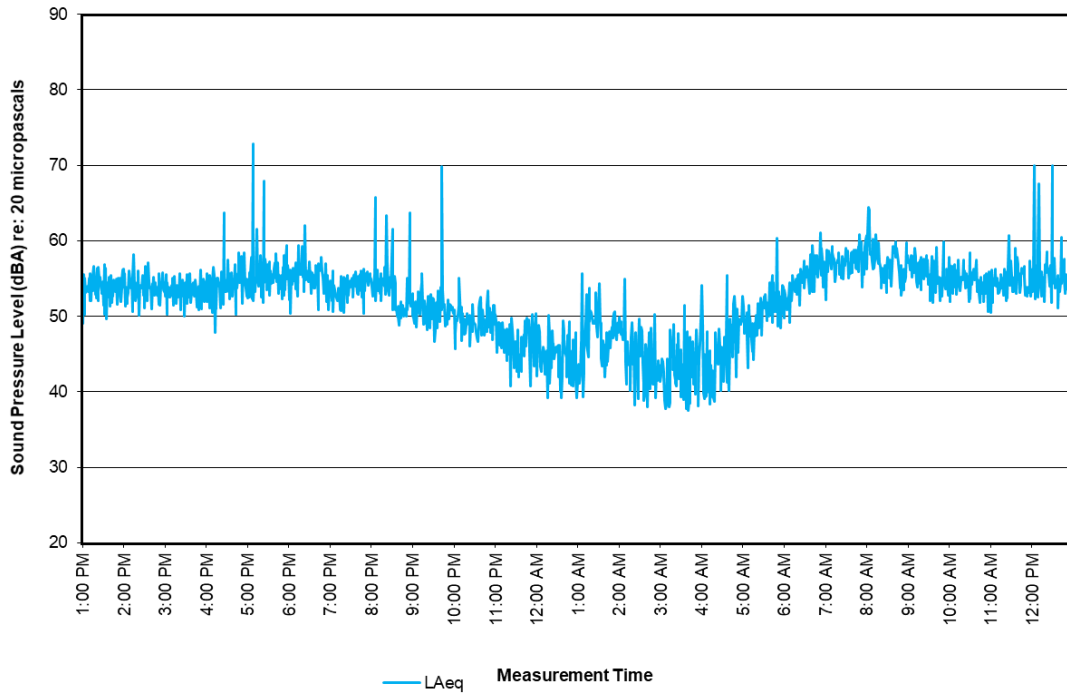
Location: R1
February 21, 2020 to February 22, 2020



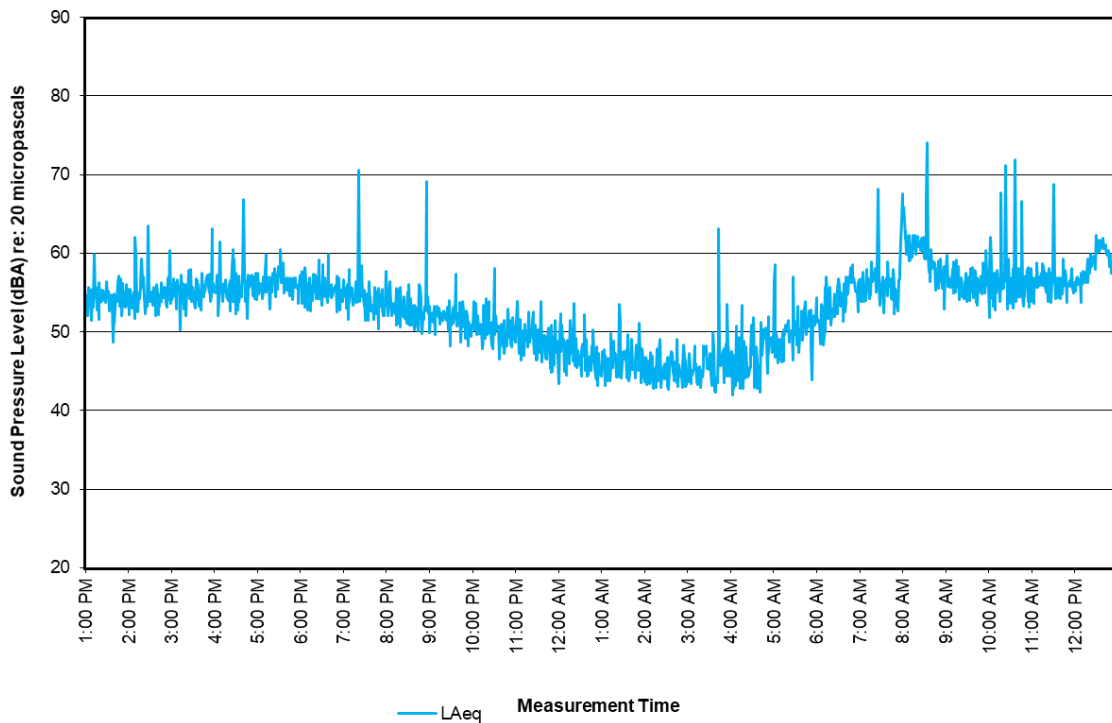
Location: R1
February 22, 2020 to February 23, 2020



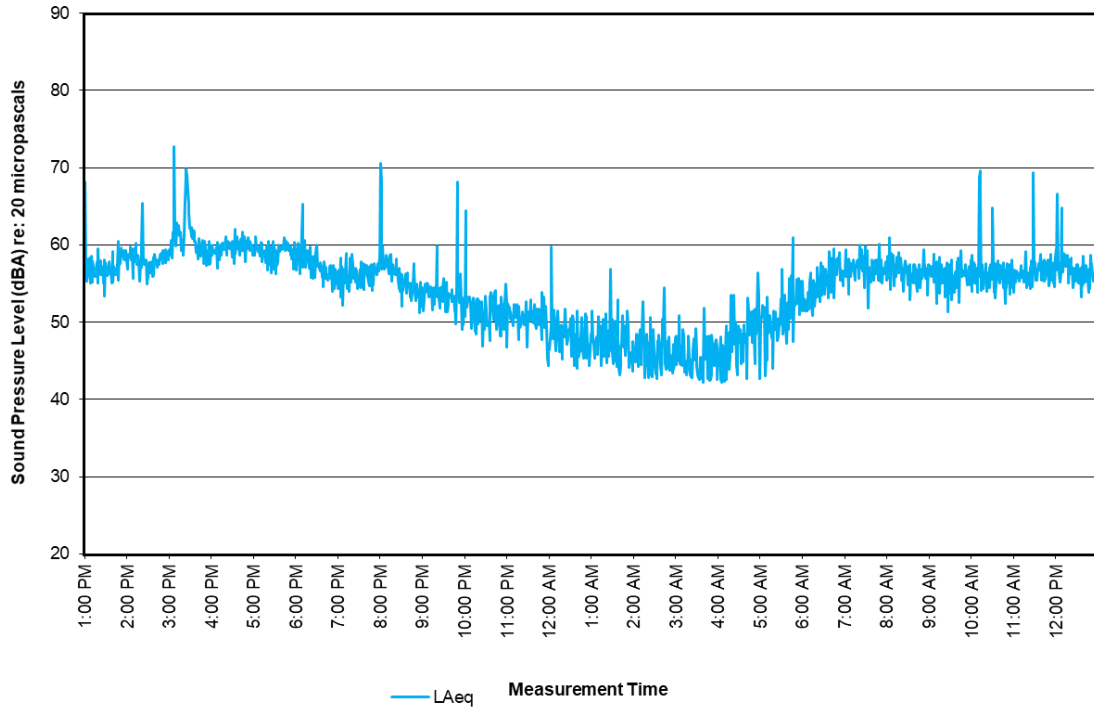
Location: R1
February 23, 2020 to February 24, 2020



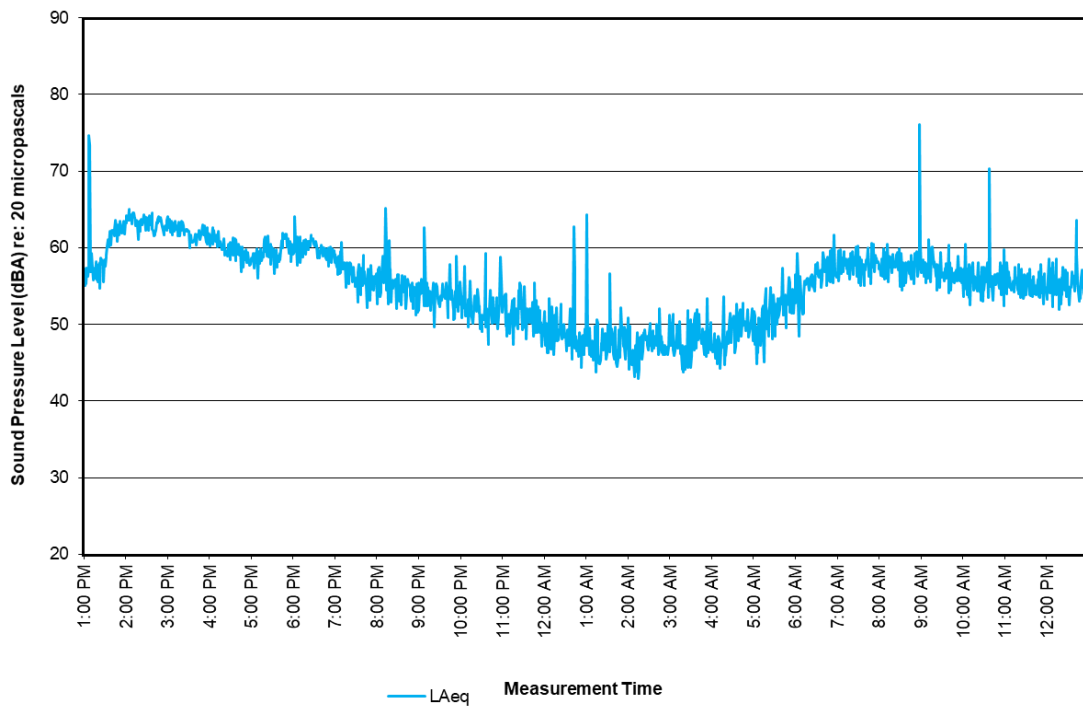
Location: R1
February 24, 2020 to February 25, 2020



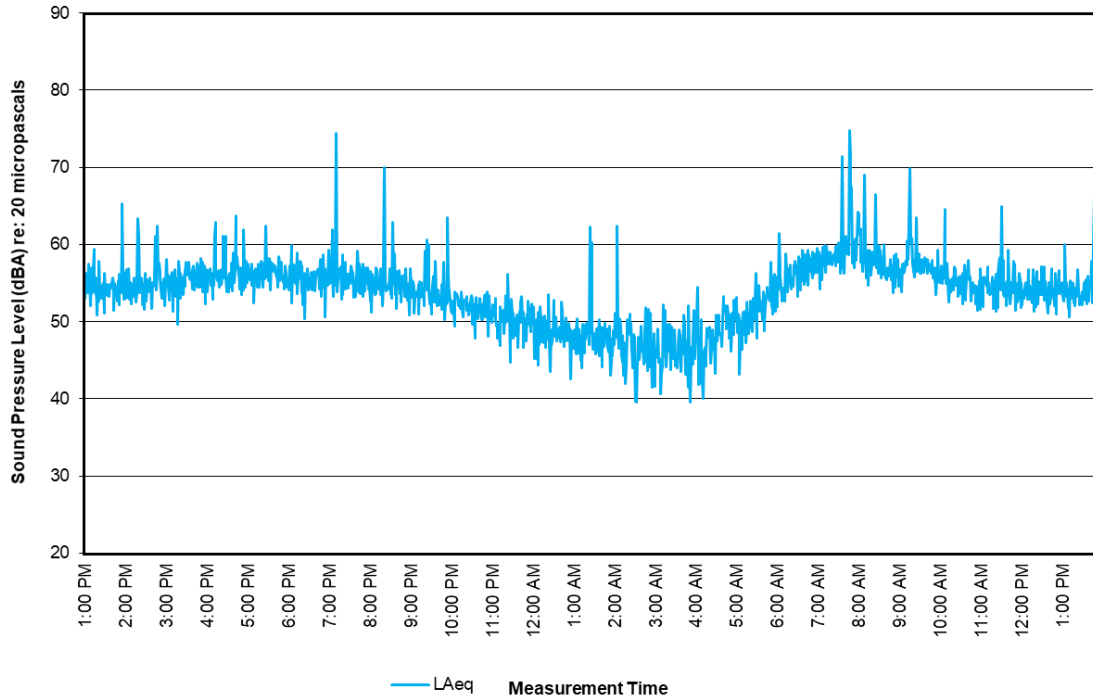
Location: R1
February 25, 2020 to February 26, 2020



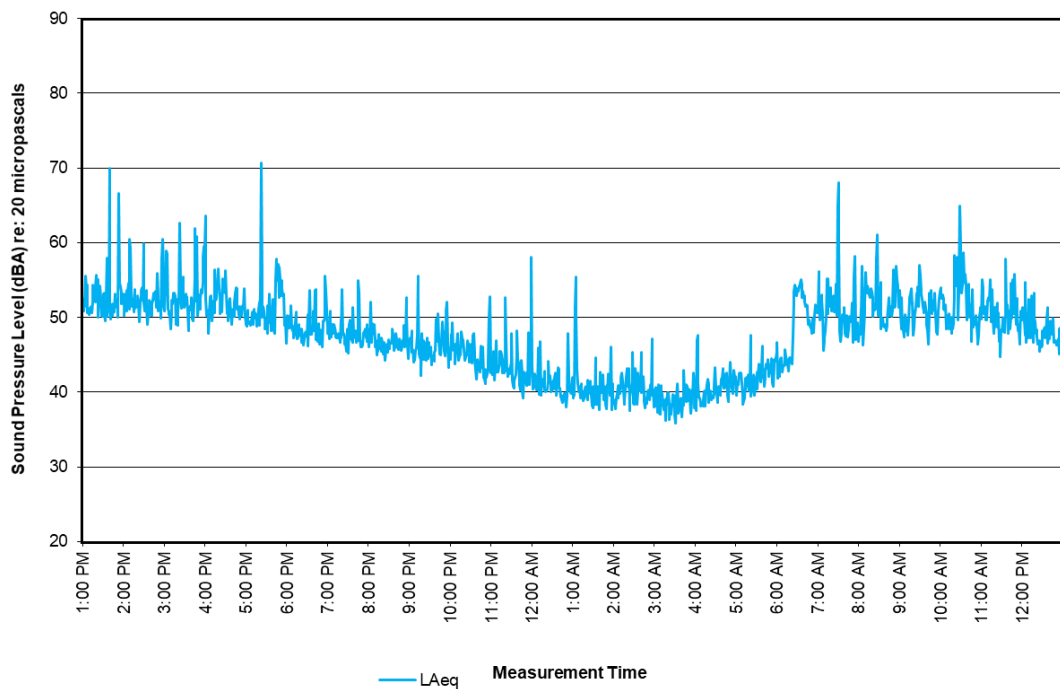
Location: R1
February 26, 2020 to February 27, 2020



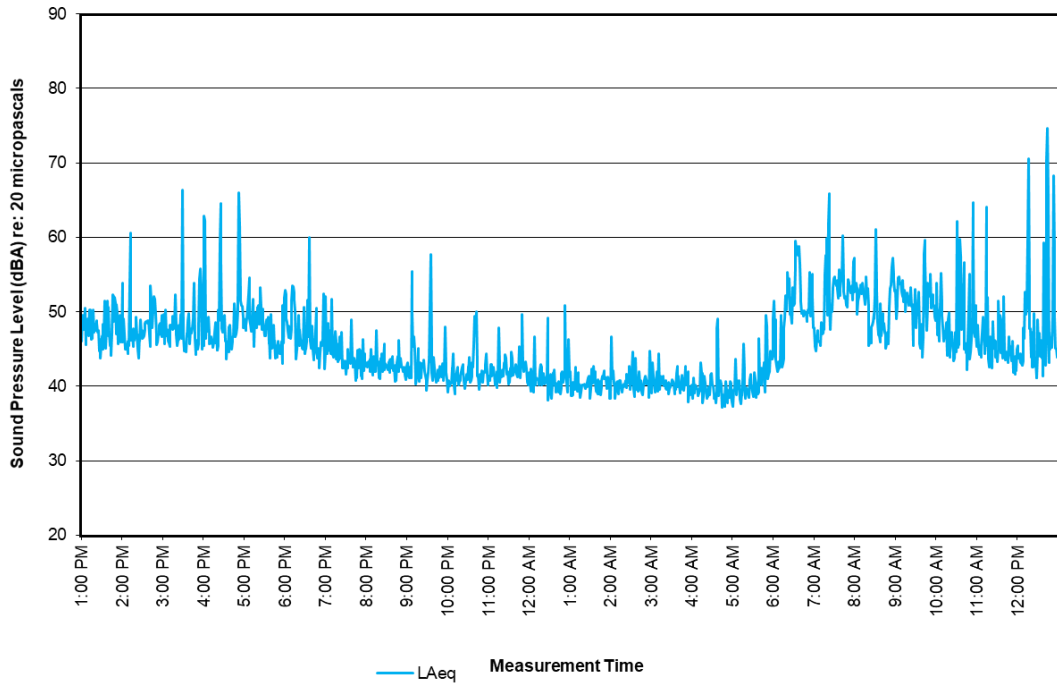
Location: R1
February 27, 2020 to February 28, 2020



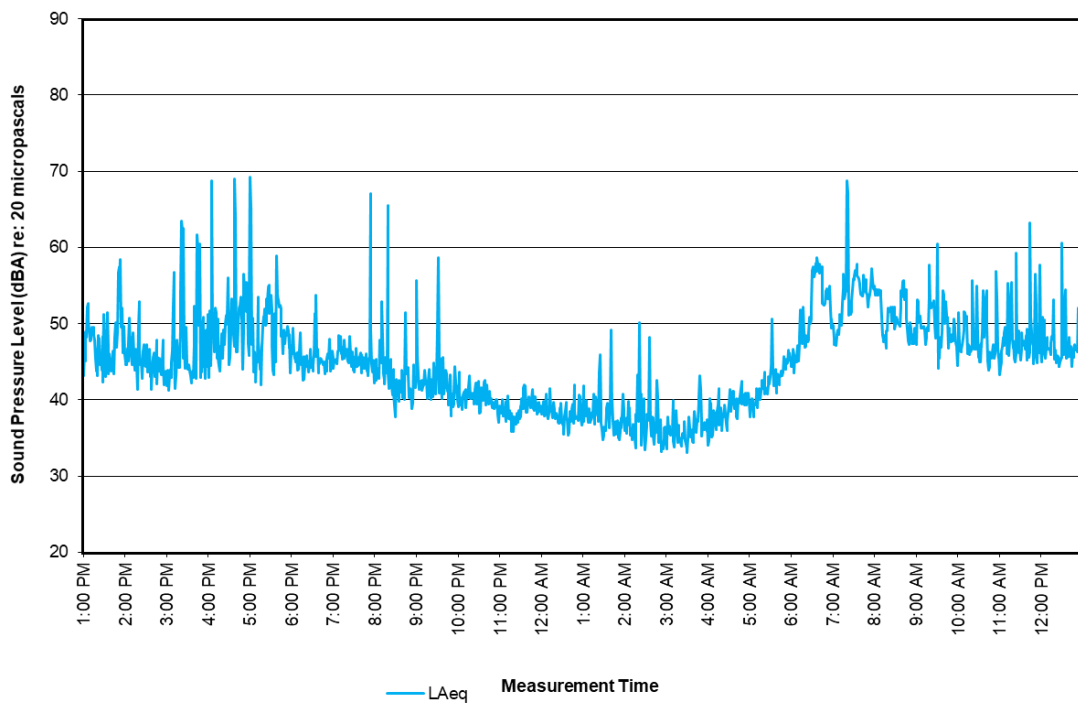
Location: R2
February 21, 2020 to February 22, 2020



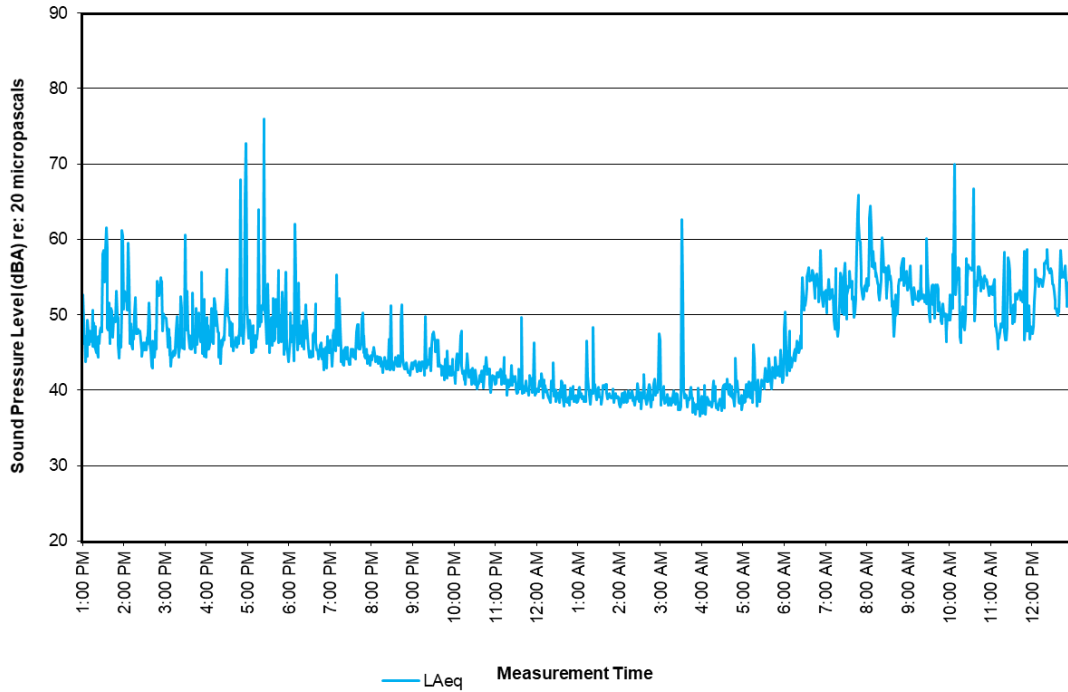
Location: R2
February 22, 2020 to February 23, 2020



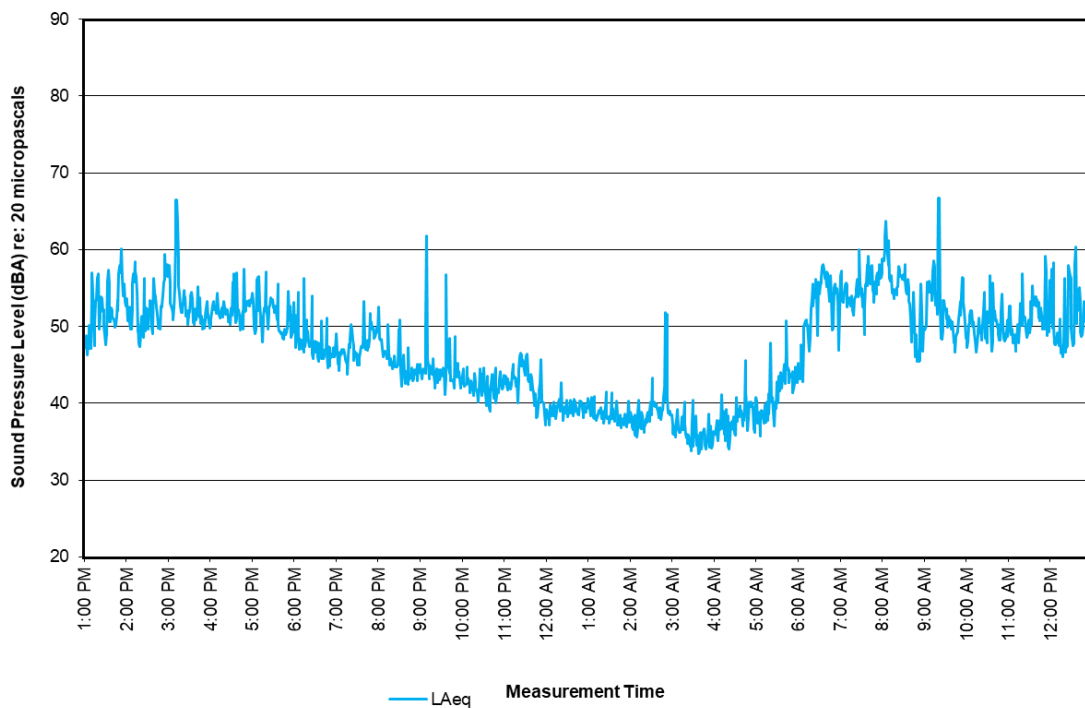
Location: R2
February 23, 2020 to February 24, 2020



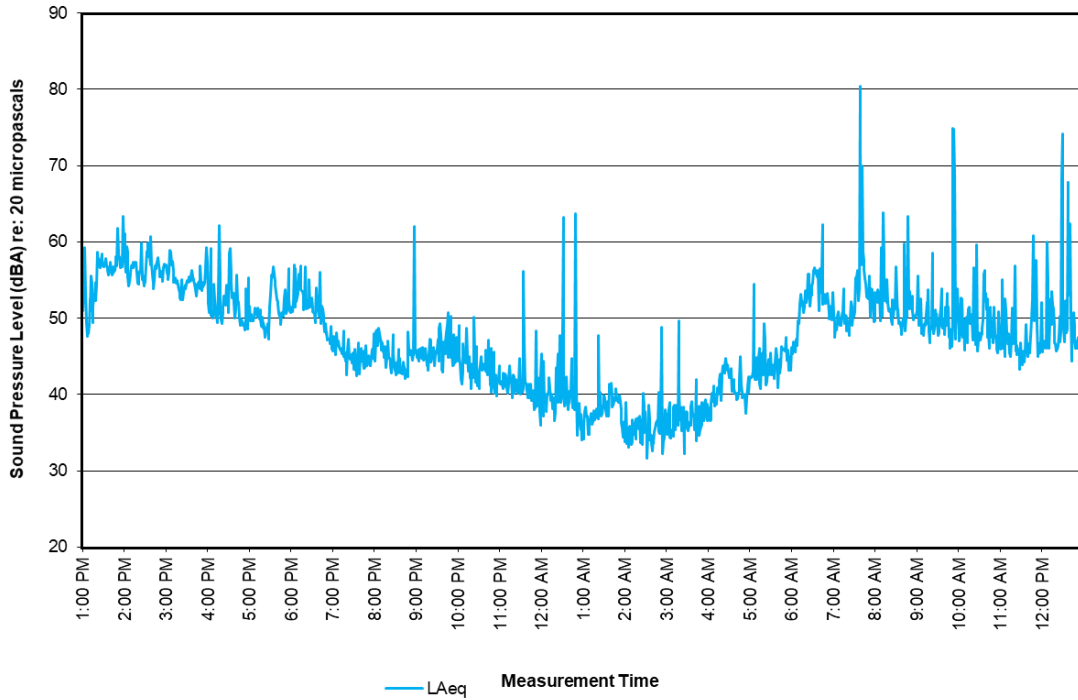
Location: R2
February 24, 2020 to February 25, 2020



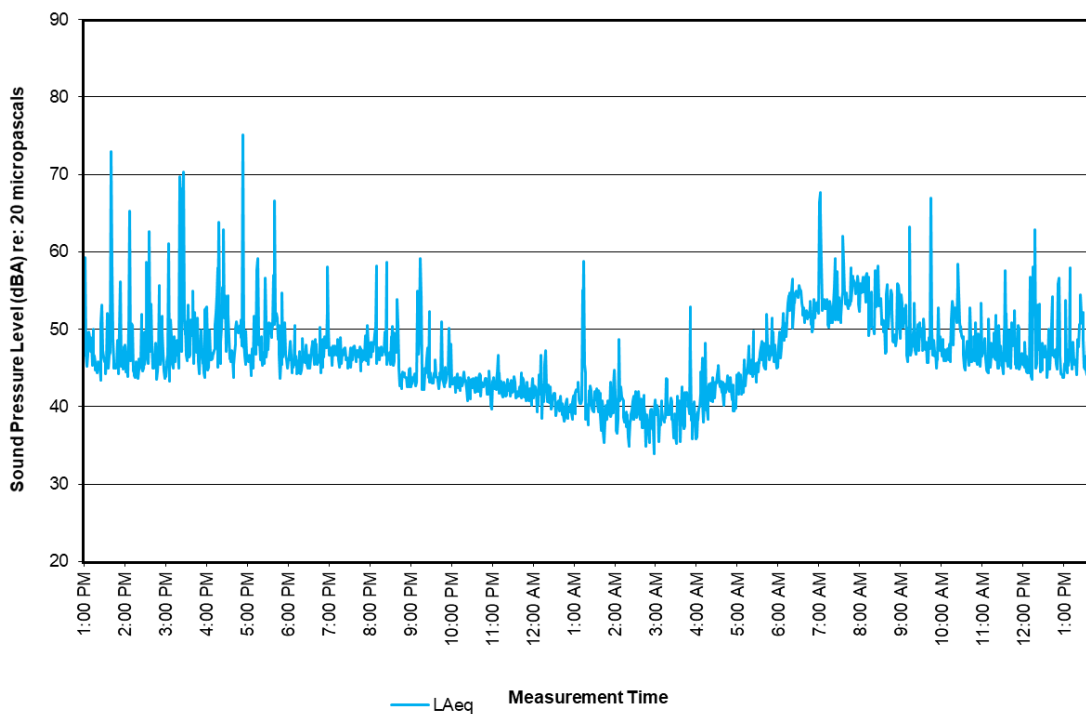
Location: R2
February 25, 2020 to February 26, 2020



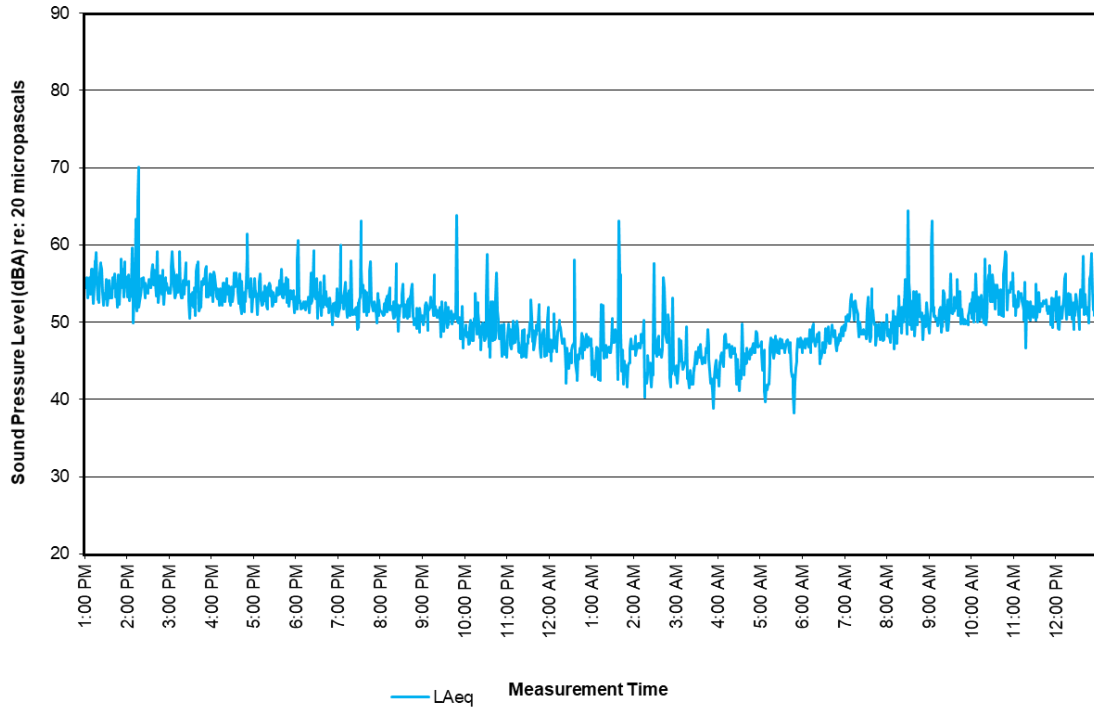
Location: R2
February 26, 2020 to February 27, 2020



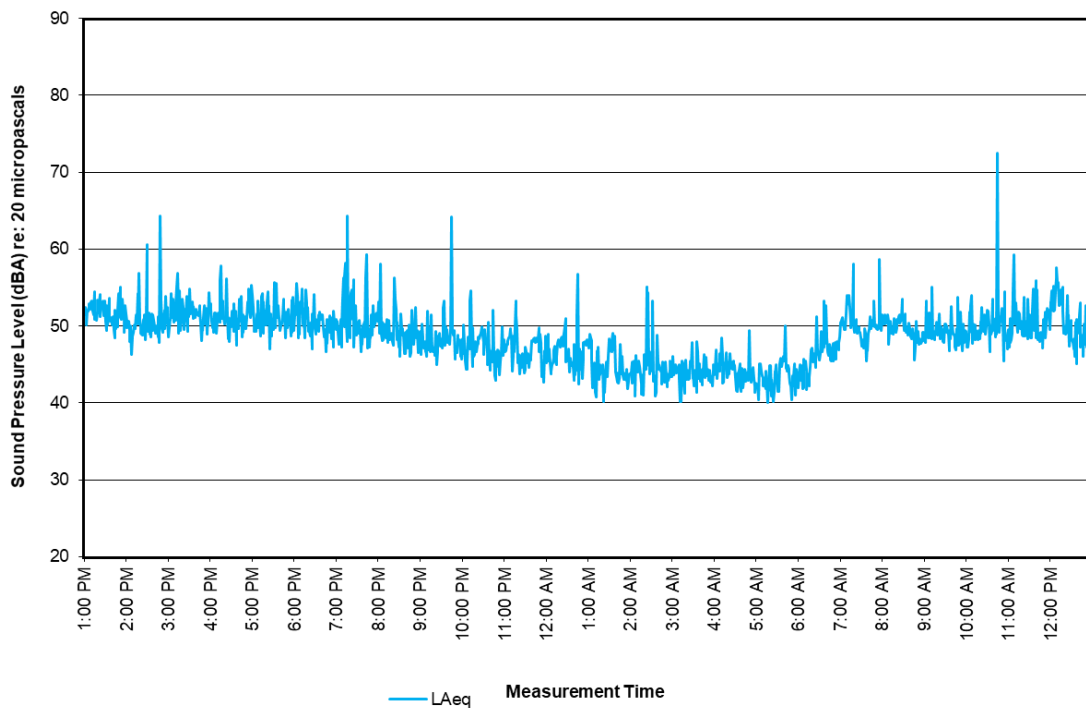
Location: R2
February 27, 2020 to February 28, 2020



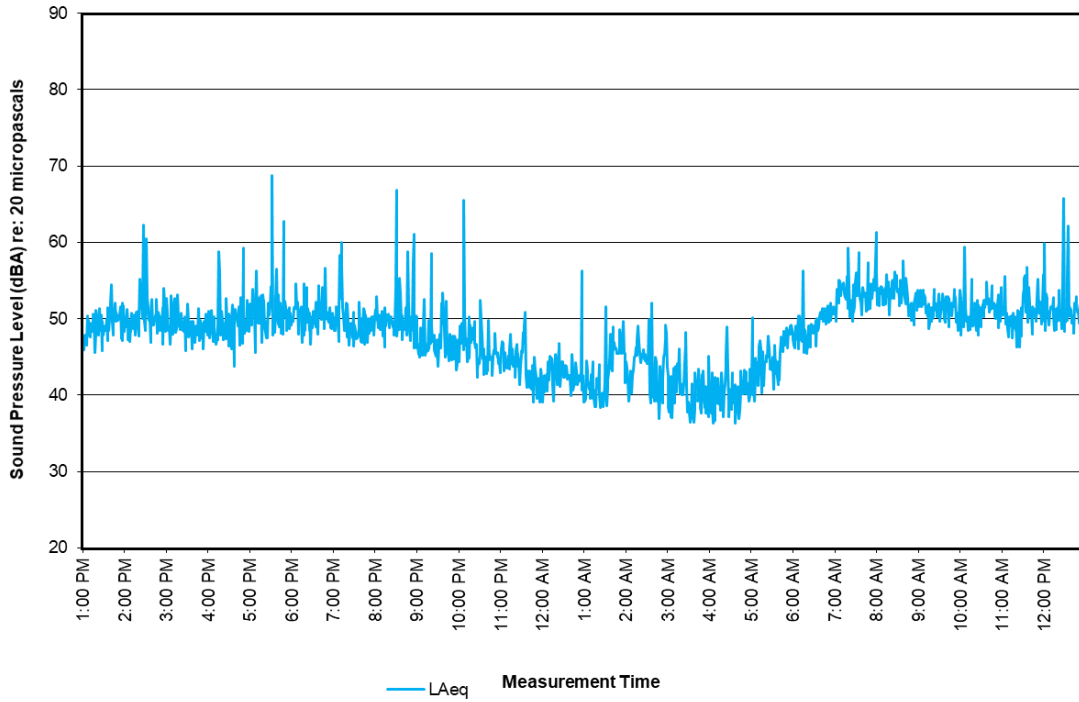
Location: R3
February 21, 2020 to February 22, 2020



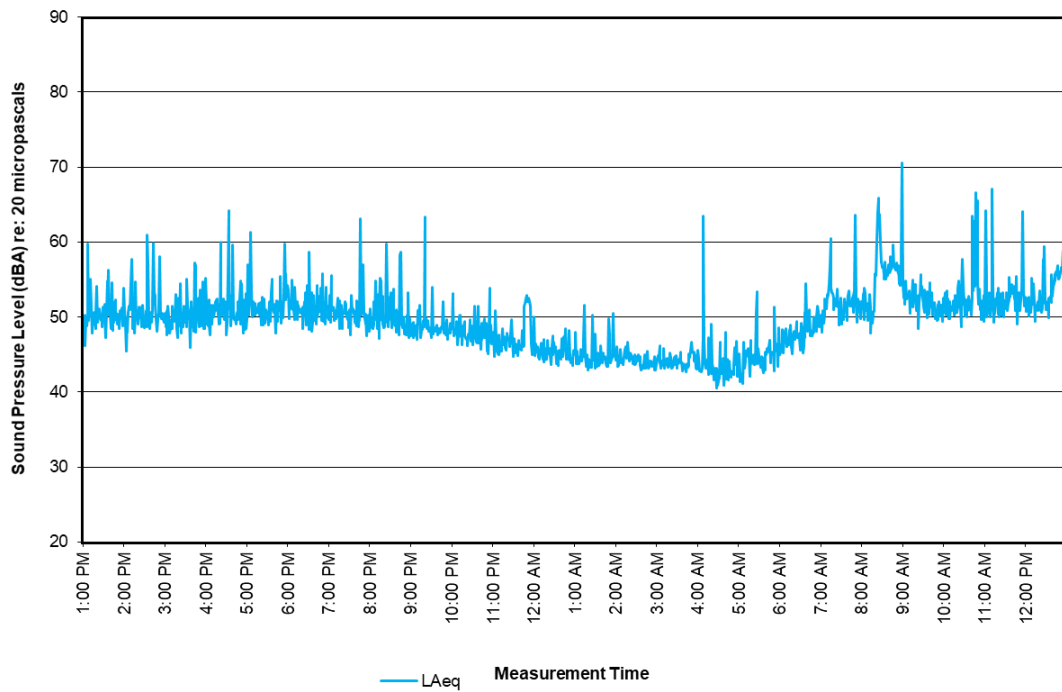
Location: R3
February 22, 2020 to February 23, 2020



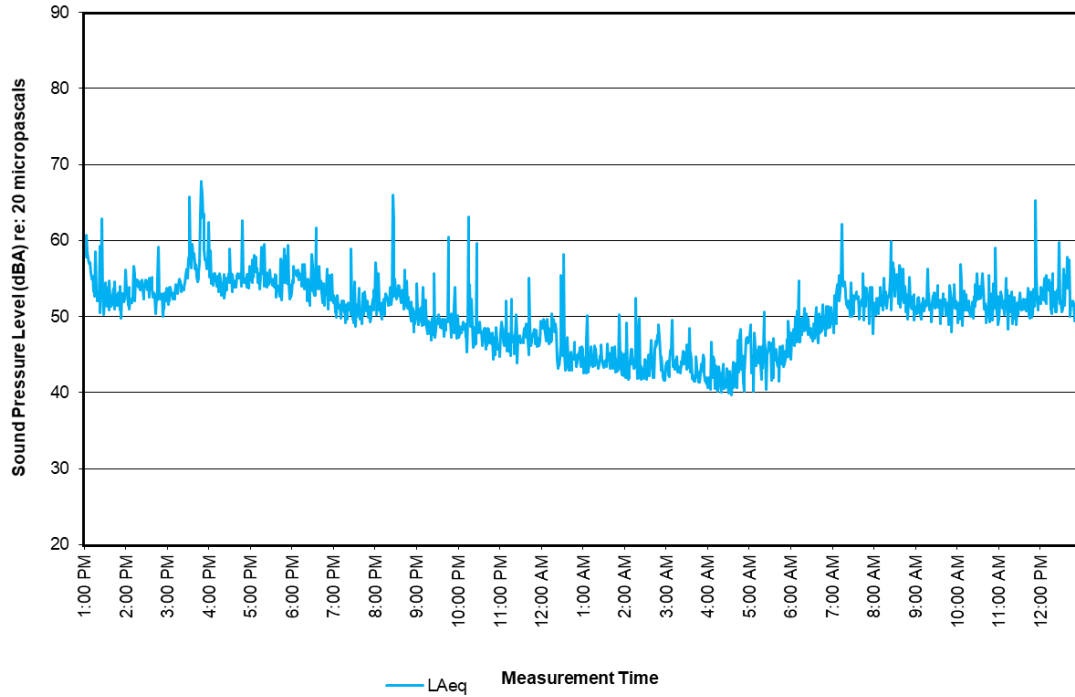
Location: R3
February 23, 2020 to February 24, 2020



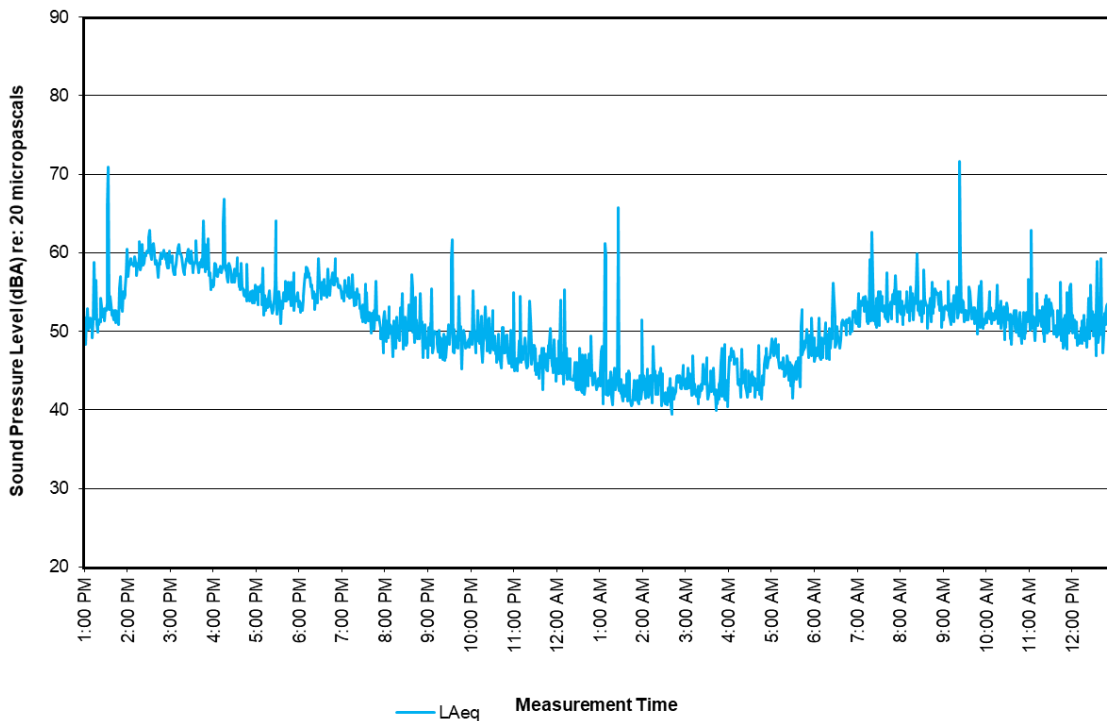
Location: R3
February 24, 2020 to February 25, 2020



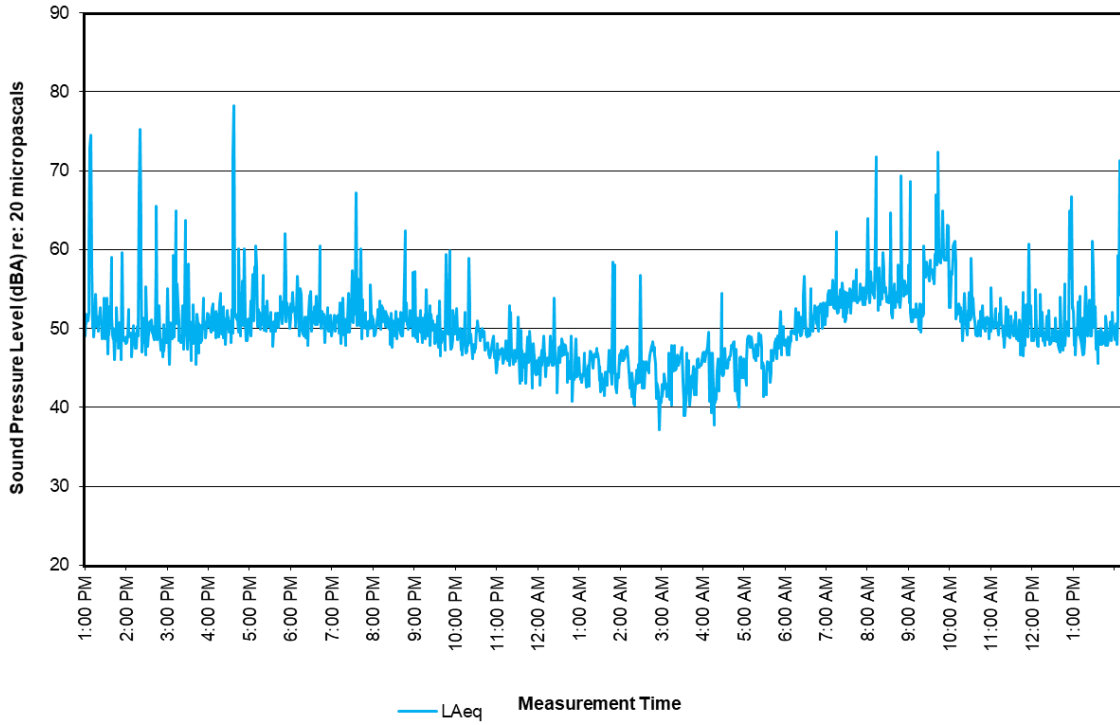
Location: R3
February 25, 2020 to February 26, 2020



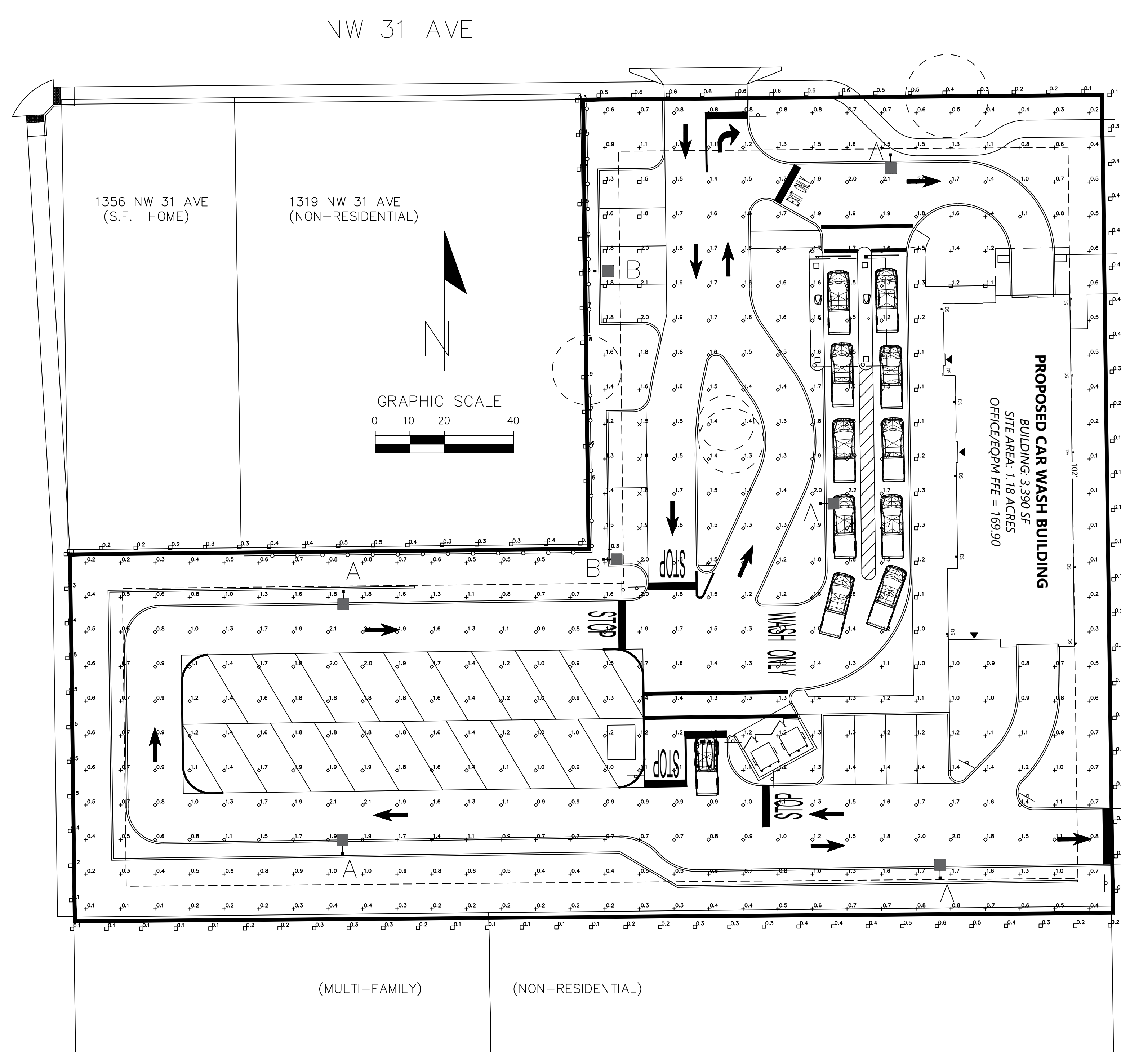
Location: R3
February 26, 2020 to February 27, 2020



Location: R3
February 27, 2020 to February 28, 2020

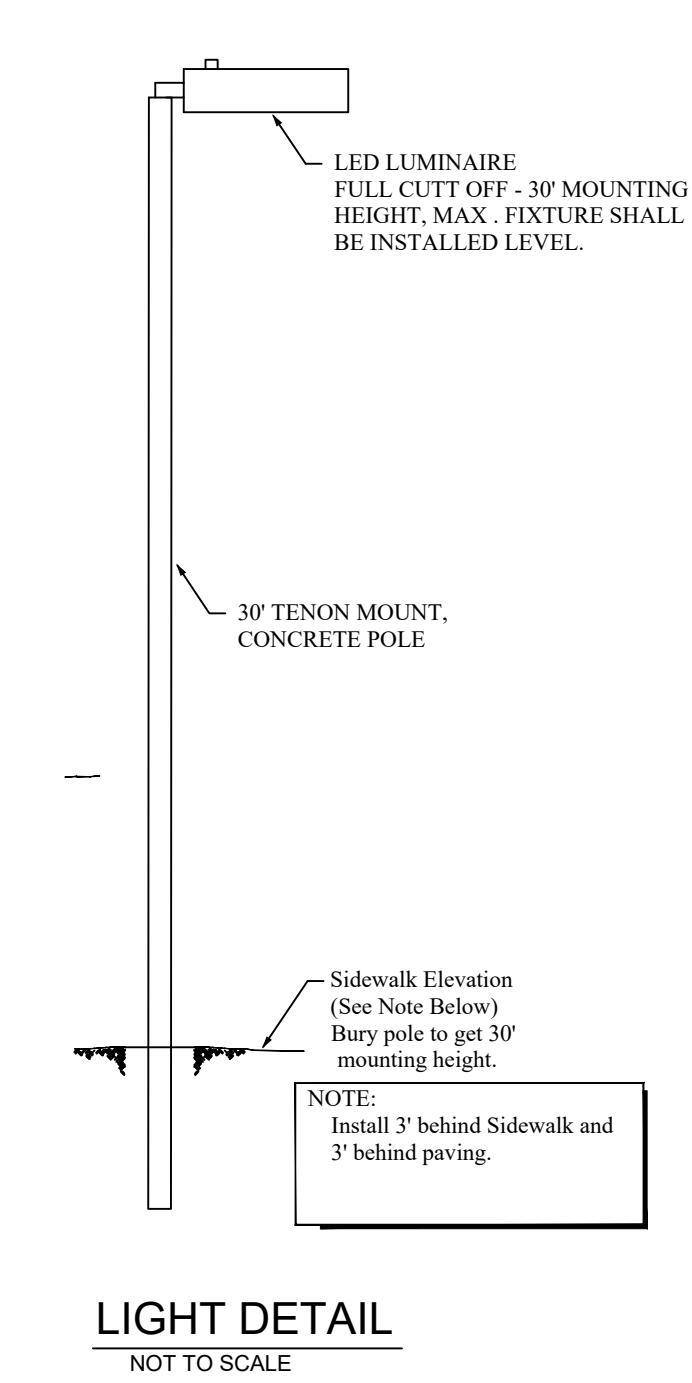


Appendix K
Photometric Plan



Description	Avg	Max	Min	Max/Min	Avg/Min	Applicable CofG Code
Overall Site	N/A	2.2 fc	N/A	N/A	N/A	N/A
Parking Areas (Concrete)	1.6 fc	2.1 fc	0.9 fc	2.3:1	1.7:1	SEC. 30-6.12 E.4.a&b COMPLIANT
Driveways	1.4 fc	2.2 fc	0.6 fc	3.7:1	2.4:1	SEC. 30-6.12 E.4.a&b COMPLIANT
Building Entrance	1.2 fc	1.5 fc	1.0 fc	1.5:1	1.2:1	SEC. 30-6.12 E.3.a COMPLIANT
Trespass S.F. - 1356 NW 31 Ave	N/A	0.3 fc	N/A	N/A	N/A	SEC. 30-6.12 D.2.b.ii. COMPLIANT
Trespass M.F or NonRes	N/A	0.4 fc	N/A	N/A	N/A	SEC. 30-6.12 D.2.b.i. COMPLIANT
NW 31 AVE	N/A	0.0 fc	N/A	N/A	N/A	SEC. 30-6.12 D. 2.b.i. COMPLIANT

- NOTES:**
- A. NO LIGHT ABOUT 90 DEGREES ABOVE HORIZONTAL PLANE AT FIXTURE HEIGHT
 - B. LUMINAIRES ARE FULL CUT-OFF.
 - C. THE MAXIMUM MOUNTING HEIGHT IS 30' ABOVE FINISH GRADE
 - D. POLES ARE 35' CONCRETE. THE POLES ARE BURIED 5'.
 - E. LIGHTS ARE CONTROLLED BY INDIVIDUAL PHOTOCELLS.
 - F. THE LIGHTING DESIGN MEETS THE SPECIFIC ILLUMINATION REQUIREMENTS FOR PARKING LOT LIGHTING (30-6.12.E.4.a&b) AND IESNA R8-18.



Site & Area

EcoForm

ECF-S small area light

Gardco EcoForm Gen-2 combines economy with performance in an LED area luminaire. Capable of delivering up to 26,400 lumens or more in a compact, low profile LED luminaire, EcoForm offers a new level of customer value. EcoForm features an innovative retrofit arm kit, simplifying site conversions to LED by eliminating the need to drill additional holes in most existing poles. Integral control systems available for further energy savings. Includes Service Tag, our innovative way to provide assistance throughout the life of the product.

Ordering guide

Ordering guide	Options	Example: ECF-S-64L-900-NW-G2-AR-S-120-HIS-M5Y
ECF-S	<ul style="list-style-type: none"> 64L: 64 LED (4x16) 1500mA 900: 900 lumens NW: Non-Residential G2: Generation 2 AR: Arm Mount S: Safety 30% 120: 120" mounting height HIS: House-side internal shielding M5Y: Motion sensor 	<ul style="list-style-type: none"> 64L-900-NW-G2-AR-S-120-HIS-M5Y

1. 16-18W/1' required with non-vented sensor housing when voltage is 120 or 277V
 2. Minimum 4" stand pole with cap included for square poles.
 3. Limited to a maximum of 45 degrees aiming above horizontal.
 4. Not available with other dimming control options.
 5. Not available with motion sensor.
 6. Not available with photocell.

7. Available only in 120 or 277V
 8. Not available in 347 or 480V
 9. Not available with 120V
 10. Dimming will not be connected to NEMA receptacle if ordering with other control options.
 11. Not available in 480V.
 12. Not available with DCC.
 13. Not available with SF and WS. RPA provided with back flush standard.

14. HID not available with Type 3 and 5B control.
 15. Available only with 5B, LCC, and B. control options.
 16. Available only with 5B and B. control options.

ECF-S_EcoForm_area_small 04/19 page 1 of 8

Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens per Lamp	Lumen Multiple	LLF	Wattage	Efficiency	Distribution
⬇	A	5	SIGNIFY GARDCO	ECF-S-32L-1A-NW-G2-3-1050mA	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 3 OPTIC, No Shield	(2) LEDIGNE SLD LIGHT ARRAY(S) DRIVEN AT 1050mA	1	ecf-s-32l-1a-nw-g2-3-lies	12194	1	0.88	105.6	100%	Type 3
⬇	B	2	SIGNIFY GARDCO	ECF-S-32L-1A-NW-G2-3-HIS	EcoForm Area LED ECF - Small, 32 LED's, 4000K CCT, TYPE 3-HIS OPTIC, House-side internal shielding (H.S.)	(2) LEDIGNE SLD LIGHT ARRAY(S) DRIVEN AT 1050mA	1	ecf-s-32l-1a-nw-g2-3-his-lies	9712	1	0.88	105.6	100%	Type 3 w/ H.S. shield.

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 ALACHUA, FLORIDA 32615
 STORMANT@COX.NET
 (352) 665-1426

CLIENT: MR. CLEAN FLORIDA
 PROJECT: MR. CLEAN CARWASH SITE DEVELOPMENT PLAN & SUP
 SHEET NUMBER: 19-0072

FL PE No. 44156
 SHEET NO. E1