



City of Gainesville  
Department of Doing  
Planning Division

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## CITY PLAN BOARD STAFF REPORT

**PUBLIC HEARING DATE:** June 28, 2018  
**ITEM NO:** 180022 under New Business  
**PROJECT NAME AND NUMBER:** Fueling Station – East University Avenue, PB-17-165 SUP  
**APPLICATION TYPE:** Special Use Permit - **Quasi-Judicial**  
**RECOMMENDATION:** Staff recommends approval of Petition PB-17-165 SUP with conditions and comments from the Technical Review Committee.  
**CITY PROJECT CONTACT:** Jason Simmons



Figure 1: Location Map

**APPLICATION INFORMATION:**

**Agent/Applicant:** CHW, Inc.

**Property Owner(s):** E.W. Burch, Jr., ABC Liquors, Inc., and BW University and 10<sup>th</sup> LLC

**Related Petition(s):** PB-18-35 SVA. Kami Corbett and Foley & Lardner LLP, Inc., agent for E.W. Burch, Jr., ABC Liquors, Inc., and BW University and 10<sup>th</sup> LLC, owners. Request to vacate an 8 foot wide alley lying between lots 3 and 4, G.B. Crawford Addition, between East University Avenue and SE 1<sup>st</sup> Avenue.

**Legislative History:** The City Plan Board held a public hearing on April 26, 2018 and voted 6-0 to approve Petition PB-18-35 SVA.

**Neighborhood Workshop:** February 28, 2017

**SITE INFORMATION:**

**Address:** 1007 and 1021 East University Avenue and 15 SE 10<sup>th</sup> Street

**Parcel Number(s):** 12007-000-000, 12007-001-000, 12005-000-000, & 12007-002-000

**Acreage:** 1.65

**Existing Use(s):** Vacant commercial

**Land Use Designation(s):** Urban Mixed Use

**Zoning Designation(s):** Urban 7

**Overlay District(s):** None

**Transportation Mobility Program Area (TMPA):** TMPA Zone A

**Census Tract:** 5

**Water Management District:** St. John's River Water Management District

**Special Feature(s):** None

**Annexed:** 1905

**Code Violations:** None

**ADJACENT PROPERTY CHARACTERISTICS:**

	<b>EXISTING USE(S)</b>	<b>LAND USE DESIGNATION(S)</b>	<b>ZONING DESIGNATION(S)</b>
<b>North</b>	<b>East University Avenue, Eating Place</b>	<b>Urban Mixed Use</b>	<b>Urban 7</b>
<b>South</b>	<b>SE 1<sup>st</sup> Avenue, Warehouse Storage, Vacant Commercial</b>	<b>Urban Mixed Use</b>	<b>Urban 7</b>
<b>East</b>	<b>Automobile Parts Store</b>	<b>Urban Mixed Use</b>	<b>Urban 7</b>
<b>West</b>	<b>SE 10<sup>th</sup> Street, Beverage Bottling Plant</b>	<b>Urban Mixed Use</b>	<b>Urban 6</b>

**PURPOSE AND DESCRIPTION:**

Special Use Permit (SUP) to construct a gasoline station with 12 fueling positions, an approximately 5,564 square foot convenience store, and an associated eating place with outdoor seating. The building interior shows areas for convenience store retail and restaurant use, with the seating shown on the outside patio area. The current zoning on the property is Urban 7, which allows gasoline /alternative fuel stations as a use by right. In accordance with Section 30-5.13 – Gasoline and alternative fuel stations of Article V, gasoline stations are allowed up to six fueling positions by right in transect zones. Up to 12 fueling positions may be allowed as part of a special use permit process. The Urban 7 zoning district is a transect zone, thus requiring a Special Use Permit for the proposed 12 fueling positions (six fuel pumps with two fueling positions for each pump).

The approximately 1.65 acre development site is located on the southeast corner of East University Avenue and SE 10<sup>th</sup> Street, and north of SE 1<sup>st</sup> Avenue. The property, which has a land use designation of Urban Mixed Use, is located in a largely commercial area, although one of the parcels has a vacant single-family dwelling unit. There is an eight foot wide strip of right-of-way just to the west of the former ABC store that runs between SE 1<sup>st</sup> Avenue and East University Avenue that is currently in the process of being vacated.

Please see the map on page 1 for the location of the subject property, and Appendix D for the full map series.

**STAFF ANALYSIS AND RECOMMENDATION:**

## **ANALYSIS**

The staff analysis and review is based on the criteria for issuing a Special Use Permit as shown in Division 5 of Article III of the Land Development Code and the provisions of Section 30-5.13 – Gasoline and alternative fuel stations in Article V.

### **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 Urban 7 which is consistent with the land use designation of Urban Mixed Use. The proposed gasoline /alternative fuel station use is allowed by right in the Urban 7 zoning district. This district is classified as a transect zone which has a limit of six fueling positions by right in accordance with Section 30-5.13. The development is proposing 12 fueling positions, which may be allowed as part of a special use permit process. As discussed later in this report, the development proposal has to comply with the provisions of Section 30-5.13. Gasoline and Alternative Fuel Stations, which are regulated under Article V, Use Standards, of the Land Development Code.

The proposed development is consistent with the Comprehensive Plan concerning infill development and compact development patterns as noted in Objective 2.1 and Policy 2.1.1 of the Future Land Use Element. The site is located within Zone A of the Transportation Mobility Program Area (TMPA) and is consistent with Policy 10.1.3 of the Transportation Mobility Element concerning the promotion of redevelopment and infill in the eastern portion of the City. Development plan review will ensure compliance with the transportation mobility requirements outlined in Policy 10.1.4.

**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 development site is surrounded by properties with the same Urban Mixed Use land use category. Properties to the north, south, and east have the same Urban 7 zoning designation. The area is a commercial corridor that includes a beverage bottling plant to the east, a warehouse and storage use to the south, a fast-food restaurant with a drive-through to the north, and an auto parts store to the east. On the northwest corner of East University Avenue and Waldo Road is an existing gasoline station with a convenience store, while to the northwest of the subject development site to the west of the McDonald's is a convenience store and a car wash next to it. The area is full of convenience, quick service types of uses, which is generally what is proposed for the subject property. The elevations for the proposed use show a one-story structure which is compatible with the general height of buildings along this area of the University Avenue corridor.

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

The proposed gasoline station with 12 fueling positions and convenience store with an associated eating place is a typical use for a commercial corridor. The use is compatible with the uses in the vicinity of the site and it does not pose a threat to the health, safety, and welfare of the public.

**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.**

Policy 10.1.4 of the Transportation Mobility Element requires closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site. The parcel which was the former site of a gasoline station and the vacant ABC retail beverage store property both have excessive curb cuts which will be eliminated as part of the development plan for the proposed development. There are four existing, very wide curb cuts along East University Avenue that will be reduced down to one driveway entrance into the development with construction of the project. There is another driveway into the old gas station site off of SE 10<sup>th</sup> Street that will be moved further to the south, and an existing driveway on SE 1<sup>st</sup> Avenue into the vacant ABC property that will remain. The refuse and service/loading areas, which are located to the side and rear of the proposed building, are generally located away from the areas one would expect the heaviest pedestrian and bicycle use. In accordance with the development plans, the proposed changes to the development site will provide safer and more convenient automobile, bicycle, and pedestrian mobility in the area.

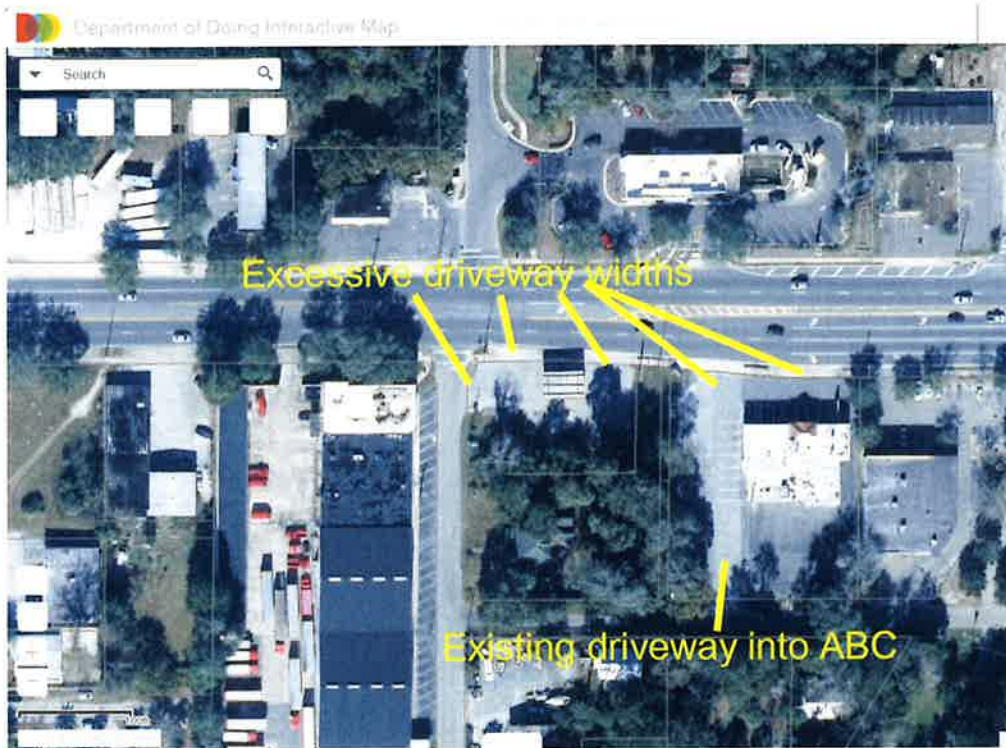


Figure 2



Figure 3



Figure 4

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

There are no adjacent properties that have land use or zoning designations for single-family residential use.

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

During development plan review the applicants will have to address how the project meets the general standards as outlined in Section 30-8.2 in Article VIII, Protection of Resources. Sound, odor, air quality, and toxics among others are items that need to conform to the standards of

performance as described in the section. Regulations for outdoor lighting are found in Section 30-6.12 in Article VI, Development Standards of the Land Development Code. Compliance with the general standards and the outdoor lighting regulations will ensure that surrounding properties are not negatively impacted by noise, glare, odor, and exterior lighting. Please refer to the analysis starting on page 8.

- 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 plans indicate the proposed location for the refuse and service/loading areas, which are located to the side and rear of the proposed building, generally away from the areas one would expect the heaviest pedestrian and bicycle use. The Public Works department will review the location of the trash compound to make sure that it is compliant with applicable regulations. No outdoor storage or display areas are currently indicated on the plans.

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

The project has been reviewed by the Technical Review Committee and the necessary public utilities with adequate capacity are available to serve the demands of the proposed new use.

- 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.**

In accordance with Section 30-5.13.C.10., the perimeter buffer for a gasoline or alternative fuel station shall be Type B buffers with a minimum four-foot tall opaque masonry wall or privet type hedge along the side and rear property boundaries to minimize the view of fueling pumps. The landscape plan shows landscape buffer areas around the perimeter of the site to minimize the view of the fuel pumps, generally using privet type shrubbery.

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

The hours of operation for the proposed development will be 24 hours a day. There are no adjacent properties that have land use or zoning designations for single-family residential use. The closest property with a single-family use is just to the south of the subject property at 1031 SE 1<sup>st</sup> Avenue. However the property does not have direct access onto to SE 1<sup>st</sup> Avenue. A chain link fence with a dense buffer of existing vegetation provides screening between the residential structure and the commercial properties on East University Avenue. The landscape plan shows landscape buffer areas around the perimeter of the development site to minimize the view of the fuel pumps, generally using privet type shrubbery. The City's lighting regulations require the protection of adjacent properties from adverse lighting impacts such as light pollution, light trespass, glare, excessive lighting, and offensive light sources. The trash compound is located

adjacent to SE 10<sup>th</sup> Street, which is on the other side of the site away from the property with the existing single-family residential use. The compound is screened by a stucco and stone wall. The closest property with residential zoning (RMF-7) is approximately 250 feet north of the development site, across East University Avenue just to the north of the McDonald's restaurant. A call to the restaurant indicates their hours of operation are 5:00 AM to midnight. The Circle K gasoline station and convenience store at East University Avenue and Waldo Road is open 24 hours.

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

The special requirements for gasoline and alternative fuel stations are listed in Section 30-5.13., which is to be addressed below.

**Section 30-5.13. Gasoline and Alternative Fuel Stations.**

Gasoline and alternative fuel stations also include retail petroleum sales at service stations or car washes, either separately or in combination with the sale of food or restaurants, or gas pumps as accessory to a convenience store or restaurant.

The project will comply with the provisions of Section 30-5.13.A., concerning accessory uses. There will be no rental of vehicles or a vehicle service center to provide minor repairs to automobiles, trucks, or trailers. Some minor automobile parts and accessories may be available for retail sale in the store and vending machines will be located inside the building, under the roof of the principal structure.

As indicated earlier, six fueling positions are allowed by right in the transect zones. The project is proposing 12 fueling positions in the Urban 7 transect zone, which is allowed as part of the Special Use Permit process.

**1. All fuel pumps and pump islands shall be set back a minimum distance of at least 15 feet from any right-of-way line or property line.**

The proposed fuel pumps and the pump islands are set back more than 60 feet from the closest right-of-way line of East University Avenue. They are set back at least 40 feet from the property line adjacent to SE 1<sup>st</sup> Avenue.

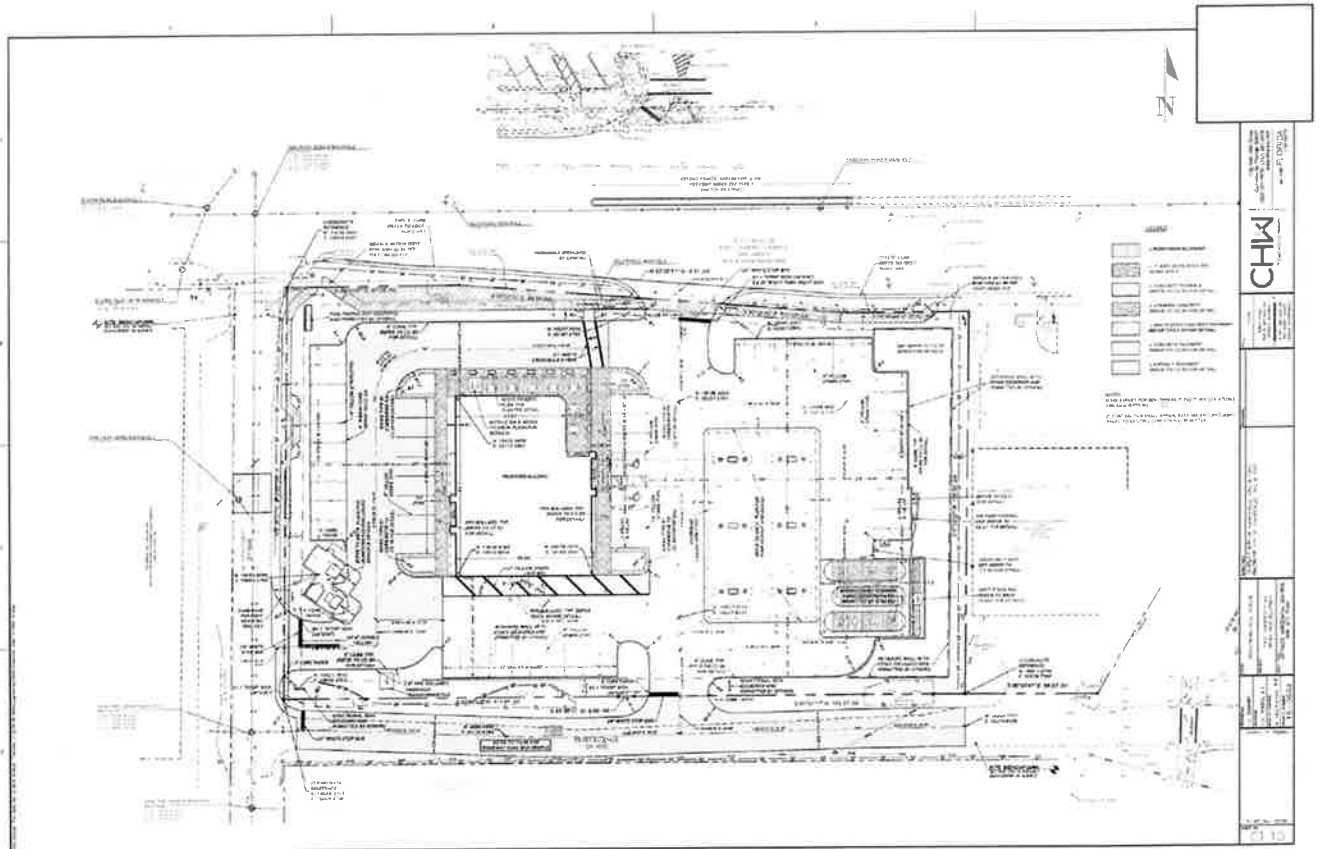
**2. All gasoline and alternative fuel pumps and accessory automotive uses shall be located to the rear or side of buildings and at least 50 feet from the property line of any property zoned residential district or Planned Development district with predominately residential uses. In the event the physical constraints of the site do not allow such uses to meet these requirements, the uses may be located to the front of the building in order to meet the 50 foot spacing requirement. This design requirement shall not apply in the I-1 or I-2 zoning districts.**



The development site is not located within 50 feet of property zoned and classified as a residential district or a Planned Development district with predominately residential uses. The proposed fuel pumps are located to the east side of the proposed building.

**3. The number and width of driveways shall be minimized.**

In accordance with Policy 10.1.4 of the Transportation Mobility Element, excessive, duplicative, and unsafe curb cuts will be eliminated as part of the development plan for the proposed development. The number of driveways will be reduced from six to three with the development proposal.



**4. Cross-access or joint use driveways shall be provided to adjacent non-residential developments.**

The development site is bordered on three sides by public right-of-way, including East University Avenue on the north, SE 10<sup>th</sup> Street on the west, and SE 1<sup>st</sup> Avenue on the south. Access to the property to the east of the development site is by way of SE 1<sup>st</sup> Avenue which has approximately 20 feet of paved width and functions more like an alley than a regular local street. Patrons of the auto parts store have access to SE 1<sup>st</sup> Avenue from which they can enter into the proposed gasoline station/convenience store.

- 5. A minimum of 25% window area or glazing at pedestrian level (between three and eight feet above grade) on all first-floor building sides with street frontage. Windows or glazing shall be at least 80% transparent.**

The front elevation facing East University Avenue is shown to have 68% window glazing, while the west elevation facing SE 10<sup>th</sup> Street is shown to have 44% window glazing. Development plan review will require the compliance with the 80% transparency.

- 6. A public entrance shall be provided that faces the street (a corner entrance may be provided where the building is located at the intersection of streets).**

The development plans include floorplans and elevations that show public entrances facing East University Avenue on the north and SE 10<sup>th</sup> Street on the west.

- 7. Pedestrian and bicycle access shall be provided from the public sidewalk to any retail or restaurant facilities on site.**

The plans indicate a crosswalk from the public sidewalk along East University Avenue to the building. One staff comment is to include a sidewalk connection from the proposed sidewalk along SE 10<sup>th</sup> Street to the western entrance of the building.

**Condition 1.**

*Please provide a sidewalk connection on the west side of the building between the required sidewalk along SE 10<sup>th</sup> Street and the building.*

- 8. Off-street parking shall be located to the side or rear of the building.**

The off-street parking adjacent to the building is located to the side and rear of the building.

- 9. Canopy height: the bottom surface of a canopy shall not exceed 15 ft. in height.**

The bottom surface of the canopy is shown at a height of 14 feet and a height of 25 feet, 2 inches at its highest point.

- 10. Perimeter buffers: sites shall include Type B buffers with a minimum four-foot tall opaque masonry wall or privet type hedge along the side and rear property boundaries to minimize the view of fueling pumps.**

The landscape plan shows landscape buffer areas around the perimeter of the site to minimize the view of the fuel pumps, generally using the privet type shrubbery.

- 11. Dumpster location: dumpsters shall be enclosed by a masonry wall and placed as far away from existing, adjacent residential uses as practicable on**

**the site and shall not be less than 50 feet as measured from the residential property line.**

The proposed trash compound will be enclosed by a masonry wall. There is no existing, adjacent residential use. The parcel that includes a vacant single-family dwelling is included within the proposed development site.

- 12. Car wash facilities and associated elements such as vacuums shall be prohibited when adjacent to any property in a residential zoning district or a planned development district with predominately residential uses.**

There is no car wash facility proposed with the development plan. The vacuum area is not located adjacent to any property in a residential zoning district or a planned development district with predominately residential uses, as none of this type of land is adjacent to the development site.

- 13. A convenience store or restaurant or combination thereof shall be present when fueling positions exceed six.**

The project includes a convenience store with a 27 seat eating place.

## **RECOMMENDATION**

Staff recommends approval of Petition PB-17-165 SUP with conditions and comments from the Technical Review Committee.

## **DRAFT MOTION FOR CONSIDERATION**

Motion to approve petition PB-17-165 SUP with staff conditions and comments from the Technical Review Committee.

### **BACKGROUND:**

Parcel 12007-000-000 currently has a vacant single-family dwelling on the property. The two-story building was built in 1919. There was a First Step meeting on October 15, 2012 concerning tax parcel 12007-001-000 (vacant gas station), which also included parcel 12007-000-000, which discussed the possibility of a Family Dollar store at the location. The vacant ABC alcoholic beverage store on tax parcel 12005-000-000 was built in 1972.

### **POST-APPROVAL REQUIREMENTS:**

Requirements to be met after the vote on the Special Use Permit include compliance with the staff conditions, any conditions that may be imposed by the City Plan Board, and the various comments from the Technical Review Committee. An additional requirement for this petition is the adoption of Ordinance 171039 concerning the vacation of the 8 foot wide right-of-way located in the middle of the proposed development site for the gas station / convenience store.

**LIST OF APPENDICES:**

**Appendix A Comprehensive Plan Goals, Objectives and Policies**

**Appendix B Land Development Code Regulations**

**Appendix C Technical Review Committee (TRC) Conditions and Comments**

**Appendix D Supplemental Documents**

**Appendix E Development Plan**

## **Appendix A Comprehensive Plan Goals, Objectives and Policies**

### **Future Land Use Element**

**Objective 2.1** Redevelopment should be encouraged to promote compact, vibrant urbanism, improve the condition of blighted areas, discourage urban sprawl, and foster compact development patterns that promote transportation choice

**Policy 2.1.1** The City shall develop recommendations for areas designated as redevelopment areas, neighborhood centers and residential neighborhoods in need of neighborhood enhancement and stabilization.

- a. The City should consider the unique function and image of the area through design standards and design review procedures as appropriate for each redevelopment area;
- b. The City should include in its redevelopment plans recommendations regarding economic development strategies, urban design schemes, land use changes, traffic calming, and infrastructure improvements;
- c. The City should identify potential infill and redevelopment sites; provide an inventory of these sites; identify characteristics of each parcel, including land development regulations, infrastructure availability, major site limitations, and available public assistance; and develop a strategy for reuse of these sites;
- d. The City should encourage retail and office development to be placed close to the streetside sidewalk.

### **Transportation Mobility Element**

**Policy 10.1.3** Zone A shall promote redevelopment and infill in the eastern portion of the City and the area near the University of Florida. Except as shown in Policy 10.1.4 and Policy 10.1.14, funding for multi-modal transportation in Zone A shall be provided to the maximum extent feasible by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds.

**Policy 10.1.4** For any development or redevelopment within Zone A, the developer shall provide the following transportation mobility requirements. The developer shall 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. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage;
- b. Cross-access connections/easements or joint driveways, where

- c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities, and/or transit shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement between the property owner and the City for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding of land or conveyance of easements. The License Agreement term shall be for a minimum of 10 years;
- d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined in the Access Management portion of the Land Development Code; and
- e. Safe and convenient on-site pedestrian circulation, such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

Policy 10.3.2 New development of automotive-oriented uses within the TMPA, such as retail petroleum sales (gasoline service stations), car washes, automotive repair, and limited automotive services (as defined in the Land Development Code), shall be designed with service bays and fueling (gas) pumps located to the rear or side of buildings. These design standards shall not apply in industrial zoning districts. Land development regulations shall specify the criteria for the placement of these uses. The number of fueling positions and service bays shall be regulated in the Land Development Code.

Policy 10.4.3 Gasoline and alternative fuel stations shall be specially regulated by the Land Development Code. The regulations shall include provisions that include: locating fuel pumps to the rear or side of buildings; minimization of the number and width of driveways; limitations on the number of fueling positions; and consideration of pedestrian and bicycle safety at the site.

## Appendix B Land Development Code Regulations

## DIVISION 5. - SPECIAL USE PERMITS

### Sec. 30-3.22. - Purpose.

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

### Sec. 30-3.23. - Required.

The applicable uses listed in article IV may be established in that zoning district only after issuance and recordation of a special use permit by the city plan board.

### Sec. 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.
- 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.
- C. The proposed use will not adversely affect the health, safety, and welfare of the public.
- 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.
- E. Off-street parking, service, and loading areas, where required, will not adversely impact adjacent properties zoned for single-family residential use.
- F. Noise, glare, exterior lighting, or odor effects will not negatively impact surrounding properties.
- 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.
- H. Necessary public utilities are available to the proposed site and have adequate capacity to service the proposed use or development.
- 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.
- J. The hours of operation will not adversely impact adjacent properties zoned for single-family residential use.
- K. Any special requirements set forth in the Land Development Code for the particular use involved are met.



Sec. 30-3.25. - Review procedures.

- A. *Pre-application meeting.* A pre-application meeting is not required; however, the applicant is encouraged to attend a meeting with staff to review applicable procedural and regulatory requirements.
- B. *Applications.* Each application shall be filed with the city manager or designee on the form prescribed. Any incomplete applications will be returned to the applicant. The application shall include proof of having met the requirements of a neighborhood workshop as provided in this article.
- C. *Staff meeting.* The applicant for a special use permit shall meet with city staff to discuss the procedures and requirements and to consider the elements of the proposed use and site and the proposed site layout.
- D. *Staff report.* The city manager or designee shall submit to the city plan board a written report that includes analysis of the application and a recommendation based on the review criteria provided in this division.
- E. *City plan board hearing.*
  - 1. The city plan board shall consider the evidence presented in the public hearing and the written report submitted by the city manager or designee and shall act on the application based on the review criteria provided in this division.
  - 2. Action on the application shall be one of the following:
    - a. Approval;
    - b. Approval subject to conditions; or
    - c. Denial, with a statement of the reasons for denial.
- F. *Effect of denial or withdrawal.* No application for a special use permit may be submitted within two years after the date of denial or withdrawal of a request for the same use for the same property. The city plan board may waive this time limitation by the affirmative vote of five members, provided 30 calendar days have elapsed and provided the city plan board deems such action necessary to prevent an injustice.
- G. *Amended application.* Amendment of an application may be allowed at any time prior to or during the public hearing, provided that no such amendment shall be such as to make the case different from its description in the notice of public hearing. If the amendment is requested by the applicant after notice of the hearing has been given and such amendment is at variance with the information set forth in the notice, then the applicant shall pay an additional fee in the same amount as the original fee for amended public notice. If the amended notice can be mailed at least ten calendar days prior to the hearing originally scheduled, the hearing on the amended petition may be held on that date; otherwise, the chairperson shall announce at the public hearing that the hearing will be continued to a future meeting with proper public notice.

Sec. 30-3.26. - Effect and limitations.

- A. *Effect.* Special use permits, including any permit conditions, shall run with the land and shall be binding on the original applicant as well as any successors or assigns.
- B. *Modifications.* After approval and issuance of a special use permit, the following situations are allowed only with the review and issuance of a new special use permit:
  - 1. A change in the boundaries of the approved site.
  - 2. A change from the approved use.
  - 3. Either an increase of ten percent or more or incremental increases that total ten percent or more in the floor area or number of parking spaces as approved.
  - 4. Substantial changes in the approved location of principal or accessory structures.

5. Structural alterations significantly affecting the basic size, form, style, ornamentation, and appearance of principal or accessory structures as shown on the approved plans.
  6. Substantial changes in approved pedestrian or vehicular access or circulation.
  7. Substantial change in the approved amount or location of landscape screens or buffers.
- C. *Expiration.* Special use permits shall expire 12 months after the date of approval unless, at that time, the authorized use has commenced or development at the site is continuing in good faith with an active building permit. At the request of the applicant and for good cause shown, the city plan board may extend the time of the permit's expiration for good cause shown and if not in conflict with any other provision of this chapter.
- D. *Abandonment.* On request of the permit holder, the city manager or designee may approve the abandonment of a special use permit provided no construction has begun. In addition, if the use allowed by a special use permit has been abandoned for a continuous period of 12 months, the permit shall be void. The process to determine whether a use has been abandoned shall be the same as that provided for nonconforming uses in article X.
- E. *Revocation.* If any conditions of an issued special use permit are violated, the city plan board may, after giving proper notice to the permit holder, revoke the permit at a public hearing. The permit may be reinstated by the city manager or designee if the circumstances leading to the revocation are corrected.

Sec. 30-5.13. - Gasoline and alternative fuel stations.

Gasoline and alternative fuel stations also include retail petroleum sales at service stations or car washes, either separately or in combination with the sale of food or restaurants, or gas pumps as accessory to a convenience store or restaurant.

A. *Accessory uses.* Permitted accessory uses to a gasoline or alternative fuel service station are as follows:

1. Rental of vehicles, provided they are screened in accordance with section 30-5.39.
2. Minor adjustments or repairs to automobiles, trucks, trailers or other vehicles that do not require body work, painting or removal of engines from frames or dismantling of differentials. No lift or repair facilities shall be located outside the principal structure. Additional adjustments or repairs at service stations shall only be permitted within zoning districts where major automotive repairs are a permitted principal use.
3. The retail sale of minor automobile parts and accessories, gasoline, diesel fuel, alternative fuels, kerosene, lubricating oils and greases.
4. Vending machines, provided such machines are located under the roof of the principal structure.

B. *Number of fueling positions.*

1. Within the transect zones, where allowed, up to six fueling positions are permitted by right.
2. Within all other zoning districts, where allowed, up to six fueling positions are permitted by right, except for stations located within one-fourth mile from an interchange, where there may be up to 12 fueling positions permitted by right.
3. Up to 12 fueling positions may be allowed as part of a planned development rezoning or special use permit process.

C. *Design requirements.*

1. All fuel pumps and pump islands shall be set back a minimum distance of at least 15 feet from any right-of-way line or property line.
2. All gasoline and alternative fuel pumps and accessory automotive uses shall be located to the rear or side of buildings and at least 50 feet from the property line of any property zoned residential district or planned development district with predominantly residential uses. In the event the physical constraints of the site do not allow such uses to meet these requirements, the uses may be located to the front of the building in order to meet the 50 foot spacing requirement. This design requirement shall not apply in the I-1 or I-2 zoning districts.
3. The number and width of driveways shall be minimized.
4. Cross-access or joint use driveways shall be provided to adjacent non-residential developments.
5. A minimum of 25 percent window area or glazing at pedestrian level (between three and eight feet above grade) on all first-floor building sides with street frontage. Windows or glazing shall be at least 80 percent transparent.
6. A public entrance shall be provided that faces the street (a corner entrance may be provided where the building is located at the intersection of streets).
7. Pedestrian and bicycle access shall be provided from the public sidewalk to any retail or restaurant facilities on site.
8. Off-street parking shall be located to the side or rear of the building.
9. Canopy height: The bottom surface of a canopy shall not exceed 15 feet in height.

10. Perimeter buffers: Sites shall include type B buffers with a minimum four-foot tall opaque masonry wall or privet type hedge along the side and rear property boundaries to minimize the view of fueling pumps.
11. Dumpster location: Dumpsters shall be enclosed by a masonry wall and placed as far away from existing, adjacent residential uses as practicable on the site and shall not be less than 50 feet as measured from the residential property line.
12. Car wash facilities and associated elements such as vacuums shall be prohibited when adjacent to any property in a residential zoning district or a planned development district with predominately residential uses.
13. A convenience store or restaurant or combination thereof shall be present when fueling positions exceed six.

(Ord. No. 160484, § 1, 9-7-17)





## **Appendix C Technical Review Committee (TRC) Conditions and Comments**

## Changemarks Report








**Project Name:** PB-17-00165 East University Ave. Wa Wa

**Workflow Started:** 12/14/2017 4:22 PM









**Report Generated:** 05/22/2018 03:28 PM

Cycle	Complete?	Status	Department	Snapshot	File	Markup Name	Changemark Subject	Changemark Details	Markup Date	Updated By
2	False	Unresolved	Planners		Photometric.pdf	Lighting narrative	Changemark note #01	Please provide a brief written narrative describing the proposed luminaires, mounting heights, control devices and schemes, applicable calculation zones, and a summary of the adjacent properties. This may be provided as notations on the lighting plan or in a separate attachment on the preparer's letterhead.	05/22/2018 12:12 PM	Jason Simmons
2	False	Unresolved	Public Works - Design		C1.10 DetailedHorizontalControlAndSitePlan.pdf	RM	Additional impervious surface	How is stormwater runoff from the additional impervious surface of SE 1st Ave. being treated?	05/21/2018 12:07 PM	Rick Melzer
2	False	Unresolved	Public Works - Design		C1.10 DetailedHorizontalControlAndSitePlan.pdf	RM	Roadway alignment	The proposed re-alignment of SE 1st Ave. should be able to provide for roadside treatment of runoff along the south side of the roadway. This will also help the current flooding issues that the property owner to the south is experiencing.	05/21/2018 12:07 PM	Rick Melzer
2	False	Unresolved	Public Works - Design		C1.10 DetailedHorizontalControlAndSitePlan.pdf	RM	Sidewalk easements	Sidewalk easements are required for the portion of public sidewalk proposed on private property.	05/21/2018 12:07 PM	Rick Melzer

# Changemarks Report

2	False	Unresolved	Public Works Constructability		C2.10 DetailedGradingPlan.pdf	MWILLIAMS	Add structure	Please revise shown trench drain and add structure. This type of drain is a maintenance issue and it appears that a large amount of the site will be draining to it. Typically they can only capture a limited amount of water during intense events and quickly become silted over. This may lead to off site discharge and possibly off site flooding to the south.	05/21/2018 11:58 AM	Matt Williams
2	False	Unresolved	Public Works - Design		C2.10 DetailedGradingPlan.pdf	RM1	Trench drains	Trench drains should only be used for smaller drainage areas. Appropriate grading and DBI's should be used.	05/21/2018 11:50 AM	Rick Melzer
2	False	Unresolved	Public Works - Design		C4.00 SE1stPlanAndProfile.pdf	RM	Cross slope	Normal crown cross slope must be 2%.	05/21/2018 11:38 AM	Rick Melzer
2	False	Unresolved	Real Estate		C3.10 DetailedUtilityPlan.pdf	Real Estate	Proposed PUE for New Electric Route	Please add a proposed PUE for the new electric route. We need 7.5' on both sides of the U/G primary cable and 16'x21' around TX	05/21/2018 10:06 AM	Tiffany Davis
2	False	Unresolved	Real Estate		C3.10 DetailedUtilityPlan.pdf	Real Estate	Extend 5' PUE	Extend 5' proposed PUE 10' beyond existing pole.	05/21/2018 10:06 AM	Tiffany Davis
2	False	Unresolved	Real Estate		C3.10 DetailedUtilityPlan.pdf	Real Estate	Remove PUE	Remove proposed PUE over old electric route	05/21/2018 10:06 AM	Tiffany Davis
2	False	Unresolved	Transportation Mobility		C1.10 DetailedHorizontalControlAndSitePlan.pdf	Sidewalk connection	Changemark note #01	Please provide a sidewalk connection on the west side of the building between the required sidewalk along SE 10th Street and the building.	05/21/2018 9:52 AM	Jason Simmons

## Changemarks Report

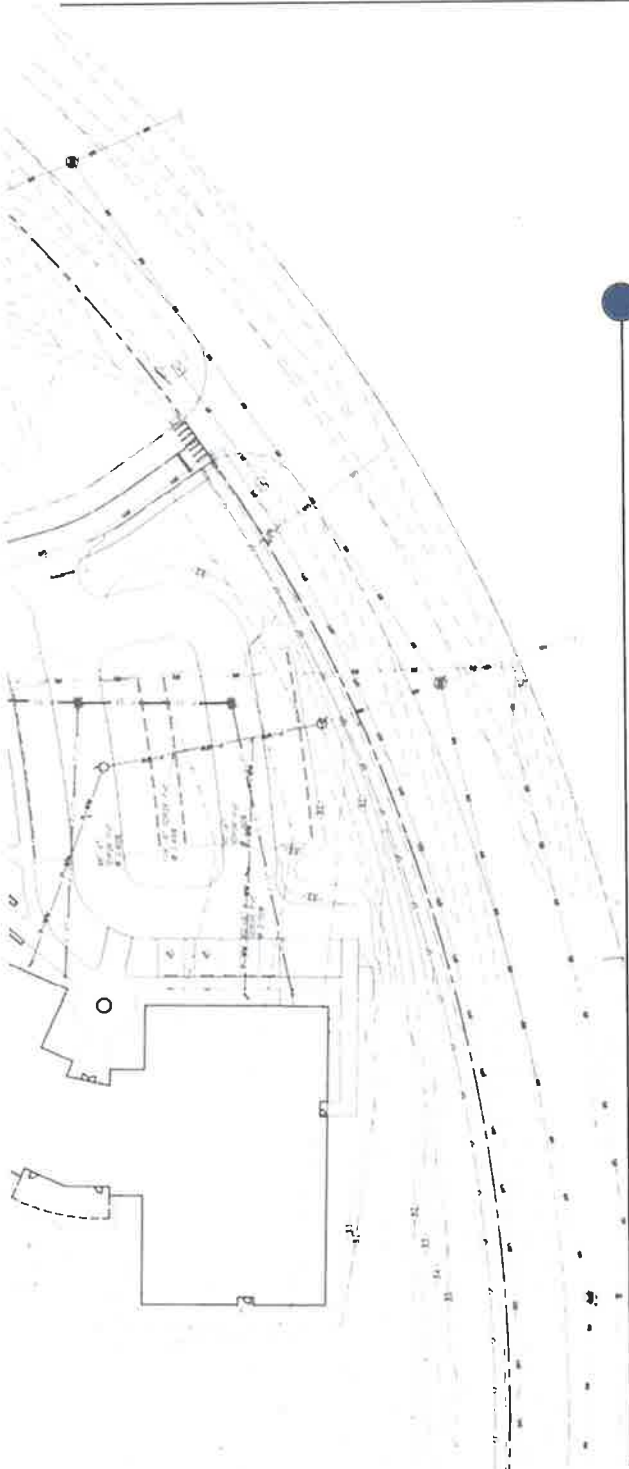
2	False	Unresolved	Public Works Stormwater		C2.20 SMFPlan.pdf	PW - storm	Structure number	Which structure is this?	05/21/2018 8:42 AM	Mary Frieg
2	False	Unresolved	Public Works Stormwater		C2.20 SMFPlan.pdf	PW - storm	Final Approval	Final Approval is subject to review of design of retaining walls.	05/21/2018 8:42 AM	Mary Frieg
2	False	Unresolved	Public Works Survey		1of2 Survey.pdf	survey	Changemark #01	The city does not recognize private ownership of this alley. Until it is vacated it is public property.	05/21/2018 8:14 AM	Pat Durbin
2	False	Unresolved	Public Works Constructability		C2.10 DetailedGradingPlan.pdf	M Williams	Current Flooding Complaints	The City cuurently recieves complaints about flooding in area. can roadway be realigned in East to west to allow for swale or similar to be installed south of roadway?	05/21/2018 7:40 AM	Matt Williams
2	False	Unresolved	Public Works Constructability		C2.10 DetailedGradingPlan.pdf	M Williams	Sidewalk location	Has FDOT approved proposed sidewalk location and alignment?	05/21/2018 7:40 AM	Matt Williams
2	False	Unresolved	Urban Forestry		LS-1 LandscapePlan.pdf	Urban Forestry	Changemark #01	352-334-5023	05/18/2018 1:23 PM	Liliana Kolluri
2	False	Unresolved	Urban Forestry		LS-1 LandscapePlan.pdf	Urban Forestry	Changemark #02	352-334-5023	05/18/2018 1:23 PM	Liliana Kolluri
2	False	Unresolved	Urban Forestry		C0.30 DemolitionAndTreeProtectionPlan.pdf	Urban Forestry	Changemark #01	Please change to 22" dbh	05/18/2018 1:22 PM	Liliana Kolluri



## Changemarks Report

2	False	Unresolved	Electric East		C3.10 DetailedUtilityPlan.pdf	GRU Electric East	Re-Route Primary Electric	Please label this as 2-4" by developer. Crossing will be by GRU	05/18/2018 9:52 AM	Kjaristy Fogarty
2	False	Unresolved	Water-Waste Water		C3.10 DetailedUtilityPlan.pdf	WWW_Barbara Misener	Existing sewer laterals	Existing Sewer laterals that are not being used will be plugged at main line by GRU at Developer's expense.	05/17/2018 4:44 PM	Barbara Misener
2	False	Unresolved	Water-Waste Water		C3.10 DetailedUtilityPlan.pdf	WWW_Barbara Misener	casing	Casing pipe for directional bore should be 16-inch.	05/17/2018 4:44 PM	Barbara Misener
2	False	Unresolved	Water-Waste Water		C3.10 DetailedUtilityPlan.pdf	WWW_Barbara Misener	Fire Hydrant pipe	Fire hydrant pipe must be DIP, not PVC.	05/17/2018 4:44 PM	Barbara Misener
2	False	Unresolved	Water-Waste Water		C3.10 DetailedUtilityPlan.pdf	WWW_Barbara Misener	Bend needed	Need a bend on the water main. Pipe will not deflect at that angle.	05/17/2018 4:44 PM	Barbara Misener
2	False	Unresolved	Planners		APP 170717 East University Wawa CoG & GRU Plan Review Application.pdf	General environmental performance standards	Changemark note #01	Please provide a letter indicating compliance with the general standards as listed in Section 30-8.2 in Article VIII.	05/11/2018 6:00 PM	Jason Simmons
2	False	Unresolved	Public Works - Design		C2.10 DetailedGradingPlan.pdf	RM	Contour elevation	Is this correct the correct elevation?	05/02/2018 4:16 PM	Rick Melzer
1	False	Unresolved	Water-Waste Water		C0.30 DemolitionAndTreeProtectionPlan.pdf	WWW	TV results	TV inspection was completed and I will be getting them back early next week. I will e-mail them to you once I receive them so you can update your plans.	01/12/2018 9:49 AM	Christina DeStephens
1	False	Unresolved	Water-Waste Water		C3.10 DetailedUtilityPlan.pdf	WWW	Water meter location	Move meters out of swale into sidewalk.  Move meters over so that	01/12/2018 9:43 AM	Christina DeStephens

## Appendix D Supplemental Documents



# FUELING STATION – EAST UNIVERSITY AVE

**Special Use Permit –  
Justification Report  
April 27, 2018**

**Prepared for:**  
City of Gainesville Planning Department

**Prepared on behalf of:**  
Brightwork Real Estate

**Prepared by:**  
CHW

**PN# 16-0694**  
L:\2016\16-0694\Planning\Reports\RPT\_16-0694\_E\_UNIV\_WAWA\_JR\_SUP.docx

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# 1. Executive Summary

**To:** Ms. Wendy Thomas, AICP, Department of Doing, Director #16-0694  
**From:** Ryan Thompson, AICP, Project Manager  
**Date:** January 19, 2018  
**Re:** Fueling Station on East University Ave. – Special Use Permit Application

<b><u>Jurisdiction:</u></b> City of Gainesville	<b><u>Intent of Development:</u></b> Fueling Station and Convenience Store
<b><u>Description of Location:</u></b> 1021 East University Avenue and 15 SE 10 <sup>th</sup> Street	
<b><u>Parcel Numbers:</u></b> 12005-000-000 12007-000-000 12007-001-000	<b><u>Acres:</u></b> ±1.65 acres  (Source: Survey by CHW)
<b><u>Existing Future Land Use Classification:</u></b> <i>Urban Mixed Use (UMU)</i> This category allows a mixture of residential, office, business and light industrial uses. This district intends to encourage more pedestrian access and allows establishment of compatible uses that are consistent with the land use policies in the Comprehensive Plan. It also has the objectives of encouraging the renovation of existing structures, providing residential, commercial, and office uses, promoting retail and office uses that surround the neighborhood, and promoting office/research uses to serve the University and community.	
<b><u>Existing Zoning District:</u></b> <i>Urban 7: Mixed-Use Urban Corridor (U-7)</i> Urban Zones 6 – 9 Consists of higher density mixed use buildings that accommodate retail, offices, and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.	
<b><u>Proposed Special Use Permit</u></b> To allow an additional six (6) fueling positions (three (3) pumps) for the proposed gas station use on the project site, per the Land Development Code, Article V – Special Standards, Section 30-5.13(D)(3). The total number of fueling positions for the site will be 12 (six (6) pumps). This application is companion to a Development Plan Application (Petition # AD-17-00-165).	

## 2. STATEMENT OF PROPOSED CHANGE

This Special Use Permit (SUP) application requests six (6) additional fueling positions for a maximum of twelve (12) fueling positions on Alachua County Tax Parcels 12005-000-000, 12007-000-000, and 12007-001-000 within the City of Gainesville municipal boundary. The site is  $\pm 1.65$  acres in size and located on the south side of East University Avenue. This location is near the confluence of SR 26, 24, 331, and 20. The site is proximate to the Five Points area in East Gainesville. An aerial is provided as Figure 1, which shows the site's location and existing improvements.



**Figure 1: Aerial Map**

Currently, the site has Urban Mixed Use (UMU) Future Land Use (FLU) classification and Urban 7: Mixed-Use Urban Corridor (U7) Zoning District designations. A fueling station with convenient store is permitted within UMU and U7 by right.

The Land Development Code, Article V – Special Standards, Section 30-5.13(D)(3) specifically limits the U7 Zoning District to six (6) fueling positions (three (3) pumps). Therefore, this SUP application is required to permit a maximum 12 fueling positions (six (6) pumps). Additionally, this application is being submitted concurrently with Development Plan Application #PB-17-00165.

Figures 2 and 3 demonstrate the existing Future Land Use (FLU) and Zoning currently on the project site. This SUP, as well as the companion Development Plan Application, are consistent with the City Comprehensive Plan and Land Development Code (LDC), as identified and demonstrated throughout the following sections.



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 A and adheres to the design requirements of this zone, as described in detail below.**

##### Policy 10.1.3

Zone A shall promote redevelopment and infill in the eastern portion of the City and the area near the University of Florida. Except as shown in Policy 10.1.4 and Policy 10.1.14, funding for multi-modal transportation in Zone A shall be provided to the maximum extent feasible by the City, Community Redevelopment Agency, federal or state governments, and other outside sources such as grant funds.

**The site is located in the City's eastern portion and currently consists of a vacant building, a former gas station, and a formerly occupied residential structure. Pictures of the current site are provided in Figures 4-6. The project site proposes to redevelop the three parcels into a unified building with restaurant, convenience, and fuel services.**



**Figure 4: Vacant Building on Tax Parcel 12005-000-000**





**Figure 5: Former Gas Station Location on Tax Parcel 12007-001-000**



**Figure 6: Formerly Occupied Residential Structure on Tax Parcel 12007-000-000**  
(NOTE: Vehicle from adjacent business, Coca-Cola Corporation parked onsite.)

**Policy 10.1.4**

For any development or redevelopment within Zone A, the developer shall provide the following transportation mobility requirements. The developer shall 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. Sidewalk connections from the development to existing and planned public sidewalk along the development frontage;

Currently, sidewalks are limited to East University Avenue, and are not located on other adjacent streets. The redevelopment project will: install a sidewalk along SE 10<sup>th</sup> Street; widen the East University Avenue sidewalk along the site's frontage; buffer the sidewalk from vehicular traffic with a landscape strip along East University Avenue; and connect the improved sidewalk to onsite infrastructure. There will also be a crosswalk connection that provides pedestrian and bicycle access from East University Avenue to the proposed building.

- b. Cross-access connections/easements or joint driveways, where available and economically feasible;

The project site borders existing development on all sides and existing State highways and local streets. One such street, SE 1<sup>st</sup> Avenue, provides connections from the project site to the adjacent property to the east without requiring vehicles to utilize East University Avenue east of SE 10<sup>th</sup> Street.

- c. Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities, and/or transit shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development. A Transit Facility License Agreement between the property owner and the City for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding of land or conveyance of easements. The License Agreement term shall be for a minimum of 10 years;

Currently, there is an existing sidewalk along the site's frontage. On SR 26, no additional right-of-way is needed. The closest bus stop on East University Avenue is located approximately four blocks west at SE 7<sup>th</sup> Street. Bus stops are also located at the Waldo Road/SW 2<sup>nd</sup> Avenue intersection.

- d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined in the Access Management portion of the Land Development Code; and

The project site's current curb cut along East University Avenue extends approximately  $\pm 70\%$  of the frontage, as illustrated in Figures 4 and 5. The attached development plan shows the length of the existing, unsafe curb cuts along East University Avenue being reduced to  $\pm 34$  ft.

There is currently no curb along SE 10<sup>th</sup> Street, creating a fifty-plus foot long driveway for the formerly occupied residential structure. The development plan also defines a curb along SE 10<sup>th</sup> Street with a curb cut of  $\pm 24$  ft.

- e. Safe and convenient on-site pedestrian circulation, such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

As previously stated, the project site will have sidewalk connections from the site to the improved public sidewalk on East University Avenue to provide safe and convenient on-site pedestrian circulation. There is also a crosswalk connection from East University Avenue to the building at this sidewalk connection.

#### **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.

**Section 3 and 4 of this justification report demonstrate how the proposed project is consistent with the City of Gainesville Comprehensive Plan and LDC.**

- 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 existing Future Land Use (FLU) designation in the context area is Urban Mixed-Use (UMU). There are no surrounding adjacent other categories. The UMU category is implemented by U-7 and U-8 Zoning Districts to the north, south, and west, which address height, bulk, and other development/design standards.**

**Adjacent uses consist of an auto parts store, an architectural salvage yard, and a beverage bottling plant. The proposed plan for the project site is to construct a fueling station with 12 fueling positions and a ±6,000 square foot combined restaurant and convenient store, which are compatible with adjacent uses.**

**The zoning district for the site is U7, which allows for the use of gasoline/alternative fuel stations. The remainder of this report demonstrates how the proposed plan for this site is consistent with the development standards set forth for the U7 Zoning District and permitted principal uses.**

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

**The proposed use for the site, located on East University Avenue, is a fueling station with 12 fueling positions and a ±6,000 square foot combined restaurant and convenient store. The adjacent properties surrounding the site have a UMU FLU designation and U6 and U7 Zoning District. East University Avenue is a highly commercialized corridor where auto-oriented uses, including drive-throughs, auto parts stores, convenience stores, and fuel stations, are common. Therefore, the proposed and permitted use of a fueling station will not adversely affect the health, safety, and welfare of the public.**

- 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 current conditions of the site include large curb cuts making it unsafe for both pedestrians and automobiles. The proposed plan for the site includes ingress/egress from both East University Avenue and SE 1<sup>st</sup> Avenue, smaller curb cuts, a pedestrian crosswalk connection from East University Ave to the proposed convenience store, and incorporates the existing public sidewalk to allow for safe and convenient pedestrian and bicycle mobility.**

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

**There are no adjacent single-family residential uses. Figures 2 and 3 within this report show the adjacent FLU and Zoning designations of the surrounding properties. The site is adjacent to East University Avenue, an auto parts store, SE 1<sup>st</sup> Avenue, SE 10<sup>th</sup> 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, odor, and light. The site's east adjacent use, an auto parts store and properties located across adjacent rights-of-way, are not anticipated to be negatively impacted by noise, glare, exterior lighting, or odor. The proposed plan for the project site also includes light locations that provide full cutoff luminaries that will limit the amount of light shining on the adjacent properties.**

- 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, however, if outdoor storage, it will occur compliant with the LDC standards.**

- 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. Water will be provided through an existing 10" DIP water main located on the north side of East University Avenue, wastewater will be provided through an existing sewer main within SE 10<sup>th</sup> Street, and electric will be provided through an existing pole (west) within SE 10<sup>th</sup> Street and a pad mounted transformer on 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.

**According to the City of Gainesville Land Development Code §30-5.13.(E)(6), fueling stations are required to have a Type B perimeter buffer along the side and rear property boundaries to minimize the view of fueling pumps. The proposed development plan includes the required landscape buffer along the sides, rear, and front of the site, consistent with the LDC.**

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

**There are no adjacent single-family residential uses.**

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

**City of Gainesville Land Development Code §30-5.13 lists standards specific to Gasoline and Alternative Fuel Stations, which are addressed in this section of this report.**

## Section 30-4.13. Building Form Standards

This section contains the building form standards that determine the location, scale and massing of all buildings within the transects.

Table V - 2: Building Form Standards within Transects.		
	U7 Standard	Consistency Statement
<b>A. BLOCK STANDARDS</b>		
Block perimeter	2,600'	Max.: ±1,519.09 ft.
<b>B. LOT CONFIGURATION</b>		
Lot width (min feet)	18'	±350 ft.
<b>C. DEVELOPMENT INTENSITY</b>		
Nonresidential building coverage (max)	80%	The proposed convenience store for the site has a total area of 6,119 ft. <sup>2</sup> and is only 8.5% of the total area of the site.
<b>D. BUILDING FRONTAGE</b>		
Primary frontage (min)	60%	±53.4%
Secondary frontage (min)	40%	±43.4%
<b>E. BUILDING PLACEMENT</b>		
min-max from curb		
Storefront Street	15'-20'	The proposed building is 65 ft. away from East University Avenue.
min landscape/min sidewalk/min building frontage		
Storefront Street	5'/5'/5'	9'/5'/±44'
<b>F. BUILDING SETBACKS</b>		
Side interior setback (min)	5'	The project site has a proposed side interior setback of 190 ft. from the eastern boundary.
Rear setback (min)	3' (alley); 10' (no alley)	The project site has a proposed rear setback of 51 ft.
<b>G. BUILDING HEIGHT</b>		
Min feet	18'	The proposed convenience store has a height of 22 ft. with the tower peak at 33 ft.
Max stories (by right <sup>1</sup> /with bonus <sup>2</sup> )	4/6	The proposed convenience store will only be 1-story high.
Max feet (by right <sup>1</sup> /with bonus <sup>2</sup> )	60/88	The proposed convenience store has a height of 22 ft. with the tower peak at 33 ft.
<b>H. FLOOR HEIGHT</b>		
Min first floor height (residential/nonresidential)	12'/12'	The proposed convenience store has a height of 22 ft.
<b>I. GLAZING</b>		
Min first floor - nonresidential	50%	The proposed building will have a 68% glazing in the front of the store and a 44% glazing on the right side of the store. Per the Land Development Code §30-5.13.(E)(1), the glazing for the proposed building far exceeds the 25% required.

1 = See development compatibility standards in Section 30-4.8.

2 = See bonus system requirements in Section 30-4.9.

Sec. 30-5.13.

Gasoline and alternative fuel stations also include retail petroleum sales at service stations or car washes, either separately or in combination with the sale of food or restaurants, or gas pumps as accessory to a convenience store or restaurant.

A. *Accessory Uses.* Permitted accessory uses to a gasoline or alternative fuel service station are as follows:

1. Rental of vehicles, provided they are screened in accordance with Section 30-5.39.

**The proposed business does not rent vehicles.**

2. Minor adjustments or repairs to automobiles, trucks, trailers or other vehicles that do not require body work, painting or removal of engines from frames or dismantling of differential. No lift repair facilities shall be location outside the principal structure. Additional adjustments or repairs at service stations shall only be permitted within zoning districts where major automotive repairs are a permitted principal use.

**The proposed business does not have a vehicle service center.**

3. The retail sale of minor automobile parts and accessories, gasoline, diesel fuel, alternative fuels, kerosene, lubricating oils and greases.

**Minor automobile parts and accessories, may be available in the store.**

4. Vending machines, provided such machines are located under the roof of the principal structure.

**Vending machines, if present, may be located under the principal structure's roof.**

B. Number of fueling positions.

1. Within the transect zones, where allowed, up to six fueling positions are permitted by right.
2. Within all other zoning districts, where allowed, up to six fueling positions are permitted by right, except for stations located within  $\frac{1}{4}$  mile from an interchange, where there may be up to 12 fueling positions permitted by right.
3. Up to 12 fueling positions may be allowed as part of a Planned Development rezoning or Special Use Permit process.

**This SUP application requests 12 fueling positions.**

C. Design requirements.

1. All fuel pumps and pump islands shall be set back a minimum distance of at least 15 feet from any right-of-way line or property line.

**The proposed pump location is  $\pm 63$  ft. from the East University Avenue right-of-way line. Additional details can be found on the development plan submitted with this SUP application.**

2. All gasoline and alternative fuel pumps and accessory automotive uses shall be located to the rear or side of buildings and at least 50 feet from the property line of any property zoned residential district or Planned Development district with predominantly residential uses. In the event the physical constraints of the site do not allow such uses to meet these requirements, the uses may be located to the front of the building in order to meet the 50 foot spacing requirement. This design requirement shall not apply in the I-1 or I-2 zoning districts.

**There are no residential-zoned properties or residential-based PD-zoned properties adjacent to the site. The attached development plan shows the location of the fuel pumps are to the eastern side of the property. The fuel pumps are located 61 ft. from the northern boundary, 78 ft. from the eastern boundary, and 39 ft. from the southern boundary property line. Therefore, this proposed plan is consistent with the City of Gainesville Land Development Code.**

3. The number and width of driveways shall be minimized.

**The proposed plan for the project site does not include the addition of any new driveways. Existing, continuous curb-cuts and multiple driveways have been removed along both East University Avenue and SE 10<sup>th</sup> Street.**

4. Cross-access or joint use driveways shall be provided to adjacent non-residential developments.

**As stated previously, the project site is adjacent to existing development and existing local streets. SE 1<sup>st</sup> Avenue would provide connections from the project site to the adjacent property to the east. Therefore, this existing street satisfies the cross-access requirement for the site.**

5. A minimum of 25% window area or glazing at pedestrian level (between three and eight feet above grade) on all first-floor building sides with street frontage. Windows or glazing shall be at least 80% transparent.

**Attached with this SUP application is the architectural plan that shows the building proposed for the site. The front of the building faces SE 11<sup>th</sup> Street while the right side of the building faces East University Avenue. The front of the building has a 68% window glazing while the right side of the building has a 44% window glazing. Therefore, all first-floor building sides satisfy the required glazing.**

6. A public entrance shall be provided that faces the street (a corner entrance may be provided where the building is located at the intersection of streets).

**There are public entrances of the proposed store that faces SE 11<sup>th</sup> Street and East University Avenue, therefore, satisfying this portion of the LDC.**



7. Pedestrian and bicycle access shall be provided from the public sidewalk to any retail or restaurant facilities on site.

**There is a crosswalk connection from East University Avenue to the proposed building to help facilitate pedestrian and bicycle access to the site.**

8. Off-street parking shall be located to the side or rear of the building.

**As shown in the site plan attached, there is parking located on both the rear and side of the proposed building.**

9. Canopy height: the bottom surface of a canopy shall not exceed 15 ft. in height.

**The canopy height for the proposed site is 14 ft. at its lowest point and 22 ft. at its highest. This inclined canopy is seen throughout all Wawa Gas Stations, as a corporate trademark, and is used for corporate branding identity. According to Florida Statute 553.79(20)(a), "A political subdivision of this state may not adopt or enforce any ordinance or impose any building permit or other development order requirement that: 1. Contains any building , construction, or aesthetic requirement or condition that conflicts with or impairs corporate trademarks, service marks, trade dress, logos, color patterns, design scheme insignia, image standards, or other features of corporate branding identity on real property or improvements thereon used in activities conducted under chapter 526 or in carrying out business activities defined as a franchise by Federal Trade Commission regulations in 16 C.F.R. ss. 436.1, et. seq.; or" Therefore, the canopy height may not be regulated by "a political subdivision of this state," such as the City of Gainesville.**

10. Perimeter buffers: sites shall include Type B buffers with a minimum four-foot tall opaque masonry wall or privet type hedge along the side and rear property boundaries to minimize the view of fueling pumps.

**View of the fueling pumps will be shielded from the side and rear property boundaries with a Type B buffer, which includes a privet type hedge along the side and rear property lines.**

11. Dumpster location: dumpsters shall be enclosed by a masonry wall and placed as far away from existing, adjacent residential uses as practicable on the site and shall not be less than 50 feet as measured from the residential property line.

**The dumpsters are located to the rear of the site and will be enclosed by a masonry wall. The nearest residential zoned properties are ±350 ft. from the proposed dumpster locations and separated by East University Avenue and other commercial uses, including McDonald's and their drive-through's.**

12. Car wash facilities and associated elements such as vacuums shall be prohibited when adjacent to any property in a residential zoning district or a planned development district with predominately residential uses.

**The site plan does not include a car wash facility, but it does include an air pump stand located on the eastern portion of the site. The air pump stand is not adjacent to any property in a residential zoning district or a planned development district with predominately residential uses.**

13. A convenience store or restaurant or combination thereof shall be present when fueling positions exceed six.

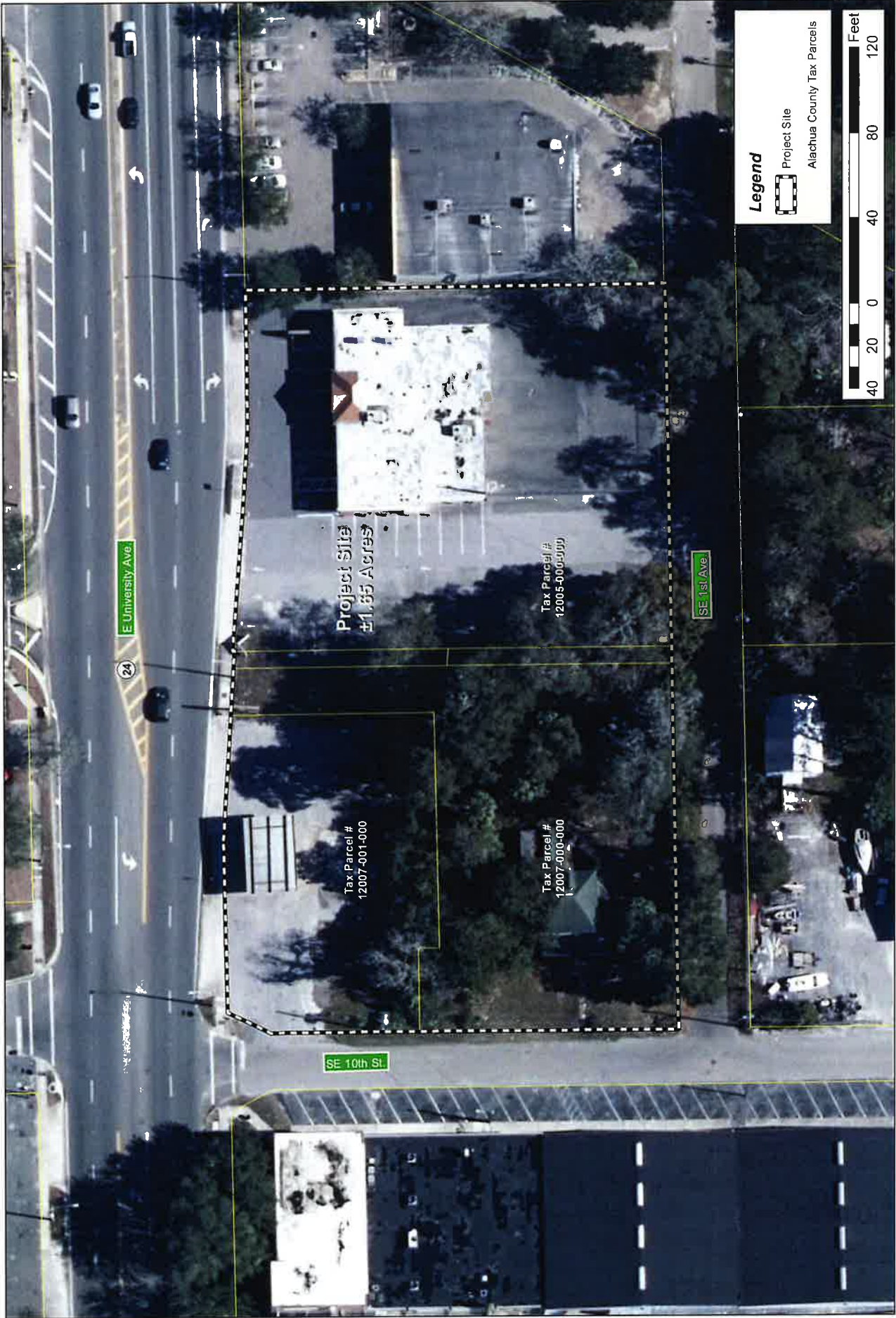
**A 6,119 sq. ft. convenience store/restaurant is proposed with this application.**

# East University Ave. Wawa Redevelopment Special Use Permit



Professional Consultants  
CHM  
10000 University Avenue, Suite 200  
Jacksonville, Florida 32216  
Phone: 904.251.1111  
Fax: 904.251.1112  
www.chm.com  
Created by: [Name]  
Date: 10/20/2018

Document Path: L:\0018\0500\0018.mxd



**Legend**  
Project Site  
Alachua County Tax Parcels



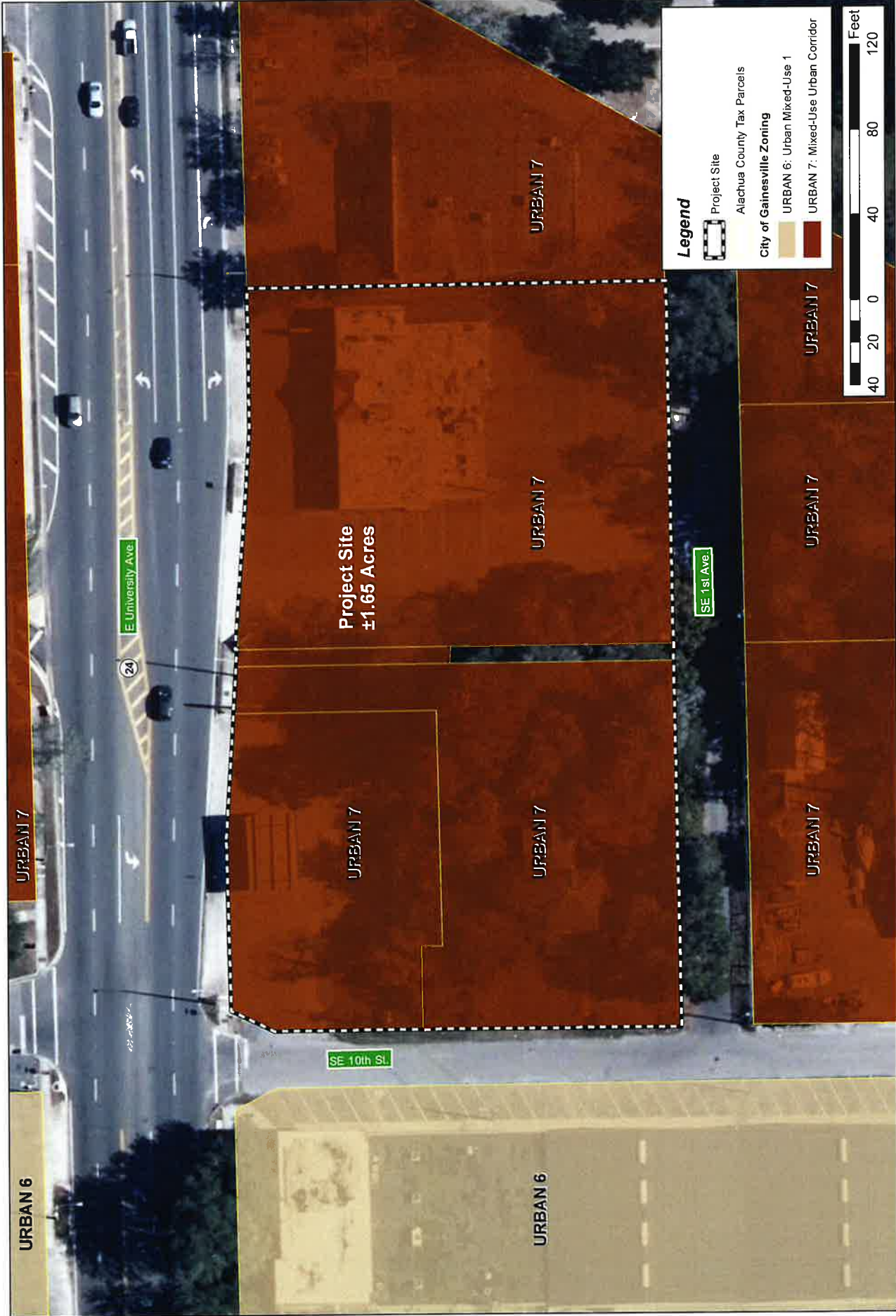
# East University Ave. Wawa Redevelopment Special Use Permit



# East University Ave. Wawa Redevelopment Special Use Permit



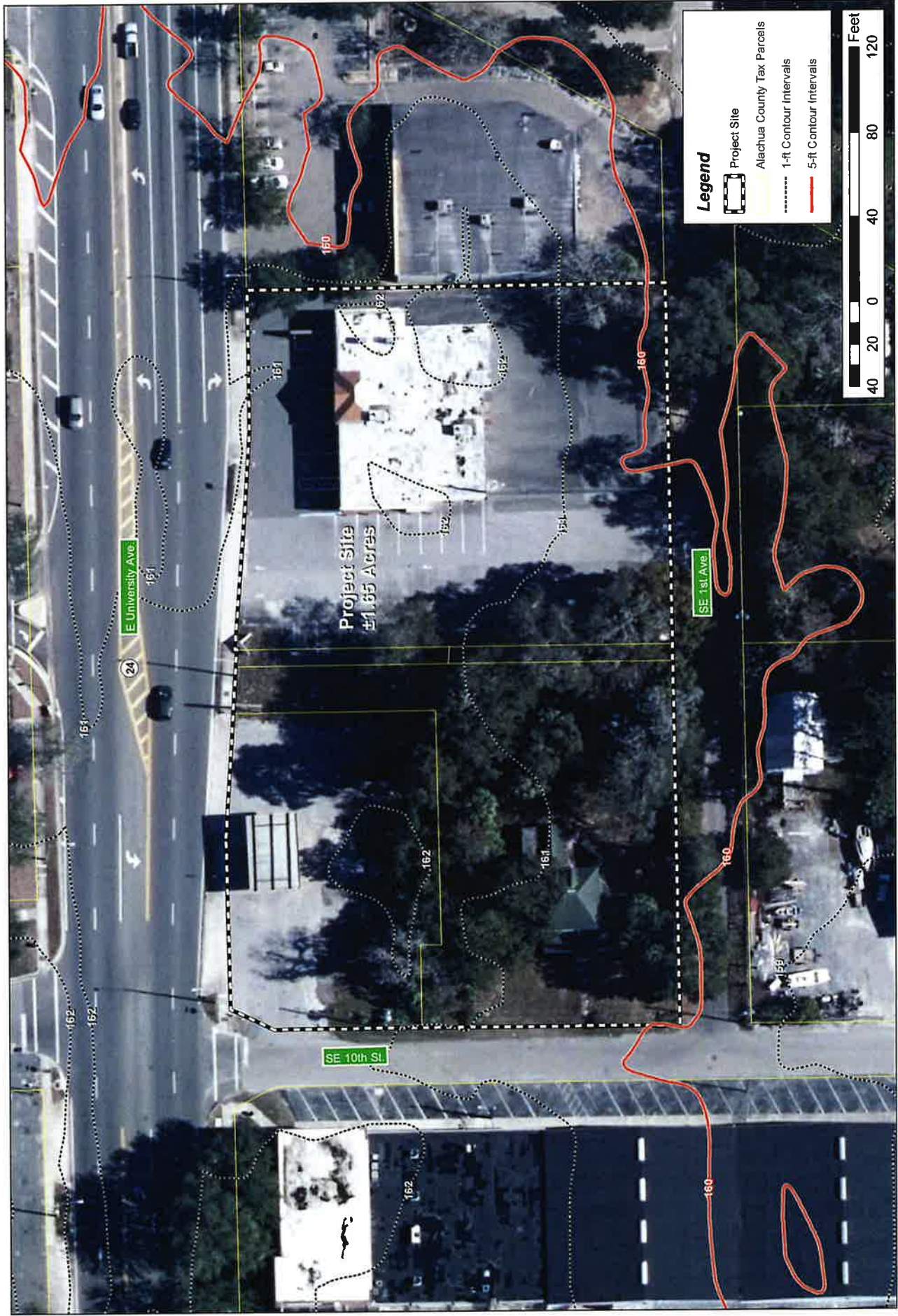
CHM  
Professional Consultants  
10000 University Ave., Suite 200  
Gainesville, TX 77901  
Phone: 817.261.1111  
Fax: 817.261.1112  
www.chmconsultants.com  
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# East University Ave. Wawa Redevelopment Special Use Permit



CHW  
Professional Consultants  
10000 University Ave., Suite 100  
Tallahassee, FL 32310  
Phone: 904.209.1234  
Fax: 904.209.1235  
www.chw.com  
Prepared by: CHW  
Date: 01/20/2018



**Legend**

- Project Site
- Alachua County Tax Parcels
- 1-ft Contour Intervals
- 5-ft Contour Intervals



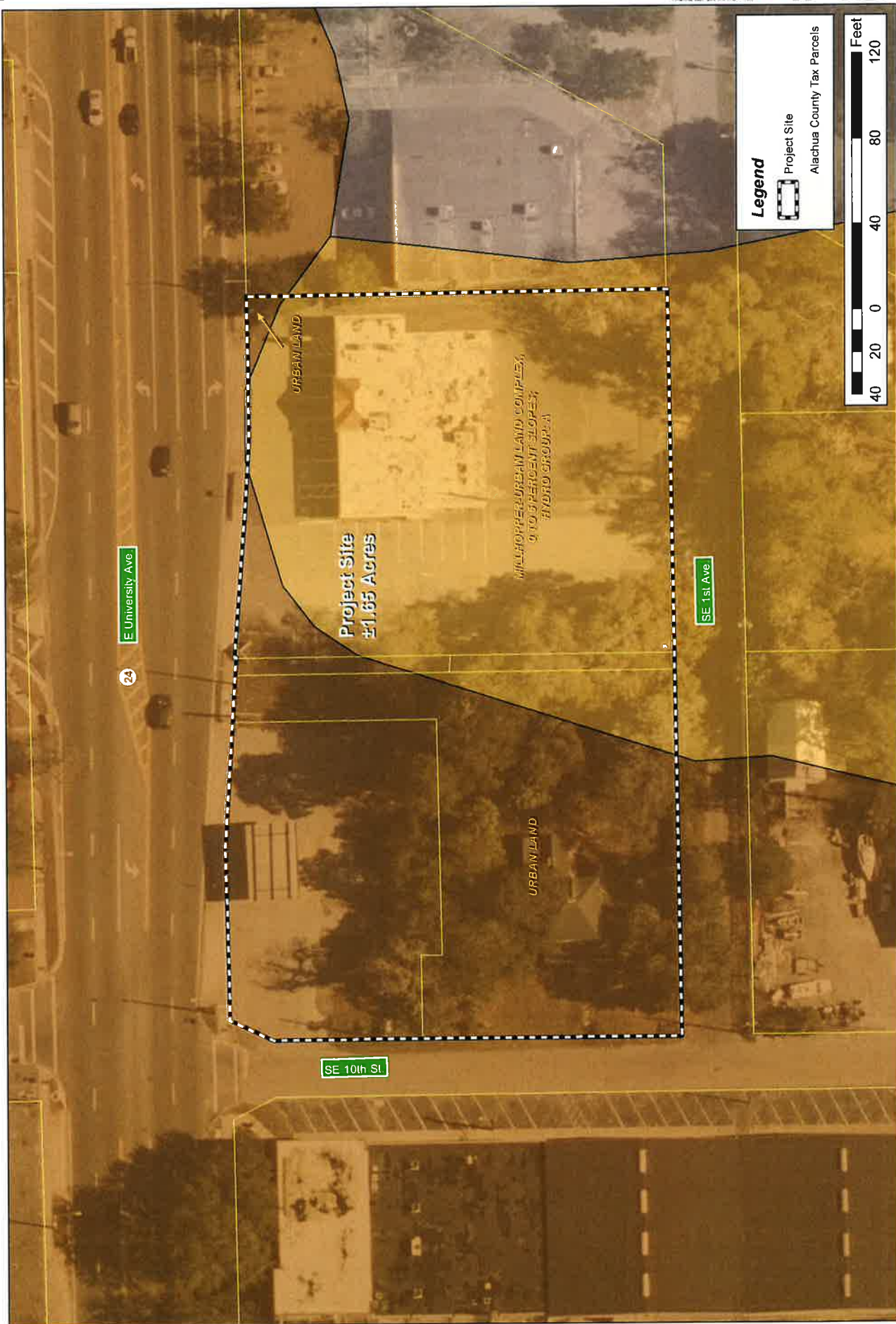
Project Site  
±1.65 Acres

E University Ave

SE 18th Ave

SE 10th St

# East University Ave. Wawa Redevelopment Special Use Permit



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## NEIGHBORHOOD WORKSHOP MINUTES

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### EAST UNIVERSITY AVE. REDEVELOPMENT - DEVELOPMENT PLANS

FEBRUARY 28, 2017 AT 6:00 PM

ALACHUA COUNTY LIBRARY

Recorded and transcribed by CHW staff.

CHW Attendees – Gerry Dedenbach (GD); Nickolas Hill

Client Representatives in Attendance – Client Name (CN), Representative #2, Representative #3

Gerry Dedenbach gave an informational PowerPoint presentation that outlined the purpose of the workshop, the Development Plan timeline, the City's review process, and the project site's location and current condition. Three private citizens attended the meeting with two of the attendants being local Gainesville constituents. Questions were asked both during and following the presentation. The following is a summary of attendees' questions and comments, including CHW staff and client responses:

**Question:** (In reference to the Site Plan slide) what will the canopy on this slide be used for?

**Response (GD):** It will serve as the location for the site's fueling stations-

**Question:** -and what will go in building?

**Response (GD):** Retail, bathrooms, outdoor dining areas, freezers, and a storage closet for maintenance.

**Question:** Who is the client?

**Response (GD):** At this time, we are not required to specifically state who will be building's tenant.

**Comment:** Well, the only reason I ask is because of the (the name of nearby gas station is mentioned) that looks dangerous from 10 pm to about 6 am in the morning. I mean, there is trash all over the area and particularly unwelcome characters loiter around that area at night.

**Response (CN):** Well, we can assure you that we are not (states the name of the local gas station). The problems that you are listing are largely management issues that can be alleviated with good operational practices. Our chain does not allow those issues to occur at our facilities.

**Question:** Is there a timeline for the project's development?

**Response (GD):** If you refer back to the Development Review Process slide you can see that we are currently in Step 2—which is to host the neighborhood workshop. This will lead into the staff review process, which we are expecting to conclude anytime between April and May. Then, the board review will most likely take place in July as that is the most up-to-date estimate of when the new form-based



code will be implemented by the City of Gainesville. Then the process will conclude after the plan is reviewed by the Development Review Board.

**Question:** Is the implementation of a median required along University?

**Response (GD):** It has not been requested at this time.

**Question:** Will there be buffers along the southern border of the project site?

**Response (GD):** I can tell you that with the current code, it is not required at this time for this project site.

**Comment:** Well, there are some beautiful trees right along that edge that I would hate to see get taken down for this development.

**Response (GD):** Of course, our client has no intention of taking down any trees within the site unless it absolutely necessary for development.

**Response (CN):** Also, I don't believe the trees your referring to along the southern border are technically within our project site.

**Question:** I am concerned with your proposed access to the site as mentioned in your presentation. Where are you expecting most of your traffic to come in?

**Response (GD):** We are expecting most of the traffic to come into our site along East University Avenue. The plan is to restore the sidewalk out front and have most of the traffic funnel in and out of the northern access point.

**Question:** I guess our biggest concern is the two access points to the south of the project site along 1<sup>st</sup> Avenue.

**Comment:** Yes, I was concerned about this too.

**Comment:** If you go out there, that road has very limited space. I think you can barely get one car to fit along that road, nonetheless two lanes. I am also worried about the traffic that will be generated along that road. The name may imply that it is an avenue, but it is certainly not the width of one.

**Response (GD):** Like I mentioned before, we are expecting most of traffic to come out of the ingress/egress from the north. However, those additional entrances and exits along the south will mostly be utilized by properties to the south resulting in very little traffic along that road. Our design specifications on the site plan we presented to you in the PowerPoint were created to make sure a fire truck can get in and out of the project site through those two access points. So at this juncture, we do not believe that the size of that area will be an issue.

**Comment:** I don't know, the intersection of 1<sup>st</sup> Avenue and SE 10<sup>th</sup> Street is very narrow. I think if you went out there and see it for yourself, you would notice is too. One of those access points is very close to that intersection and I think it will cause a lot congestion issues.

**Response (GD):** Well, we will run it through our models again in CAD to make sure that those are suitable access points for our site. Also, would it alleviate your concerns if we looked at shifting the access point that is close to that intersection to the West along SE 10<sup>th</sup> Street? We could look into doing that.

**Comment:** Yeah—that would be better. I am still a little troubled about any access being to the south however since that road is so narrow.

**Response (GD):** We will continue looking into that moving forward and will discuss that with our clients sometime this week. Do you mind if we keep in touch via the email that you two put on the sign in sheet so I can continue to use you two as a resource for this development?

**Comment:** Of course.

**Comment:** Absolutely.

**Meeting adjourned at 7:02 pm.**



Courtney Griffith, 27, crosses the finish line for the Froggy 5K. "I wanted to be festive about it," Griffith said, regarding her outfit. (PHOTOS BY ANDREA CORNEJO/STAFF PHOTOGRAPHER)

**FROGS**  
From Page B1

but dangerous — poison dart frogs of neon blue or turquoise from Central and South America. Some are sort of creepy — the Amazon milk frog. And some are ugly — the toads in general.

Still, they all drew rapt attention from the human visitors.

"They're cute," said Krystle Noll of Tampa. "We have mainly toads at home. I like toads but these frogs are beautiful."

Her son, Adonis Karoli, said he was especially impressed with the colorful poison dart frogs.

Jennifer Rizzo of Gainesville and her son Aric, a second-grader, were among several family members at the exhibit.

"He's been catching them since he was a little boy," Rizzo said. "He has no fear of them, unlike me. He's chased mommy with them."

Museum staff and UF amphibian researchers had tables set up outside the exhibit with preserved frogs and salamanders along with big lizards, snake skins and other specimens.

Ed Stanley, a post-doctoral researcher, said people are often either fascinated or repulsed by frogs.

"But even the people repulsed are secretly fascinated," Stanley said. "That's part of the appeal — the love-hate thing."

Stanley said the population of many types of frogs is in decline, especially at high elevations. A disease called chytridiomycosis, caused by a fungus, is killing off frogs in great numbers.

Pollution and climate change are also having an impact, Stanley added.

"Amphibian Ark is a project to collect wild animals and keep them in captivity until the fungus has spread and died out, and then they'll release them," Stanley said.

"Disease, pollution, climate change — it's all of these things. It's a perfect storm, really, for these poor amphibians."

The exhibit will continue

through Sept. 4. The cost is \$8.50 adults, \$7.50 Florida residents and seniors, \$5 ages 3-17 and free for museum members and UF students with a valid Gator 1 card.



Emily Cannister, 23, runs in the Froggy 5K. "The run was beautiful. I loved the trails and the random frog facts placed along the way," Cannister said.

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**PUBLIC NOTICE**

A Neighborhood Workshop will be held to discuss a proposed development plan for a new store with 12 fueling positions located on Alachua County Tax Parcels 12007-000-000, 12007-001-000, and 12005-000-000, located at 1023 East University Avenue. The proposed development plan seeks approval of a new approximately 6,000 sf building and associated use.

This is not a public hearing. The workshop's purpose is to inform neighboring property owners of the proposal's nature and to seek their comments.

The workshop is Tuesday, February 28, 2016 at 6:00 p.m. at the Alachua County Library, Headquarters Branch in the Foundation Room, located at 401 East University Avenue, Gainesville, FL 32601.

Contact:  
Heather Hinson  
Phone Number:  
(352) 331-1976

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Professional Consultants

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CITY OF GAINESVILLE  
ATTN: MIKE HOGE  
PO BOX 490 MS 11  
GAINESVILLE, FL 32627

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ROXANNE WATKINS  
4415 NW 58 AVE  
GAINESVILLE, FL 32653

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MARIE SMALL  
1265 SE 12 AVE  
GAINESVILLE, FL 32601

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Black Acres/Black Pines  
JIM CONNOR  
400 NW 32 ST  
GAINESVILLE, FL 32607

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Capri  
JOHN DOLES  
4539 NW 37 TER  
GAINESVILLE, FL 32605

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Carol Estates South  
BECKY RUNNESTRAND  
1816 NE 16 TER  
GAINESVILLE, FL 32609

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HELEN HARRIS  
1237 NE 21 ST  
GAINESVILLE, FL 32641

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HELEN SCONYERS  
2056 NW 55 BLVD.  
GAINESVILLE, FL 32653

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SARAH POLL  
PO BOX 14198  
GAINESVILLE, FL 32604

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Northwood at Possum Creek  
WES WHEELER  
4728 NW 37 WAY  
GAINESVILLE, FL 32601

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GILBERT S MEANS, SR  
2153 SE HAWTHORNE RD, #111  
PO BOX 7  
GAINESVILLE, FL 32641

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BONNIE O'BRIAN  
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GAINESVILLE, FL 32605

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GAINESVILLE, FL 32609

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GAINESVILLE, FL 32607

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GAINESVILLE, FL 32601

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GAINESVILLE, FL 32601

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PO BOX 357412  
GAINESVILLE, FL 32635

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GAINESVILLE, FL 32607

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GAINESVILLE, FL 32653

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NANCY TESTA  
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GAINESVILLE, FL 32609

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MAXINE HINGE  
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GAINESVILLE, FL 32606

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JOHN ORTON  
5350 NW 8 AVE  
GAINESVILLE, FL 32605

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Kirkwood  
JANE BURMAN-HOLTON  
701 SW 23 PL  
GAINESVILLE, FL 32601

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Lamplighter  
LARRY NICHOLSON (PROP MGR)  
5200 NE 50 DR  
GAINESVILLE, FL 32609

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JACK OSGARD  
4332 NW 12 PL  
GAINESVILLE, FL 32605

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GAINESVILLE, FL 32605

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PETER PRUGH  
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DORIS EDWARDS  
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GAINESVILLE, FL 32601

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Madison Park  
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GAINESVILLE, FL 32605

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Mason Manor  
JOANNA LEATHERS  
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GAINESVILLE, FL 32605

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Pineridge  
BERNADINE TUCKER  
9 TURKEY CREEK  
ALACHUA, FL 32615

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North Lincoln Heights  
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Northwood  
SUSAN W. WILLIAMS  
PO BOX 357492  
GAINESVILLE, FL 32653

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Northeast Neighbors  
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1011 NE 1 AVE  
GAINESVILLE, FL 32601

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8620 NW 13 ST, #210 CLUBHOUSE OFFICE  
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5200 NW 43 ST STE 102  
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4340 NEWBERRY RD  
GAINESVILLE, FL 32607

**Neighborhood Workshop Notice**

Florida Bank  
LAUDE ARNALDI  
13840 W NEWBERRY RD  
NEWBERRY, FL 32669

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MAC McEACHERN  
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439 NW 37 AVENUE  
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3118 NE 11 TER  
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225 SE 14 PL  
GAINESVILLE, FL 32601

**Neighborhood Workshop Notice**

Bivens North Association  
PENNY WHEAT  
2530 SW 14 DR  
GAINESVILLE, FL 32608

**Neighborhood Workshop Notice**

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6744 NW 36 DR  
GAINESVILLE, FL 32653

**Neighborhood Workshop Notice**

BELLINGTON'S CUSTOM SERVICE  
% BRAXTON LINTON  
1907 SE HAWTHORNE RD  
GAINESVILLE, FL 32641

**Neighborhood Workshop Notice**

KAREN BILLINGS  
2123 NW 72 PL  
GAINESVILLE, FL 32653

**Neighborhood Workshop Notice**

Phoenix Subdivision  
APRIL JONES  
3214 SW 26 TERR, Unit B  
GAINESVILLE, FL 32608

**Neighborhood Workshop Notice**

LEE NELSON  
DIRECTOR OF REAL ESTATE – UF  
204 TIGERT HALL  
PO BOX 113100  
GAINESVILLE, FL 32611-3100

Neighborhood Workshop Notice  
11967-000-000 WaWa 1021 E Univ Ave  
107 NORTHEAST 9TH STREET LLC  
4613 W SYLVAN RAMBLE ST  
TAMPA, FL 33609

Neighborhood Workshop Notice  
12005-000-000 \*\*\* WaWa 1021 E Univ Ave  
ABC LIQUORS INC  
PO BOX 593688  
ORLANDO, FL 32859-3688

Neighborhood Workshop Notice  
12004-000-000 WaWa 1021 E Univ Ave  
ADVANCE STORES COMPANY INC  
ATTN: TAX ACCOUNTING  
PO BOX 2710  
ROANOKE, VA 24001

Neighborhood Workshop Notice  
12010-000-000 WaWa 1021 E Univ Ave  
ALCORN, PETER  
1920 SW 8TH DR  
GAINESVILLE, FL 32601-8415

Neighborhood Workshop Notice  
11573-000-000 WaWa 1021 E Univ Ave  
AULTON, DAN & CLAUDIA R  
1438 NE 105TH ST  
MIAMI SHORES, FL 33138

Neighborhood Workshop Notice  
11965-000-000 WaWa 1021 E Univ Ave  
BAKER, GORDON O & PATRICIA A  
110 NE 10TH ST  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice  
11567-000-000 WaWa 1021 E Univ Ave  
BAKER, TYRONE  
1215 SE 12TH ST  
GAINESVILLE, FL 32641

Neighborhood Workshop Notice  
11568-000-000 WaWa 1021 E Univ Ave  
BAKER, TYRONE  
106 SE 11TH ST  
GAINESVILLE, FL 32641

Neighborhood Workshop Notice  
11978-000-000 WaWa 1021 E Univ Ave  
BAUER SHARON A  
1011 NE 1ST AVE  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice  
12007-000-000 \*\*\* WaWa 1021 E Univ Ave  
BURCH, E W JR  
2222 W UNIVERSITY AVE  
GAINESVILLE, FL 32603

Neighborhood Workshop Notice  
12721-000-000 WaWa 1021 E Univ Ave  
COCA-COLA BEVERAGES FLORIDA LLC  
10117 PRINCESS PALM AVE STE 400  
TAMPA, FL 33610

Neighborhood Workshop Notice  
11516-000-000 WaWa 1021 E Univ Ave  
% WALGREEN CO COLE WG GAINESVILLE  
FL LLC  
REAL ESTATE PROPERTY TAX  
PO BOX 1159  
DEERFIELD, FL 60015

Neighborhood Workshop Notice  
11563-000-000 WaWa 1021 E Univ Ave  
CONGREGATION B'NAI ISRAEL INC  
3830 NW 16TH BLVD  
GAINESVILLE, FL 32605-3552

Neighborhood Workshop Notice  
11962-000-000 WaWa 1021 E Univ Ave  
GHAHDARIJANI FAHIMEH  
13230 NW 19TH PL  
GAINESVILLE, FL 32606

Neighborhood Workshop Notice  
11980-000-000 WaWa 1021 E Univ Ave  
GLICK ELEANOR J TRUSTEE  
111 NE 10TH ST  
GAINESVILLE, FL 32601-5645

Neighborhood Workshop Notice  
11964-000-000 WaWa 1021 E Univ Ave  
HAMILTON, LARRY  
212 NW 3RD AVE  
GAINESVILLE, FL 32601-5256

Neighborhood Workshop Notice  
12623-000-000 WaWa 1021 E Univ Ave  
HANUMAN GROCERY INC  
1983 SW 65TH DR  
GAINESVILLE, FL 32607

Neighborhood Workshop Notice  
11981-000-000 WaWa 1021 E Univ Ave  
HELMERICKS, D E  
309 HUNTLEY DR  
CHARLESTON, SC 29407-6920

Neighborhood Workshop Notice  
11975-000-000 WaWa 1021 E Univ Ave  
HENDERSON & HENDERSON II &, HE  
5522 SW 85TH AVE  
GAINESVILLE, FL 32608

Neighborhood Workshop Notice  
12626-000-000 WaWa 1021 E Univ Ave  
HOLBROOK & SWEETWATER BRANCH  
608 NE 5TH AVE  
GAINESVILLE, FL 32601-5502

Neighborhood Workshop Notice  
11565-000-000 WaWa 1021 E Univ Ave  
JEWISH CEMETERY  
3830 NW 16TH BLVD  
GAINESVILLE, FL 32605-3552

Neighborhood Workshop Notice  
11960-000-000 WaWa 1021 E Univ Ave  
KOKOMO KEY PROPERTIES INC  
1325 NW 53RD AVE STE E  
GAINESVILLE, FL 32609

Neighborhood Workshop Notice  
11977-000-000 WaWa 1021 E Univ Ave  
KYLE, MARK  
3216 COLLEE CT  
NAPLES, FL 34112

Neighborhood Workshop Notice  
11972-000-000 WaWa 1021 E Univ Ave  
MARTIN, ANDREW  
2105 NW 9TH AVE  
GAINESVILLE, FL 32603-1018

Neighborhood Workshop Notice  
11974-000-000 WaWa 1021 E Univ Ave  
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% MATTHEW REEB  
532 NE 7TH TER  
GAINESVILLE, FL 32601-5599

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11971-001-000 WaWa 1021 E Univ Ave  
MCDONALD'S CORPORATION  
% J CURT INC  
PO BOX 143130  
GAINESVILLE, FL 32614-3130

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11971-000-000 WaWa 1021 E Univ Ave  
MURPHY AND MURPHY PROPERTIES  
7757 SW 88TH DR  
GAINESVILLE, FL 32608

Neighborhood Workshop Notice  
11963-000-000 WaWa 1021 E Univ Ave  
RADAR ADVENTURES INC  
1624 NW 1ST AVE  
GAINESVILLE, FL 32603

Neighborhood Workshop Notice  
11572-000-000 WaWa 1021 E Univ Ave  
RATLIFF, COLEN M JR  
PO BOX 13475  
GAINESVILLE, FL 32604

Neighborhood Workshop Notice  
12002-000-000 WaWa 1021 E Univ Ave  
REALTY INCOME PROPERTIES INC  
11995 EL CAMINO REAL  
ATTN: PM DEPT #1091  
SAN DIEGO, CA 92130



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11958-000-000 WaWa 1021 E Univ Ave  
ROSE JEFFREY C  
101 NE 9TH ST  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice  
11971-002-000 WaWa 1021 E Univ Ave  
SCOTT, JASON DOW  
7108 EDGERTON DR  
DALLAS, TX 75231-8134

Neighborhood Workshop Notice  
12621-000-000 WaWa 1021 E Univ Ave  
SHIRVANI, KAMBIZ  
13230 NW 19TH PL  
GAINESVILLE, FL 32606

Neighborhood Workshop Notice  
12007-002-000 WaWa 1021 E Univ Ave  
SPAUSE INVESTMENTS LLC  
% STEVEN P SPARKS  
2062 ANN CIRCLE  
SOUTH DAYTONA, FL 32119-2637

Neighborhood Workshop Notice  
11968-000-000 WaWa 1021 E Univ Ave  
THE INTERFAITH HOSPITALITY, NE  
229 SW 5TH ST  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice  
12627-000-000 WaWa 1021 E Univ Ave  
WAGMAN, ANDREA HOLBROOK  
608 NE 5TH AVE  
GAINESVILLE, FL 32601-5502

Neighborhood Workshop Notice  
12620-000-000 WaWa 1021 E Univ Ave  
YOON, SUK J & HAE S  
3605 NW 110TH TER  
GAINESVILLE, FL 32606-4974

Neighborhood Workshop Notice  
5th Avenue  
ROBERTA PARKS  
616 NW 8 ST  
GAINESVILLE, FL 32602

Neighborhood Workshop Notice  
CITY OF GAINESVILLE  
ATTN: MIKE HOGE  
PO BOX 490 MS 11  
GAINESVILLE, FL 32627

Neighborhood Workshop Notice  
Ashton  
ROXANNE WATKINS  
4415 NW 58 AVE  
GAINESVILLE, FL 32653

Neighborhood Workshop Notice  
Azalea Trails  
MARIE SMALL  
1265 SE 12 AVE  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice  
Black Acres/Black Pines  
JIM CONNOR  
400 NW 32 ST  
GAINESVILLE, FL 32607

Neighborhood Workshop Notice  
Capri  
JOHN DOLES  
4539 NW 37 TER  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Carol Estates South  
BECKY RUNNESTRAND  
1816 NE 16 TER  
GAINESVILLE, FL 32609

Neighborhood Workshop Notice  
Cedar Grove II  
HELEN HARRIS  
1237 NE 21 ST  
GAINESVILLE, FL 32641

Neighborhood Workshop Notice  
Creekwood  
HELEN SCONYERS  
2056 NW 55 BLVD.  
GAINESVILLE, FL 32653

Neighborhood Workshop Notice  
Debra Heights  
SARAH POLL  
PO BOX 14198  
GAINESVILLE, FL 32604

Neighborhood Workshop Notice  
Northwood at Possum Creek  
WES WHEELER  
4728 NW 37 WAY  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice  
Duval  
GILBERT S MEANS, SR  
2153 SE HAWTHORNE RD, #111  
PO BOX 7  
GAINESVILLE, FL 32641

Neighborhood Workshop Notice  
Edgewood Hills  
BONNIE O'BRIAN  
2329 NW 30 AVE  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Golfview  
CHRIS MONAHAN  
222 SW 27 ST  
GAINESVILLE, FL 32607

Neighborhood Workshop Notice  
Greater Northeast Community  
MIRIAM CINTRON  
915 NE 7 AVE  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice  
Gateway Park  
HAROLD SAIVE  
1716 NW 10 TER  
GAINESVILLE, FL 32609

Neighborhood Workshop Notice  
Hazel Heights  
ALLAN MOYNIHAN  
PO BOX 357412  
GAINESVILLE, FL 32635

Neighborhood Workshop Notice  
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CAROL BISHOP  
2616 NW 2 AVE  
GAINESVILLE, FL 32607

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Grove Street  
MARIA HUFF-EDWARDS  
1102 NW 4 ST  
GAINESVILLE, FL 32601

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Highland Court Manor  
DAVID SOUTHWORTH  
3142 NE 13 ST  
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Neighborhood Workshop Notice  
Ironwood  
NANCY TESTA  
4207 NE 17 TER  
GAINESVILLE, FL 32609

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Hidden Lake  
GEORGE KASNIC  
2116 NW 74 PL  
GAINESVILLE, FL 32653

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Kensington Park  
MAXINE HINGE  
5040 NW 50 TER  
GAINESVILLE, FL 32606

Neighborhood Workshop Notice  
Kingswood Court  
JOHN ORTON  
5350 NW 8 AVE  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Kirkwood  
JANE BURMAN-HOLTON  
701 SW 23 PL  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice  
Lampighter  
LARRY NICHOLSON (PROP MGR)  
5200 NE 50 DR  
GAINESVILLE, FL 32609

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Landmark Woods  
JACK OSGARD  
4332 NW 12 PL  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Las Pampas  
PETER JANOSZ  
3418 NW 37 AVE  
GAINESVILLE, FL 32605



Neighborhood Workshop Notice  
Woodland Terrace  
PETER PRUGH  
207 NW 35 ST  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Lincoln Estates  
DORIS EDWARDS  
1040 SE 20 ST  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice  
Madison Park  
CHARLES FLOYD  
1911 N.W. 36 DR  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Mason Manor  
JOANNA LEATHERS  
2550 NW 13 AVE  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Pineridge  
BERNADINE TUCKER  
9 TURKEY CREEK  
ALACHUA, FL 32615

Neighborhood Workshop Notice  
North Lincoln Heights  
ANDREW LOVETTE SR.  
430 SE 14 ST  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice  
Northwood  
SUSAN W. WILLIAMS  
PO BOX 357492  
GAINESVILLE, FL 32653

Neighborhood Workshop Notice  
Northeast Neighbors  
SHARON BAUER  
1011 NE 1 AVE  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice  
Northwest Estates  
VERN HOWE  
3710 NW 17 LN  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Oakview  
DEBRA BRUNER  
914 NW 14 AVE  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice  
Mill Pond  
HAROLD HANEL  
309 NW 48 BLVD  
GAINESVILLE, FL 32607

Neighborhood Workshop Notice  
Appletree  
JUDITH MORROW  
3616 NW 54 LANE  
GAINESVILLE, FL 32653

Neighborhood Workshop Notice  
Pine Park  
DELORES BUFFINGTON  
721 NW 20 AVE  
GAINESVILLE, FL 32609

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Kirkwood  
KATHY ZIMMERMAN  
1127 SW 21 AVE  
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Pleasant Street  
DOTTY FAIBISY  
505 NW 3 ST  
GAINESVILLE, FL 32601

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Porters Community  
GIGI SIMMONS  
712 SW 5 ST  
GAINESVILLE, FL 32601

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5014 NW 24 TER  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Rainbows End  
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4612 NW 21 DR  
GAINESVILLE, FL 32605

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RONALD BERN  
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GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Ridgeview  
ROB GARREN  
1805 NW 34 PL  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Ridgeview  
KERRI CHANCEY  
1310 NW 30 ST  
GAINESVILLE, FL 32605

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Royal Gardens  
DOUGLAS BURTON  
2720 NW 27 PL  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Shadow Lawn Estates  
CONNIE SPITZNAGEL  
3521 NW 35 PL  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
South Black Acres  
DEANNA MONAHAN  
14 SW 32 ST  
GAINESVILLE, FL 32607

Neighborhood Workshop Notice  
Southeast Evergreen Trails  
MAUREEN RESCHLY  
1208 SE 22 AVE  
GAINESVILLE, FL 32641

Neighborhood Workshop Notice  
Springhill/Mount Olive  
VIVIAN FILER  
1636 SE 14 AVE  
GAINESVILLE, FL 32641

Neighborhood Workshop Notice  
Springtree  
KATHY MEISS  
2705 NW 47 PL  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Stephen Foster  
ROBERT PEARCE  
714 NW 36 AVE  
GAINESVILLE, FL 32609

Neighborhood Workshop Notice  
Suburban Heights  
BETH GRAETZ  
4321 NW 19 AVE  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice  
Sugarfoot Community/Anglewood  
HEATHER REILLY  
426 SW 40 TERRACE  
GAINESVILLE, FL 32607

Neighborhood Workshop Notice

Sugarhill  
CYNTHIA COOPER  
1441 SE 2 TER  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice

Sutters Landing  
PETER REBMAN  
3656 NW 68 LN  
GAINESVILLE, FL 32653

Neighborhood Workshop Notice

Turkey Creek Forest Owners Assn  
ATTN: RITA SMITH  
8620 NW 13 ST, #210 CLUBHOUSE OFFICE  
GAINESVILLE, FL 32653

Neighborhood Workshop Notice

University Park  
JIMMY HARNSBERGER  
402 NW 24 ST  
GAINESVILLE, FL 32604

Neighborhood Workshop Notice

University Village  
BRUCE DELANEY  
1710 NW 23 ST  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice

Forest Ridge/Henderson Heights  
JUANITA CASAGRANDE  
1911 NW 22 DRIVE  
GAINESVILLE, FL 32605-3953

Neighborhood Workshop Notice

Pinebreeze  
JUDITH MEDER  
3460 NW 46 PL  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice

Stephen Foster Neighborhood Assoc, Inc  
SANDRA WATTS KENNEDY  
514 NW 31 LANE  
GAINESVILLE, FL 32609

Neighborhood Workshop Notice

Appletree  
CHRIS GARCIA  
5451 NW 35 DR  
GAINESVILLE, FL 32653

Neighborhood Workshop Notice

Ashton  
ASHTON HOMEOWNERS ASSOC  
5200 NW 43 ST STE 102  
GAINESVILLE, FL 32608

Neighborhood Workshop Notice

Duckpond  
STEVE NADEAU  
2821 NW 23 DR  
GAINESVILLE, FL 32605

Neighborhood Workshop Notice

Duckpond  
MELANIE BARR  
216 NE 5 ST  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice

Eagle Eyes  
BEATRICE ELLIS  
316 NE 14 ST  
GAINESVILLE, FL 32641

Neighborhood Workshop Notice

Front Porch Florida, Duval  
JUANITA MILES HAMILTON  
2419 NE 8 AVE  
GAINESVILLE, FL 32641

Neighborhood Workshop Notice

Porters  
RUBY WILLIAMS  
237 SW 6 ST  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice

Porters  
INA HINES  
320 SW 5 AVE  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice

School Board  
VICK McGRATH  
3700 NE 53 AVE  
GAINESVILLE, FL 32609

Neighborhood Workshop Notice

University of Florida  
LINDA DIXON  
PO BOX 115050  
GAINESVILLE, FL 32611

Neighborhood Workshop Notice

University Park  
MEL LUCAS  
620 E UNIVERSITY AVE  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice

Millennium Bank  
DANNY GILLILAND  
4340 NEWBERRY RD  
GAINESVILLE, FL 32607

Neighborhood Workshop Notice

Florida Bank  
LAUDE ARNALDI  
13840 W NEWBERRY RD  
NEWBERRY, FL 32669

Neighborhood Workshop Notice

LARRY SCHNELL  
2048 NW 7 LN  
GAINESVILLE, FL 32603

Neighborhood Workshop Notice

MAC McEACHERN  
1020 SW 11 TER  
GAINESVILLE, FL 32601

Neighborhood Workshop Notice

Stephen Foster Neighborhood Assoc, Inc  
MARIA PARSONS  
439 NW 37 AVENUE  
GAINESVILLE, FL 32609

Neighborhood Workshop Notice

BOBBIE DUNNELL  
3118 NE 11 TER  
GAINESVILLE, FL 32609

Neighborhood Workshop Notice

JAMES WOODLAND  
225 SE 14 PL  
GAINESVILLE, FL 32601

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GAINESVILLE, FL 32653

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BELLINGTON'S CUSTOM SERVICE  
% BRAXTON LINTON  
1907 SE HAWTHORNE RD  
GAINESVILLE, FL 32641

Neighborhood Workshop Notice

KAREN BILLINGS  
2123 NW 72 PL  
GAINESVILLE, FL 32653

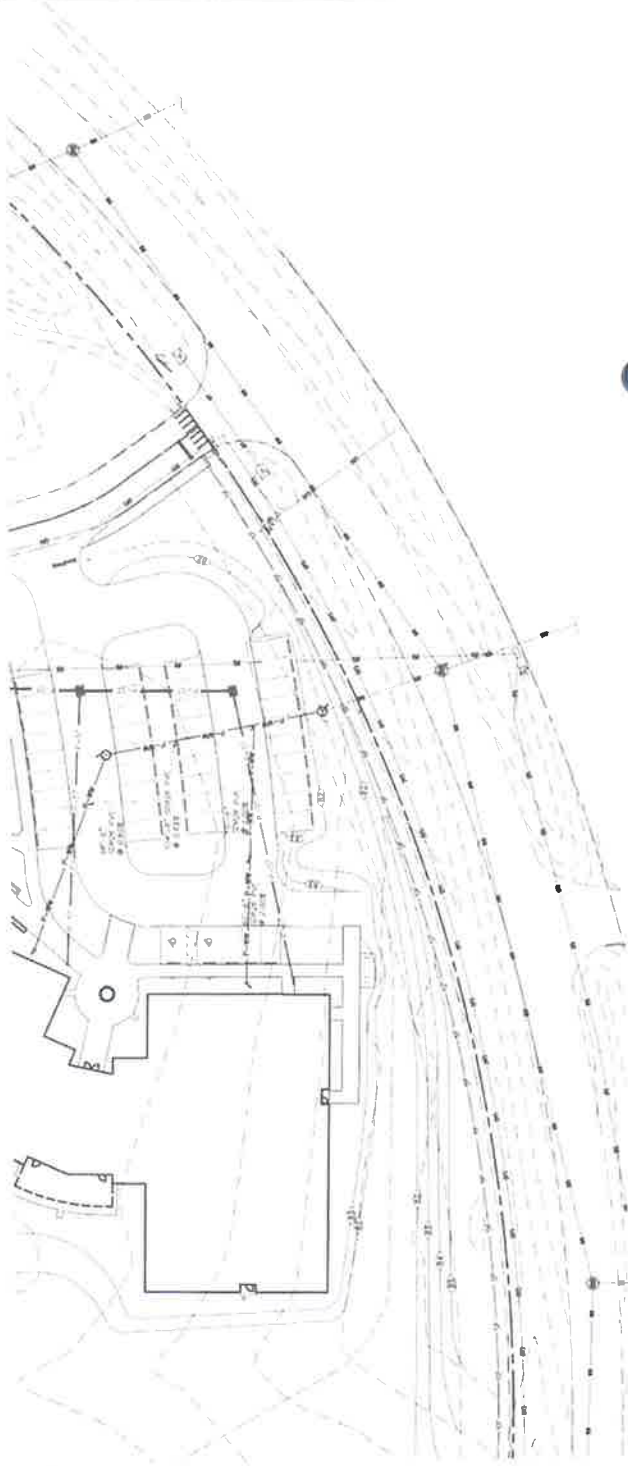
Neighborhood Workshop Notice  
Phoenix Subdivision  
APRIL JONES  
3214 SW 26 TERR, Unit B  
GAINESVILLE, FL 32608

Neighborhood Workshop Notice  
LEE NELSON  
DIRECTOR OF REAL ESTATE – UF  
204 TIGERT HALL  
PO BOX 113100  
GAINESVILLE, FL 32611-3100

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## TRAFFIC IMPACT ANALYSIS FOR

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### **East University Ave Wawa Gainesville, Florida**

**Submitted to:**  
Florida Department of Transportation  
City of Gainesville, Public Works Department

**Prepared for:**  
Brightwork Real Estate  
3708 W. Swann Ave., Suite 200  
Tampa, FL 33609

2<sup>nd</sup> Submittal April 27, 2018  
16-0694

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## **Executive Summary**

CHW has been selected to prepare a Major Traffic Study for the proposed Wawa store located at the SE quadrant of the SR 26/University Avenue and SE 10<sup>th</sup> Place intersection. This site proposes 12 fueling positions and a 6,119 SF convenient store. A methodology was prepared based on the pre-application meetings that were held between CHW staff and City of Gainesville staff on December 13, 2016, and with CHW staff and Florida Department of Transportation (FDOT) staff on March 29, 2017, see Appendix A. The methodology and traffic study will follow the requirements from the Traffic Study Guidelines of the City of Gainesville Engineering Design and Construction Manual.

The site proposes the following access:

- A full access on SE 10<sup>th</sup> Street
- A full access on SE 1<sup>st</sup> Avenue
- A right-in/right-out access on State Road 26

Per the methodology letter, the following analyses are performed within this study.

- Intersection LOS and Delay Analysis
- Intersection Queue Length Analysis
- Summary of Project's Impacts

## **Study Area**

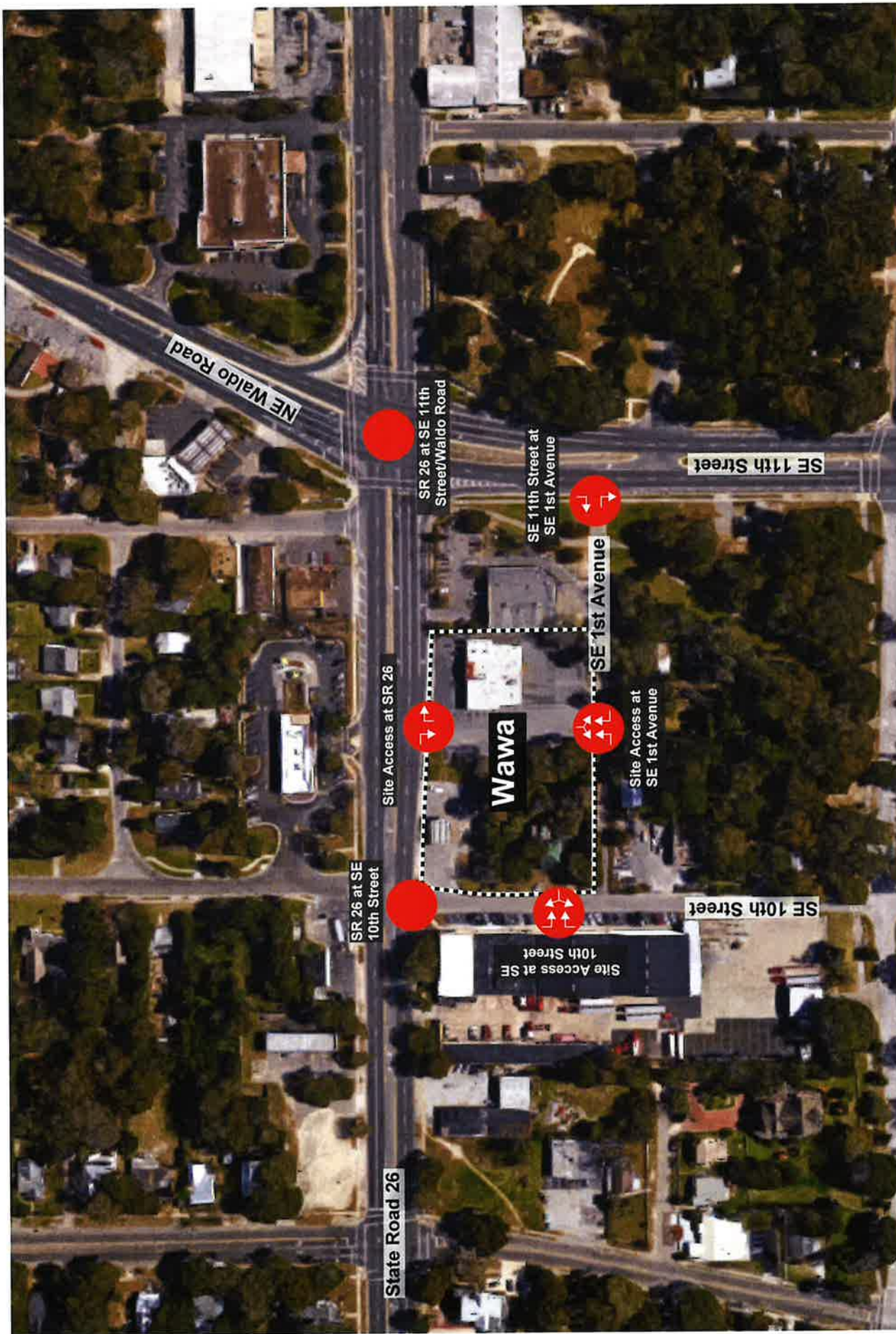
The approved study area consists of the following intersections:

- Site access at SE 10<sup>th</sup> Street
- Site access at SE 1<sup>st</sup> Avenue
- Site access at SR 26
- SR 26 at SE 10<sup>th</sup> Street
- SR 26 at SE 11<sup>th</sup> Street/NE Waldo Road
- SE 11<sup>th</sup> Street at SE 1<sup>st</sup> Avenue

Figure 1 below shows the site location as well as the intersections that were analyzed with this study.



Figure 1 - Study Area



## Trip Generation

The Transportation Engineer's (ITE) Trip Generation Manual, 9<sup>th</sup> Edition land use code 853 Convenience Market with Gasoline Pumps, was used to estimate the trip generation of these sites for the AM, while the study titled *Trip Generation – Characteristics of Large Gas Station/Convenience Store and Student Apartments* (prepared for FDOT and published in 2012) was used to estimate the trip generation for the PM and Daily trips and to provide the 78% pass-by percentage.

Wawa Store Trip Generation										
Land Use	ITE Code	Variable-1 (GLA SF)	Variable-2 (Fueling Positions)	AM Peak			PM Peak			Daily
				Total	In	Out	Total	In	Out	
Convenience Market with Gasoline Pumps	853	6,119 SF	N/A	250	125	125	N/A	N/A	N/A	N/A
Convenience Market with Gasoline Pumps*	N/A	6,119 SF	12	N/A	N/A	N/A	242	121	121	2196
Pass-by** (78%)				195	97	98	189	94	95	1713
Trips with Pass-by Removed				55	28	27	53	27	26	483

\* The PM and daily (weekday) trip generation was determined from the FDOT 2012 report titled "Trip Generation – Characteristics of Large Gas Station/Convenience Store and Student Apartments". The equations are provided below:

Weekday trips =  $256.7 \times FP - 144.5 \times kft^2 = 2,196$  trips

PM peak hour trips =  $12.3 \times FP + 15.5 \times kft^2 = 242$  trips

\*\* The Pass-by rate was determined from the FDOT 2012 report titled "Trip Generation – Characteristics of Large Gas Station/Convenience Store and Student Apartments".

**Table 1: Trip Generation**

## Data Collection

Data collection was performed on Wednesday, April 6<sup>th</sup>, 2017. Data was collected for two hours during the AM peak period and two hours during the PM peak period at the following intersections:

- SR 26 at SE 10<sup>th</sup> Street
- SR 26 at SE 11<sup>th</sup> Street/NE Waldo Road
- SE 11<sup>th</sup> Street at SE 1<sup>st</sup> Avenue

The results from this data collection is provided in Appendix B. The collected data was then used to provide the base from which background and build-out conditions would be analyzed.

The data was adjusted by seasonal factors published by FDOT. This adjustment resulted in a 1% decrease to the volumes observed, see Appendix C. The build-out of the site is expected to occur in 2018. Traffic data provided by FDOT Traffic Online was used to determine the growth rate of the above intersection roadway segments near the proposed site, see Appendix C. The minimum growth rate of 1% was used for all

roadway segments since the historical growth rate is less than 1% for all segments. The turning movement counts with the applied peak season volumes and background growth are provided in Tables 2 through 4 below.

<b>State Road 26 at NE 10th Street - 2018 AM Peak Hour Background Traffic Volumes</b>												
Scenario	NE 10th Street (Southbound)			State Road 26 (Westbound)			NE 10th Street (Northbound)			State Road 26 (Eastbound)		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	44	4	53	14	952	14	2	2	1	2	521	33
Peak Season Volume (Existing)	44	4	52	14	942	14	2	2	1	2	516	33
2018 Background Volumes	44	4	53	14	951	14	2	2	1	2	521	33
<b>State Road 26 at NE 10th Street - 2018 PM Peak Hour Background Traffic Volumes</b>												
Scenario	NE 10th Street (Southbound)			State Road 26 (Westbound)			NE 10th Street (Northbound)			State Road 26 (Eastbound)		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	23	1	39	15	525	14	12	4	6	3	928	52
Peak Season Volume (Existing)	23	1	39	15	520	14	12	4	6	3	919	51
2018 Background Volumes	23	1	39	15	525	14	12	4	6	3	928	52

**Table 2: Turning Movements at State Road 26 at NE 10<sup>th</sup> Street**

<b>State Road 26 at SE 11th Street/NE Waldo Road - 2018 AM Peak Hour Background Traffic Volumes</b>												
Scenario	NE Waldo Road (Southbound)			State Road 26 (Westbound)			SE 11th Street (Northbound)			State Road 26 (Eastbound)		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	238	598	276	393	726	197	180	672	86	107	355	114
Peak Season Volume (Existing)	236	592	273	389	719	195	178	665	85	106	351	113
2018 Background Volumes	238	598	276	393	726	197	180	672	86	107	355	114
<b>State Road 26 at SE 11th Street/NE Waldo Road - 2018 PM Peak Hour Background Traffic Volumes</b>												
Scenario	NE Waldo Road (Southbound)			State Road 26 (Westbound)			SE 11th Street (Northbound)			State Road 26 (Eastbound)		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	152	711	311	310	394	140	271	671	85	96	634	251
Peak Season Volume (Existing)	150	704	308	307	390	139	268	664	84	95	628	248
2018 Background Volumes	152	711	311	310	394	140	271	671	85	96	634	250

**Table 3: Turning Movements at State Road 26 at SE 11<sup>th</sup> Street/NE Waldo Road**

<b>SE 11th Street at SE 1st Avenue - 2018 AM Peak Hour Background Traffic Volumes</b>												
Scenario	SE 11th Street (Southbound)			SE 1st Avenue (Westbound)			SE 11th Street (Northbound)			SE 1st Avenue (Eastbound)		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	4	904	1	2	0	50	1	953	1	2	0	0
Peak Season Volume (Existing)	4	895	1	2	0	50	1	943	1	2	0	0
2018 Background Volumes	4	904	1	2	0	51	1	952	1	2	0	0
<b>SE 11th Street at SE 1st Avenue - 2018 PM Peak Hour Background Traffic Volumes</b>												
Scenario	SE 11th Street (Southbound)			SE 1st Avenue (Westbound)			SE 11th Street (Northbound)			SE 1st Avenue (Eastbound)		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	5	932	2	0	0	8	5	1028	0	5	0	0
Peak Season Volume (Existing)	5	923	2	0	0	8	5	1018	0	5	0	0
2018 Background Volumes	5	932	2	0	0	8	5	1028	0	5	0	0

**Table 4: Turning Movements at SE 11<sup>th</sup> Street at SE 1<sup>st</sup> Avenue**

## Trip Distribution

The project trip distribution and the adjacent site distribution are based on the AM and PM peak hour directional trips of the adjacent major roadways. The FDOT synopsis documents used to derive the peak hour directional volumes of the major roadways are provided in Appendix D.

- 1) Peak hour directional volumes from FDOT Traffic Online were determined for the following origins and destinations, both towards (inbound) and away from the project site (outbound):
  - Eastbound SR 26
  - Westbound SR 26
  - Southbound NE Waldo Road
  - Northbound SE 11<sup>th</sup> Street

These volumes were used to determine the directional (inbound/outbound) percentages, see Figure 2.

- 2) These percentages were applied to the inbound project site trips to determine where the trips are expected to originate from and to the outbound project trips to determine where the project trips are expected to exit to, see Figure 2.
- 3) With the origins and destination volumes known, the shortest route to and from the project site were used to determine the inbound and outbound project trip distribution, see Figures 3 and 4.

- 4) The background trips derived from the turning movement counts were combined with the project trips for the purpose of analyzing the roadway segments and intersections. The turning movements for the existing, background and build-out scenarios for the AM peak hour and the PM peak hour are provided in Figures 5 through 7.



Figure 2 - AM (PM) Trip Distribution  
 Project Site Trips

Figure 3 - Inbound Project Trip Distribution

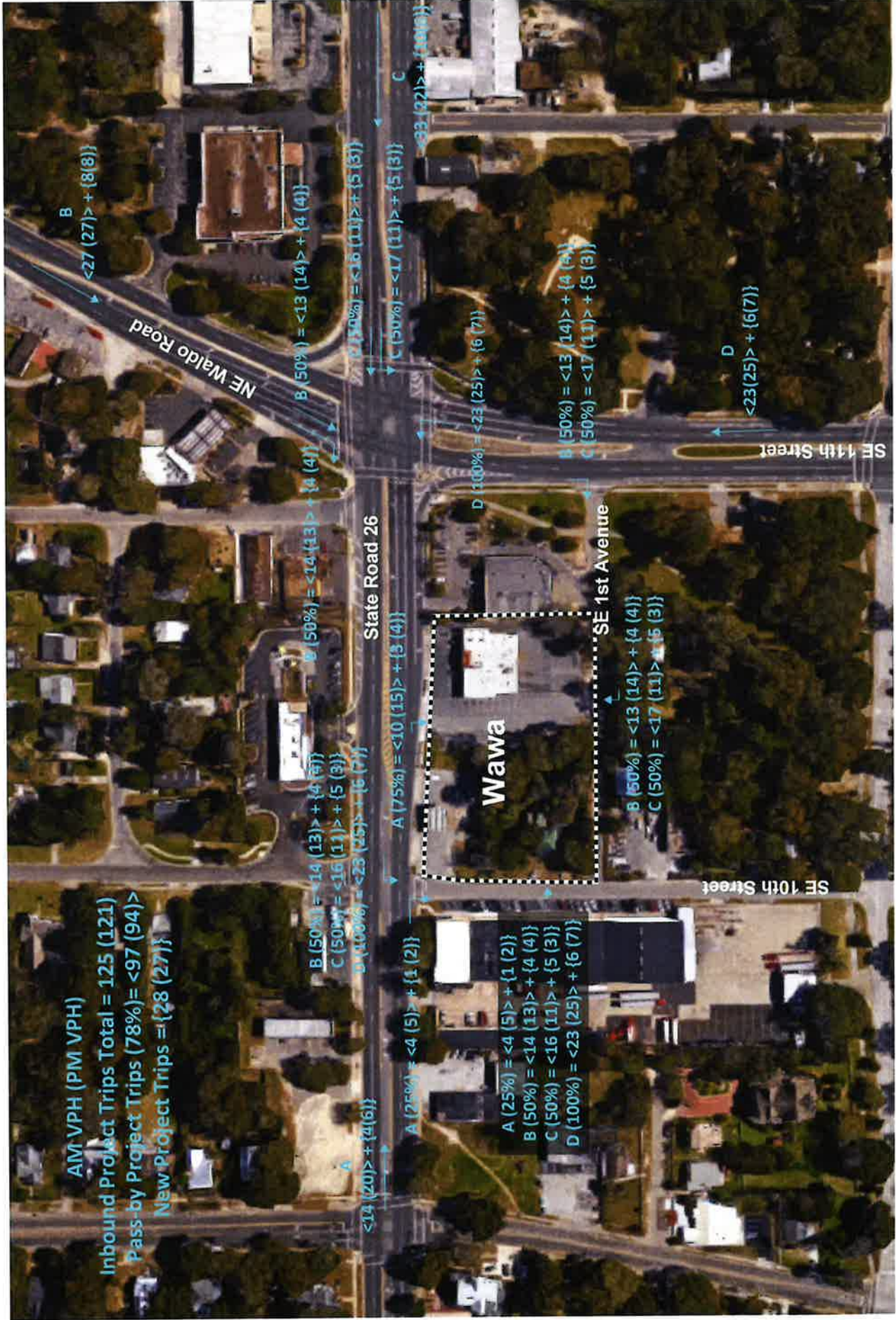




Figure 4 - Outbound Project Trip Distribution



Figure 5 - Existing Turning Movements

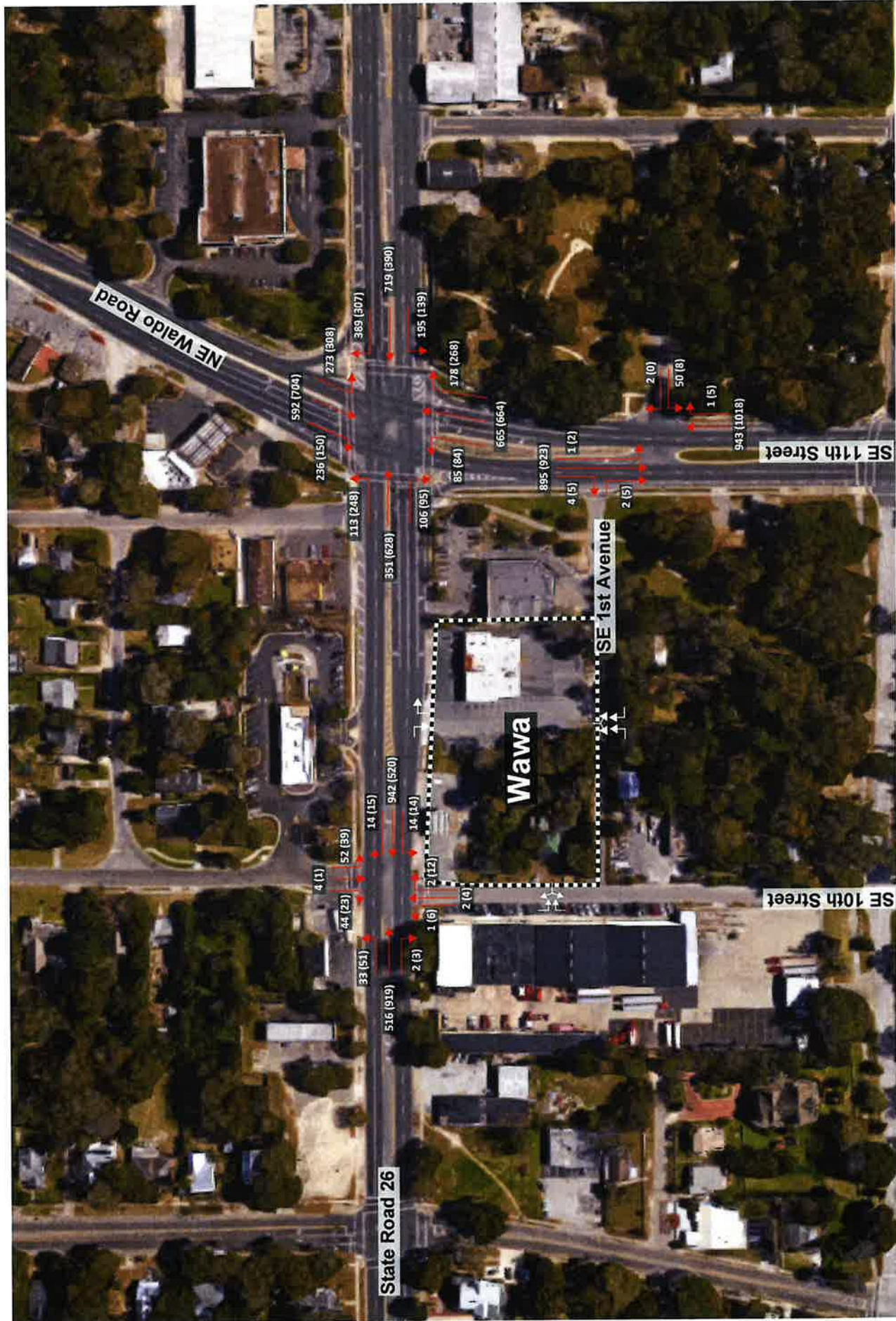
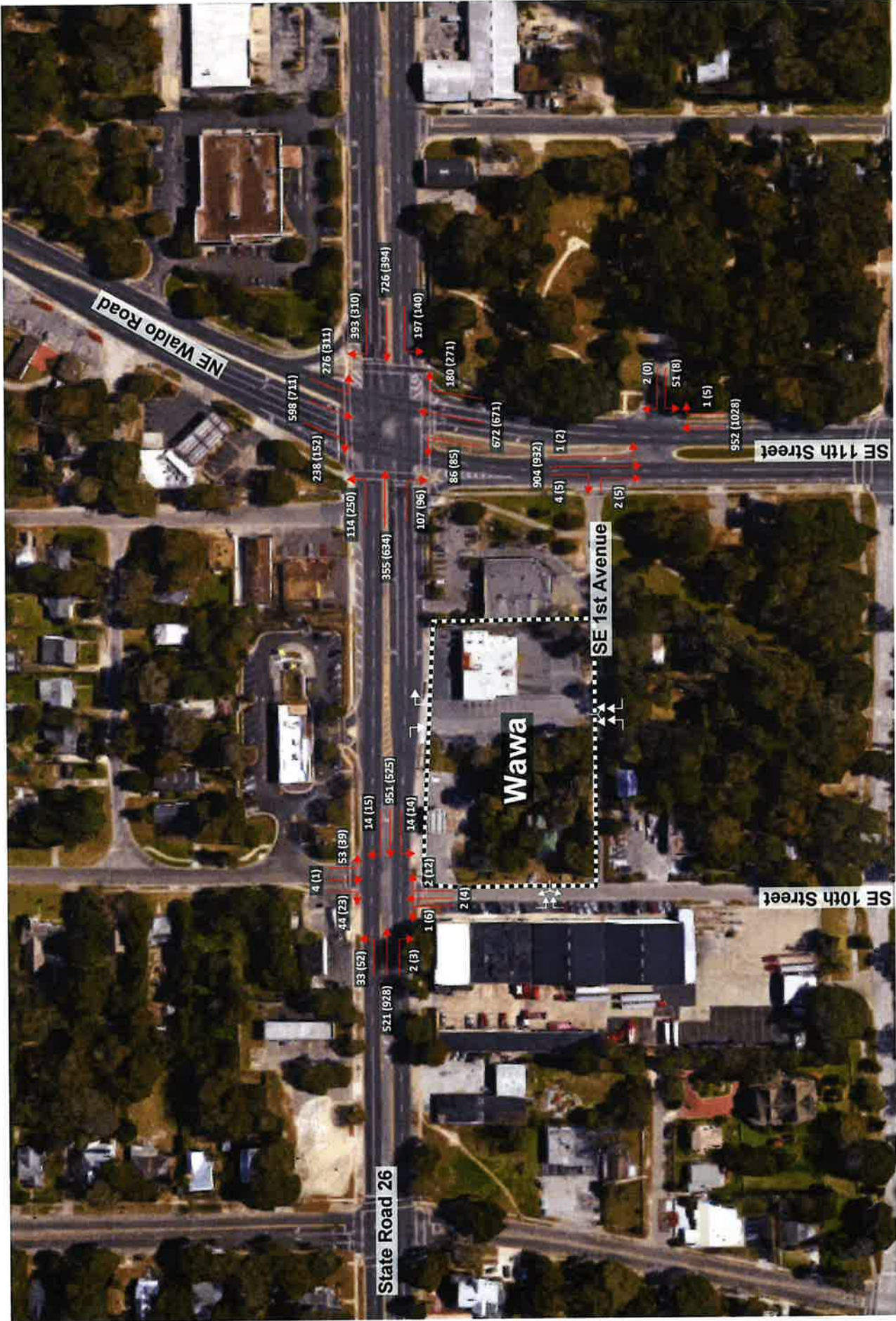


Figure 6 - Background Turning Movements



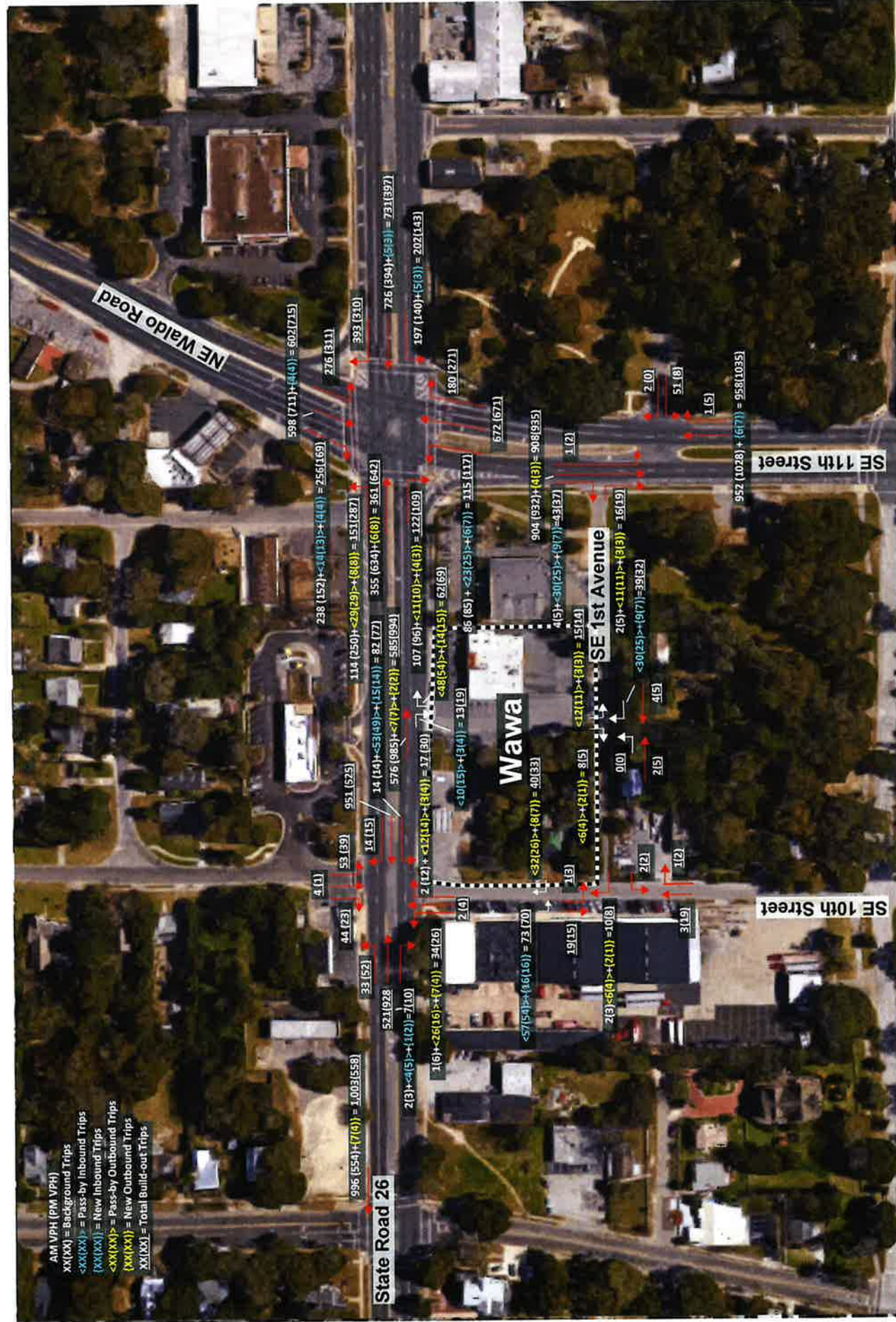


Figure 7 - Build-Out Turning Movements

## **Analyses**

The following analyses were performed to ensure that the proposed site does not cause operational failures along the intersections in the study area and ensure that pedestrians, cyclist, and transit are provided acceptable access to this site.

- Intersection LOS Analysis
- Intersection Queue Length Analysis
- Summary of Project's Impacts

### ***Intersection LOS Analysis***

All intersections within the Study Area were analyzed during the AM and PM peak hour of the existing, background and build-out conditions. HCS 7 was used to analyze the non-signalized intersections and Synchro 9 was used to analyze the signalized intersection of SR 26 and NE Waldo Road. Tables 5 and 6 below, provide the LOS, delay, and v/c ratio for each of the applicable movements. Deficiencies, movements operating with a LOS of F or v/c ratios exceeding 1.0, are highlighted in these summary tables. The HCS and Synchro reports are provided in Appendix E.

AM Intersection LOS Analysis													
Intersection	Movement	Existing			Background			Build-Out			With Improvement		
		LOS	Delay (s)	V/C Ratio	LOS	Delay (s)	V/C Ratio	LOS	Delay (s)	V/C Ratio	LOS	Delay (s)	V/C Ratio
SR 26 at SE 10 <sup>th</sup> Street	EBL	B	11.2	0.06	B	11.3	0.06	B	11.3	0.06	-	-	-
	SBL/T/R	F	141.7	0.97	F	158.5	1.02	F	329.4	1.41	-	-	-
	WBL	A	8.9	0.02	A	8.9	0.02	A	9.2	0.10	-	-	-
	NBL/T/R	E	35.1	0.04	E	35.8	0.04	F	91.6	0.64	-	-	-
SR 26 at SE 11 <sup>th</sup> Street/NE Waldo Road	EBL	E	63.5	0.62	E	63.5	0.62	E	67.2	0.71	E	74.9	0.77
	EBT	D	40.9	0.46	D	41.0	0.46	D	40.5	0.46	D	43.8	0.50
	EBR	A	4.1	0.24	A	4.2	0.24	A	6.1	0.27	A	2.2	0.26
	SBL	E	73.7	0.84	E	73.7	0.84	E	77.9	0.87	E	65.7	0.77
	SBT	D	37.8	0.58	D	38.1	0.59	D	39.8	0.63	D	39.7	0.62
	SBR	A	8.6	0.40	A	8.8	0.40	A	9.2	0.44	A	9.2	0.44
	WBL	E	75.3	0.83	E	75.7	0.83	E	77.0	0.84	E	65.0	0.76
	WBT	D	50.3	0.83	D	50.7	0.84	D	54.1	0.87	D	52.3	0.85
	WBR	B	13.2	0.63	B	13.8	0.64	B	16.6	0.68	B	16.7	0.67
	NBL	E	70.6	0.62	E	70.9	0.62	F	82.5	0.77	E	77.6	0.74
	NBT	D	42.2	0.70	D	42.8	0.72	D	43.3	0.72	D	45.1	0.74
	NBR	D	38.0	0.42	D	38.4	0.43	D	38.6	0.43	D	40.1	0.45
	Total Intersection	D	41.9	-	D	42.2	-	D	44.5	-	D	43.3	-
	SE 1 <sup>st</sup> Avenue at SE 11 <sup>th</sup> Street	EBR	B	11.9	0.00	B	11.9	0.00	B	12.4	0.04	-	-
SBL		B	10.3	0.00	B	10.4	0.00	B	10.7	0.00	-	-	-
WBL/R		D	34.1	0.32	D	35.0	0.33	E	35.8	0.33	-	-	-
Site Access at SR 26	NBR	-	-	-	-	-	B	11.3	0.11	-	-	-	
Site Access at SE 10 <sup>th</sup> Street	SBL/T	-	-	-	-	-	A	7.4	0.05	-	-	-	
	WBL/R	-	-	-	-	-	A	8.6	0.04	-	-	-	
Site Access at SE 1 <sup>st</sup> Avenue	EBL/T	-	-	-	-	-	A	7.3	0.00	-	-	-	
	SBL/R	-	-	-	-	-	A	8.7	0.02	-	-	-	

Table 5: AM Intersection LOS Analysis Summary Table

PM Intersection LOS Analysis													
Intersection	Movement	Existing			Background			Build-Out			With Improvement		
		LOS	Delay (s)	V/C Ratio	LOS	Delay (s)	V/C Ratio	LOS	Delay (s)	V/C Ratio	LOS	Delay (s)	V/C Ratio
SR 26 at SE 10 <sup>th</sup> Street	EBL	A	8.7	0.05	A	8.7	0.05	A	8.7	0.05	-	-	-
	SBL/T/R	D	30.6	0.31	D	31.3	0.32	E	46.8	0.43	-	-	-
	WBL	A	9.9	0.02	A	10.0	0.02	B	10.6	0.11	-	-	-
	NBL/T/R	D	27.1	0.12	D	27.6	0.12	F	52.4	0.45	-	-	-
SR 26 at SE 11 <sup>th</sup> Street/NE Waldo Road Total Intersection	EBL	F	89.2	0.93	F	90.0	0.93	F	121.0	1.07	E	66.1	0.83
	EBT	D	50.5	0.78	D	50.2	0.78	D	50.2	0.79	D	52.1	0.81
	EBR	A	0.8	0.19	A	0.8	0.19	A	0.9	0.21	A	4.3	0.24
	SBL	E	58.6	0.71	E	58.7	0.71	E	58.7	0.71	E	63.3	0.76
	SBT	C	34.8	0.56	D	36.6	0.61	D	38.2	0.64	D	38.0	0.63
	SBR	A	7.1	0.23	A	7.3	0.25	A	9.2	0.28	A	3.6	0.27
	WBL	E	66.1	0.68	E	66.2	0.68	E	66.7	0.69	E	65.5	0.68
	WBT	D	46.5	0.58	D	46.2	0.58	D	46.0	0.58	E	58.3	0.76
	WBR	B	10.7	0.58	B	10.9	0.59	B	11.9	0.59	B	13.5	0.65
	NBL	E	67.5	0.58	E	68.8	0.59	E	76.1	0.72	E	73.7	0.70
	NBT	D	41.9	0.66	D	42.6	0.67	D	43.0	0.68	D	40.6	0.65
	NBR	D	44.4	0.59	D	45.3	0.61	D	45.8	0.61	D	42.9	0.59
	Total Intersection	D	43.5	-	D	44.1	-	D	47.3	-	D	44.5	-
	SE 1 <sup>st</sup> Avenue at SE 11 <sup>th</sup> Street	EBR	B	12.6	0.01	B	12.6	0.0	B	13.1	0.04	-	-
SBL		B	10.5	0.00	B	10.6	0.00	B	11.0	0.00	-	-	-
WBL/R		D	27.1	0.05	D	27.4	0.05	D	27.9	0.05	-	-	-
Site Access at SR 26	NBR	-	-	-	-	-	-	B	13.3	0.14	-	-	-
Site Access at SE 10 <sup>th</sup> Street	SBL/T	-	-	-	-	-	-	A	7.4	0.04	-	-	-
	WBL/R	-	-	-	-	-	-	A	8.6	0.03	-	-	-
Site Access at SE 1 <sup>st</sup> Avenue	EBL/T	-	-	-	-	-	-	A	7.3	0.00	-	-	-
	SBL/R	-	-	-	-	-	-	A	8.7	0.02	-	-	-

Table 6: PM Intersection LOS Analysis Summary Table

The Intersection LOS Analysis summary tables demonstrate that all intersection movements operate with acceptable LOS and v/c ratios, except for the following movements:

- **Southbound Left/Thru/Right of the SR 26 at SE 10<sup>th</sup> Street (AM)** – This movement shows to operate with a LOS of F during the existing condition and beyond. The v/c ratio exceeds 1.0 during both the background and build-out conditions. Since these deficiencies occur before project trips, and this is a minor local road with alternative routes available, no improvements are recommended for this condition.
- **Northbound Left/Thru/Right of the SR 26 at SE 10<sup>th</sup> Street (AM)** – This movement shows to operate with a LOS of F with a delay of 91.6 seconds during the build-out condition. The v/c ratio does not exceed 1.0 so backups are not expected to occur. There is not a significant number of northbound trips (total of 53 AM trips and 60 PM trips) making this movement. There are no improvements recommended for this condition.
- **Northbound left of the SR 26 at NE Waldo Road (AM)** – This movement operates with a LOS of F, with an average delay of 82.5 seconds and a v/c ratio of 0.77, during the AM build-out scenario. Optimizing the split times, while maintaining the cycle length, improves the LOS of this movement to an acceptable level while maintaining acceptable LOS for all other movements, and improves the LOS of the intersection overall. It is recommended that the traffic signal times are adjusted to the optimized AM split times provided in Appendix E during the build-out of this site.
- **Northbound Left/Thru/Right of the SR 26 at SE 10<sup>th</sup> Street (PM)** – This movement shows to operate with a LOS of F with a delay of 52.4 seconds and a v/c of 0.45 during the build-out condition. The delay of 52.4 seconds is not excessive. The v/c ratio does not exceed 1.0 so backups are not expected to occur. There are no improvements recommended for this condition.
- **Eastbound left of the SR 26 at NE Waldo Road (PM)** – This movement operates with a LOS of F during the existing PM scenario and beyond. The build-out PM scenario shows the v/c ratio to exceed 1.0. Optimizing the split times, while maintaining the cycle length, improves the LOS of this movement to an acceptable level while maintaining acceptable LOS for all other movements, and improves the LOS of the intersection overall. It is recommended that the traffic signal times are adjusted to the optimized PM split times provided in Appendix E during the build-out of this site.

#### ***Intersection Queue Length Analysis***

The 95% queue length is provided in the HCS 2010 and Synchro 9 reports for all of the applicable intersection movements. Table 7 and 8 provide the available storage length and the 95% queue length of the AM and PM periods, respectively. The available queue length provided in Tables 7 and 8 are either the length of the turn lane or the distance to the adjacent upstream intersection. Deficiencies, 95% queue lengths exceeding the available storage lengths, are highlighted in these tables.

95 <sup>th</sup> Percentile Queue Analysis – AM						
Intersection	Movement	Provided Turn Lane Length (feet)	95% Queue Length (feet)			
			Existing	Background	Build-Out	With Improvement
SR 26 at SE 10 <sup>th</sup> Street	EBL	130	20	20	20	-
	WBL	120	20	20	20	-
	NBL/T/R	160	20	20	80	-
	SBL/T/R	N/A	140	140	200	-
SR 26 at SE 11 <sup>th</sup> Street/NE Waldo Road	EBL	370	160	160	200	220
	EBR	265	40	40	60	20
	SBL	430	120	220	220	180
	SBR	150	20	100	100	100
	WBL	160	280	280	300	240
	WBR	300	180	180	220	200
	NBL	200	140	140	200	180
SE 1 <sup>st</sup> Avenue at SE 11 <sup>th</sup> Street	NBR	245	200	200	200	220
	SBL	120	20	20	20	-
Site Access at SE 10 <sup>th</sup> Street	WBL/R	350	40	40	40	-
	SBL/T	160	-	-	20	-
Site Access at SE 1 <sup>st</sup> Avenue	EBL/T	230	-	-	20	-

Table 7 – AM Intersection Queue Length Analysis



95 <sup>th</sup> Percentile Queue Analysis – PM						
Intersection	Movement	Provided Turn Lane Length (feet)	95% Queue Length (feet)			
			Existing	Background	Build-Out	With Improvement
SR 26 at SE 10 <sup>th</sup> Street	EBL	130	20	20	20	-
	WBL	120	20	20	20	-
	NBL/T/R	160	20	20	40	-
	SBL/T/R	N/A	40	40	40	-
SR 26 at SE 11 <sup>th</sup> Street/NE Waldo Road	EBL	370	360	360	440	320
	EBR	265	0	0	0	40
	SBL	430	180	180	180	180
	SBR	150	60	60	80	40
	WBL	160	180	180	180	180
	WBR	300	100	100	120	120
	NBL	200	120	120	180	180
	NBR	245	340	360	360	300
SE 1 <sup>st</sup> Avenue at SE 11 <sup>th</sup> Street	SBL	120	20	20	20	-
	WBL/R	350	20	20	20	-
Site Access at SE 10 <sup>th</sup> Street	SBL/T	160	-	-	20	-
Site Access at SE 1 <sup>st</sup> Avenue	EBL/T	230	-	-	20	-

**Table 8 – PM Intersection Queue Length Analysis**

The available storage lengths exceed the 95% queue length in all scenarios except the following:

- **Westbound Left - SR 26 at NE Waldo Road (AM)** - The 95<sup>th</sup>% queue length of this movement shows to exceed the available storage length during the existing scenario and beyond. By optimizing the split timings, while maintaining the cycle length, the 95% queue length during the build-out condition, can be reduced below the existing queue length though it still exceeds the available storage length. It is recommended that the traffic signal times are adjusted to the optimized AM split times provided in Appendix E during the build-out of this site. Since this deficiency occurs before project trips are included, no additional improvements are recommended.
- **Eastbound Left - SR 26 at NE Waldo Road (PM)** - The 95<sup>th</sup>% queue length of this movement shows to exceed the available storage length during the build-out scenario. By optimizing the split timings, while maintaining the cycle length, the

95% queue length during the build-out condition, can be reduced below the available storage length. It is recommended that the traffic signal times are adjusted to the optimized PM split times provided in Appendix E during the build-out of this site.

- **Westbound Left - SR 26 at NE Waldo Road (PM)** - The 95<sup>th</sup>% queue length of this movement shows to exceed the available storage length during the existing scenario and beyond. The project trips do not contribute significantly to this deficiency. Because the deficiency occurs before project trips are added, no improvements are recommended.
- **Northbound Right – SR 26 at NE Waldo Road (PM)** – The 95<sup>th</sup>% queue length of this movements shows to exceed the available storage length during the existing scenario and beyond. Because this movement is a free flow condition into a lane addition on SR 26, the queue is expected to be much less than shown. No improvements are recommended.

### ***Summary of Project's Impacts***

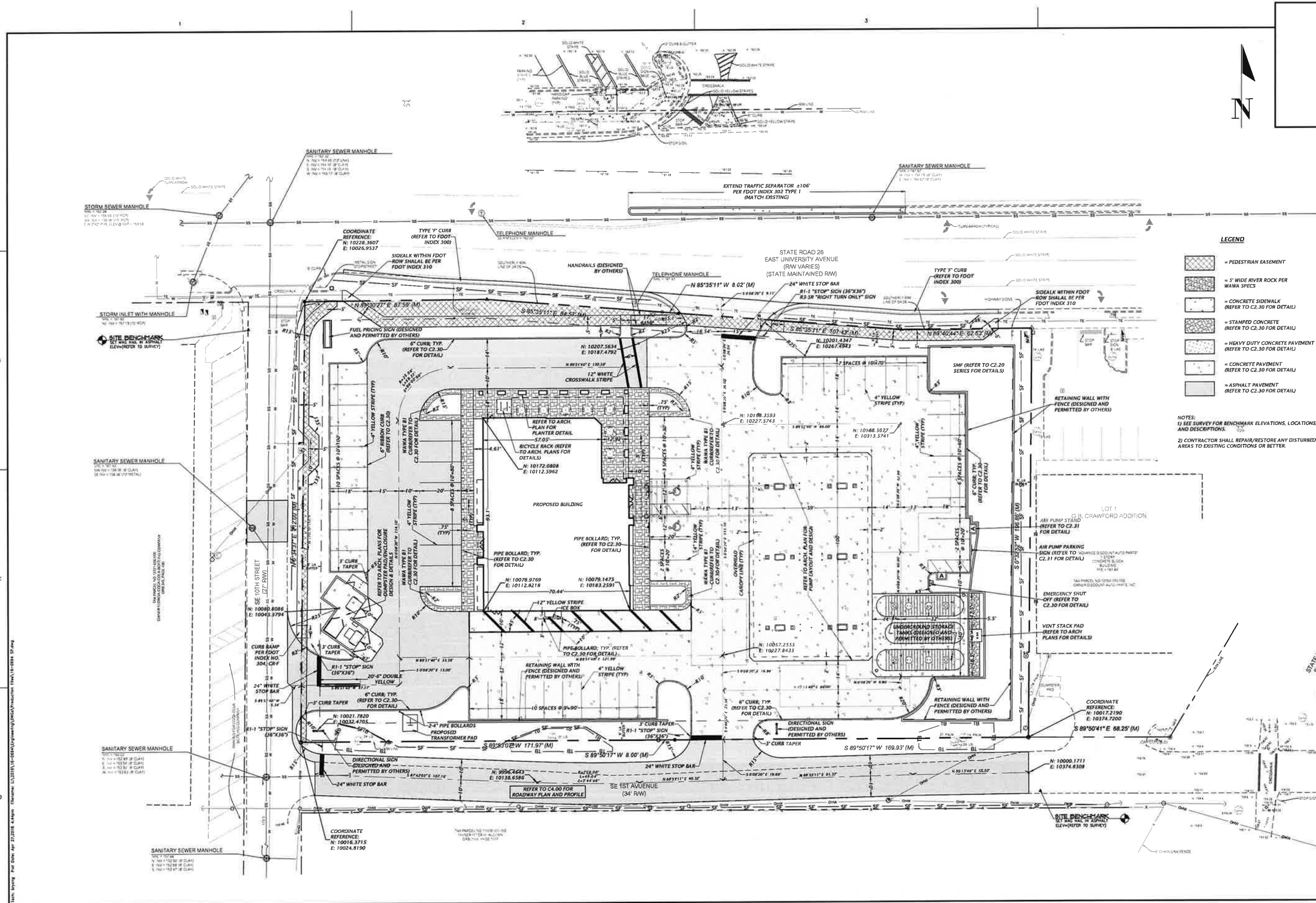
This section review the accessibility of the site by pedestrian, cyclists, and transit. Sidewalks are provided along SR 26 and SE 11<sup>th</sup> Street adjacent to this proposed site. A shared use path connects to these sidewalks and at the southwest corner of SR 26 and NE Waldo Rd. This shared use path provides access to locations to the southwest of this site, including Depot Park. Bicycle lanes are not provided on SR 26 near this proposed site, however bicycle lanes are available on SE 11<sup>th</sup> Street south of SR 26. Two bus stops are provided along SE 2<sup>nd</sup> Avenue, just south of this site, between SE 10<sup>th</sup> Street and SE 11<sup>th</sup> Street, providing convenient access to this proposed site.

## **Conclusion and Recommendations**

To provide acceptable intersection LOS and ensure that drivers do not make inappropriate maneuvers at the site access locations, the following recommendations are provided.

- Retime the split times per the Optimized Split scenarios in Appendix E, during the AM and PM peak periods for the SR 26 at NE Waldo Road intersection.
- Provide a No Left Turn sign in the grass median of SE 11<sup>th</sup> Street just south of SE 1<sup>st</sup> Avenue for northbound drivers.
- Extend the SR 26 raised concrete traffic separator beyond the right-in/right-out driveway of the site.

## Appendix E Development Plan



- LEGEND**
- = PEDESTRIAN EASEMENT
  - = 5' WIDE RIVER ROCK PER WAWA SPECS
  - = CONCRETE SIDEWALK (REFER TO C2.30 FOR DETAIL)
  - = STAMPED CONCRETE (REFER TO C2.30 FOR DETAIL)
  - = HEAVY DUTY CONCRETE PAVEMENT (REFER TO C2.30 FOR DETAIL)
  - = CONCRETE PAVEMENT (REFER TO C2.30 FOR DETAIL)
  - = ASPHALT PAVEMENT (REFER TO C2.30 FOR DETAIL)
- NOTES:**
- 1) SEE SURVEY FOR BENCHMARK ELEVATIONS, LOCATIONS, AND DESCRIPTIONS.
  - 2) CONTRACTOR SHALL REPAIR/RESTORE ANY DISTURBED AREAS TO EXISTING CONDITIONS OR BETTER.

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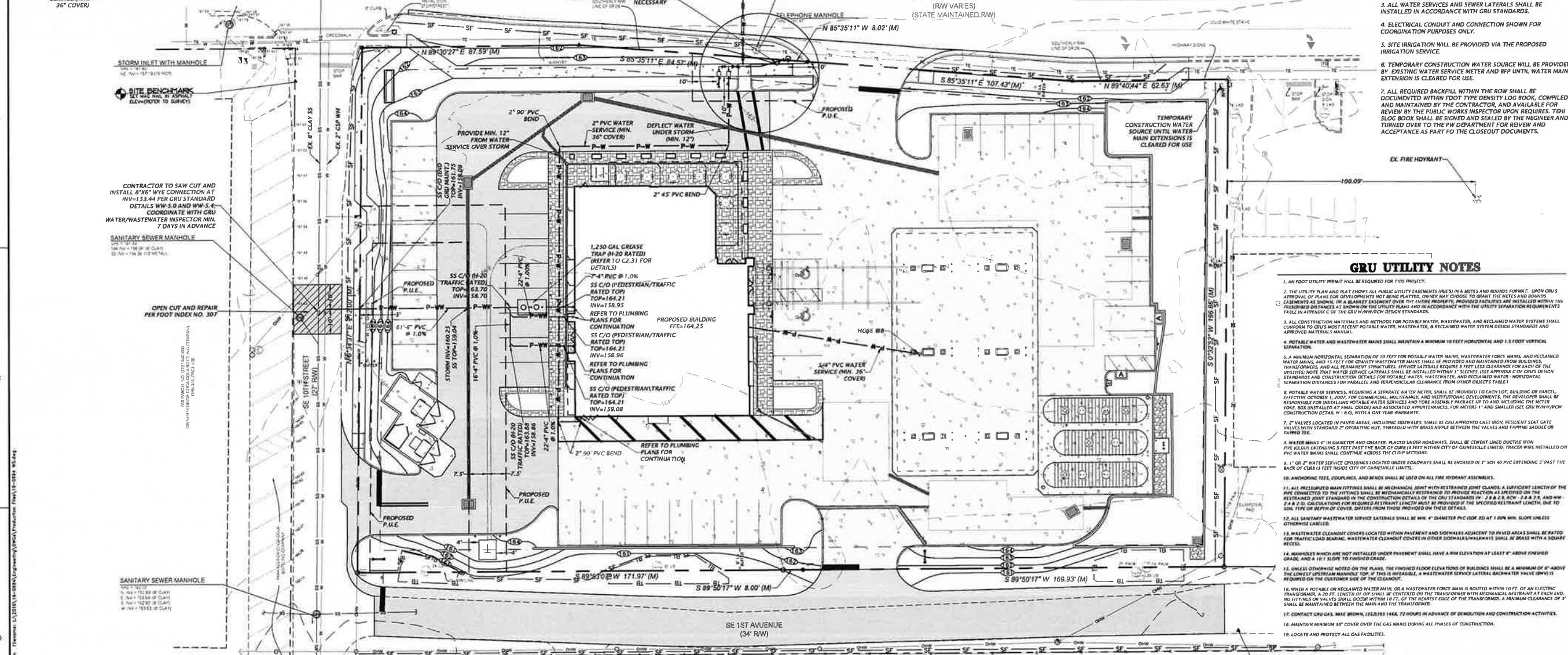
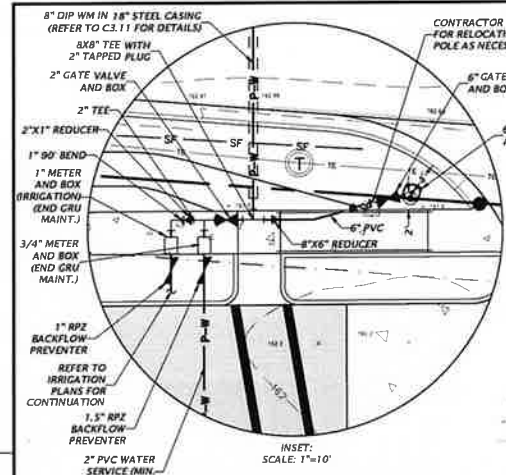
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VERY SCALE  
DATE IS ON SHEET  
© CHW CONSULTANTS  
IF NOT ONE OF OUR  
SHEETS, ACCORDINGLY

DATE: 04/24/18  
PROJECT: EAST UNIVERSITY AVE. WAWA REDEVELOPMENT  
SHEET: 16-0694

CLIENT: BRIGHTWORK REAL ESTATE  
PROJECT: EAST UNIVERSITY AVE. WAWA REDEVELOPMENT  
SHEET: 16-0694

DESIGNER: T.J. COWART  
CHECKER: D.H. YOUNG, P.E.  
QUALITY CONTROL: M. HEATHCOTE, P.E.  
DATE: 04/24/18

FL. P.E. No. 70780  
SHEET NO. C1.10



- NOTES:**
1. ALL CONDENSATE LINES SHALL DISCHARGE TO THE STORMWATER SYSTEM.
  2. CONTRACTOR TO REPAIR/RESTORE ANY DISTURBED AREAS TO EXISTING CONDITION OR BETTER.
  3. ALL WATER SERVICES AND SEWER LATERALS SHALL BE INSTALLED IN ACCORDANCE WITH GRU STANDARDS.
  4. ELECTRICAL CONDUIT AND CONNECTION SHOWN FOR COORDINATION PURPOSES ONLY.
  5. SITE IRRIGATION WILL BE PROVIDED VIA THE PROPOSED IRRIGATION SERVICE.
  6. TEMPORARY CONSTRUCTION WATER SOURCE WILL BE PROVIDED BY EXISTING WATER SERVICE METER AND BYP UNTIL WATER MAIN EXTENSION IS CLEARED FOR USE.
  7. ALL REQUIRED BACKFILL WITHIN THE ROW SHALL BE DOCUMENTED WITHIN FDOT TYPE DENSITY LOG BOOK, COMPILED AND MAINTAINED BY THE CONTRACTOR, AND AVAILABLE FOR REVIEW BY THE PUBLIC WORKS INSPECTOR UPON REQUEST. THE LOG BOOK SHALL BE SIGNED AND SEALED BY THE RECOVERER AND TURNED OVER TO THE PW DEPARTMENT FOR REVIEW AND ACCEPTANCE AS PART OF THE CLOSEOUT DOCUMENTS.

**GRU UTILITY NOTES**

1. AN FDOT UTILITY PERMIT WILL BE REQUIRED FOR THIS PROJECT.
2. THE UTILITY PLAN AND PLAT SHOWS ALL PUBLIC UTILITY EASEMENTS (PVE'S) IN A METES AND BOUNDS FORMAT. UPON GRU'S APPROVAL OF PLANS FOR DEVELOPMENTS NOT BEING PLATTED, OWNER MAY CHOOSE TO GRANT THE METES AND BOUNDS EASEMENTS AS INDICED ON A BARELY EASEMENT OVER THE OTHER PROPERTY. PROVIDED FACILITIES ARE INSTALLED WITHIN THE PRESCRIBED DISTANCES AS SHOWN ON THE UTILITY PLANS AND IN ACCORDANCE WITH THE UTILITY SEPARATION REQUIREMENTS TABLE AT THE END OF THE GRU WORKBOOK DESIGN STANDARDS.
3. ALL CONSTRUCTION MATERIALS AND METHODS FOR POTABLE WATER, WASTEWATER, AND RECLAIMED WATER SYSTEMS SHALL CONFORM TO GRU'S MOST RECENT POTABLE WATER, WASTEWATER, & RECLAIMED WATER SYSTEM DESIGN STANDARDS AND APPROVED MATERIALS MANUAL.
4. POTABLE WATER AND WASTEWATER MAINS SHALL MAINTAIN A MINIMUM 18 FEET HORIZONTAL AND 1.5 FOOT VERTICAL SEPARATION.
5. A MINIMUM HORIZONTAL SEPARATION OF 10 FEET FOR POTABLE WATER MAINS, WASTEWATER MAINS, AND RECLAIMED WATER MAINS, AND 15 FEET FOR GRAVITY WASTEWATER MAINS SHALL BE PROVIDED AND MAINTAINED FROM BUILDINGS, TRANSFORMERS, AND ALL PERMANENT STRUCTURES. SERVICE LATERALS REQUIRE 5 FEET LESS CLEARANCE FOR EACH OF THE UTILITIES. NOTE THAT WATER SERVICE LATERALS SHALL BE INSTALLED WITHIN 7' ALLEYS. ALL CLEARANCES SHALL BE MEASURED TO THE CENTERLINE OF THE UTILITY. HORIZONTAL SEPARATION DISTANCES FOR PARALLEL AND PERPENDICULAR CLEARANCE FROM OTHER OBJECTS TABLE.
6. POTABLE WATER SERVICES, REQUIRING A SEPARATE WATER METER, SHALL BE PROVIDED TO EACH LOT, BUILDING OR PARCEL, EFFECTIVE OCTOBER 1, 2007, FOR COMMERCIAL, INDUSTRIAL, AND INSTITUTIONAL DEVELOPMENTS. THE DEVELOPER SHALL BE RESPONSIBLE FOR INSTALLING POTABLE WATER SERVICES AND YARD ASSEMBLY PACKAGE UP TO AND INCLUDING THE METER YARD, BOX INSTALLED AT FINAL GRADE AND ASSOCIATED APPURTENANCES, FOR METERS 1" AND SMALLER (SEE GRU WORKBOOK CONSTRUCTION DETAIL W-1.0), WITH A ONE-YEAR WARRANTY.
7. 2" VALVES LOCATED IN PAVED AREAS, INCLUDING SIDEWALKS, SHALL BE GRU APPROVED CAST IRON, RESILIENT SEAT GATE VALVES WITH STANDARD 2" OPERATING NOT, THROUGH WITH BRASS NUTS BETWEEN THE VALVES AND TYPING SADDLE OR TAPPED TEE.
8. WATER MAINS 4" IN DIAMETER AND GREATER, PLACED UNDER ROADWAYS, SHALL BE CEINT LINE DUCTILE IRON PIPE (CLIP) EXTENDING 5 FEET PAST THE BACK OF CURB (3 FEET WITHIN CITY OF GAINESVILLE LIMITS). TRACER WIRE INSTALLED ON PVC WATER MAINS SHALL CONTINUE ACROSS THE CLIP SECTIONS.
9. 1" OR 2" WATER SERVICE CROSSINGS LOCATED UNDER ROADWAYS SHALL BE ENCASED IN 1" SCH 40 PVC EXTENDING 5' PAST THE BACK OF CURB (5 FEET INSIDE CITY OF GAINESVILLE LIMITS).
10. ANCHORING TEES, COUPLINGS, AND BENDS SHALL BE USED ON ALL FIRE HYDRANT ASSEMBLIES.
11. ALL PRESSURIZED MAIN FITTINGS SHALL BE MECHANICAL JOINT WITH RESTRAINED JOINT CLAIMS. A SUFFICIENT LENGTH OF THE PIPE CONNECTED TO THE FITTINGS SHALL BE MECHANICALLY RESTRAINED TO PROVIDE REACTION AS SPECIFIED ON THE RESTRAINED JOINT BRANDS IN THE CONSTRUCTION DETAILS OF THE GRU STANDARDS IF 1.78 IN. 2.8 SCH. 2.8 S.D. AND 1.78 IN. 2.8 SCH. 2.8 S.D. CALCULATIONS FOR REQUIRED RESTRAINT LENGTH MUST BE PROVIDED FOR THE SPECIFIED RESTRAINT LENGTH, DUE TO SOIL TYPE OR DEPTH OF COVER, DIFFERS FROM THOSE PROVIDED ON THESE DETAILS.
12. ALL SANITARY WASTEWATER SERVICE LATERALS SHALL BE MIN. 4" DIAMETER PVC (OR 3D AT 1.20M MIN. SLOPE UNLESS OTHERWISE LABELED).
13. WASTEWATER CLEANOUT COVERS LOCATED WITHIN PAVEMENT AND SIDEWALKS ADJACENT TO PAVED AREAS SHALL BE RATED FOR TRAFFIC LOAD BEARING. WASTEWATER CLEANOUT COVERS IN OTHER SIDEWALKS/WALKWAYS SHALL BE BRASS WITH A SQUARE RECES.
14. MANHOLES WHICH ARE NOT INSTALLED UNDER PAVEMENT SHALL HAVE A RIM ELEVATION AT LEAST 6" ABOVE FINISHED GRADE, AND A 1% SLOPE TO FINISHED GRADE.
15. UNLESS OTHERWISE NOTED ON THE PLANS, THE FINISHED FLOOR ELEVATIONS OF BUILDINGS SHALL BE A MINIMUM OF 6" ABOVE THE LOWEST UPSTREAM MANHOLE TOP, IF THIS IS FEASIBLE. A WASTEWATER SERVICE LATERAL BACKWATER VALVE (BWPV) IS REQUIRED ON THE CUSTOMER SIDE OF THE CLEANOUT.
16. WHEN A POTABLE OR RECLAIMED WATER MAIN, OR A WASTEWATER FORCE MAIN IS ROUTED WITHIN 10 FT. OF AN ELECTRICAL TRANSFORMER, A 20' FT. LENGTH OF PIPE SHALL BE CEINTED ON THE TRANSFORMER WITH MECHANICAL RESTRAINT AT EACH END. NO FITTINGS OR VALVES SHALL OCCUR WITHIN 10 FT. OF THE NEAREST END OF THE TRANSFORMER. A MINIMUM CLEARANCE OF 3" SHALL BE MAINTAINED BETWEEN THE MAIN AND THE TRANSFORMER.
17. CONTACT GRU, MAKE BROWN, (828) 351-1466, 72 HOURS IN ADVANCE OF DEMOLITION AND CONSTRUCTION ACTIVITIES.
18. MAINTAIN MINIMUM 36" COVER OVER THE GAS MAINS DURING ALL PHASES OF CONSTRUCTION.
19. LOCATE AND PROTECT ALL GAS FACILITIES.

**GRU NOTIFICATIONS**

1. NOTIFY GRU WASTEWATER ENGINEERING 48 HOURS PRIOR TO CONSTRUCTION AT 352-339-1633; IF PROPER NOTIFICATION IS NOT MADE, CONTRACTOR IS SUBJECT TO STOP WORK ORDER.
2. NOTIFY GRU ELECTRIC INSPECTIONS 48 HOURS PRIOR TO CONSTRUCTION AT 352-339-0430; IF PROPER NOTIFICATION IS NOT MADE, CONTRACTOR IS SUBJECT TO BE SHUT DOWN.

132 NW 78th Drive  
Gainesville, Florida 32607  
(828) 351-1466  
www.chw.com  
CHW  
Professional Consultants  
est. 1986 FLORIDA  
CA-6075

1"=20'  
VERTICAL SCALE  
AS SHOWN  
IF NOT ONE INCH ON  
SCALE, ACCORDING.

12/15/17 CITY OF GAINESVILLE, GRU & FDOT  
04/26/18 CITY OF GAINESVILLE, GRU & FDOT

BRIGHTWORK REAL ESTATE  
EAST UNIVERSITY AVE  
WALK REDEVELOPMENT  
PROJECT  
SHEET TITLE  
DETAILED UTILITY PLAN  
16-0694

FL PE No. 70780  
SHEET NO.  
C3.10

**GENERAL NOTES**

ALL ASPHALT, LIMEROCK, AND CONSTRUCTION DEBRIS TO BE REMOVED FROM PLANTING BEDS AND AREAS TO BE SODDED PRIOR TO LANDSCAPE INSTALLATION. PLANTING DEPTH OF SOIL IN SUCH AREAS SHOULD BE AT LEAST 3". IF FILL MUST BE ADDED, IT MUST BE FLORIDA CLEAN DEEP FILL (FREE OF WEED SEEDS) WITH PH 5.5-6.5.

ALL TREES TO BE A MINIMUM SEVEN (7) FEET IN HEIGHT AND TWO (2) INCH CALIPER, OR LARGER, UNLESS OTHERWISE SPECIFIED BY THE LANDSCAPE ARCHITECT.

ALL TREES TO BE PLANTED 1"-2" ABOVE FINISHED GRADE.

ALL LANDSCAPED AREAS SHALL BE MULCHED WITH 3" THICKNESS OF MULCH. PINE BARK MULCH SHALL BE USED IN ALL AREAS. TREES OUTSIDE OF MULCHED LANDSCAPED BEDS TO BE PROTECTED FROM MOWER AND STRING TRIMMER DAMAGE WITH 10" OF PLASTIC DRAIN TUBE.

LEADER SHOOTS AND MAIN STRUCTURAL LIMBS OF TREES WILL NOT BE TOPPED OR PRUNED. TREES TO BE STAKED AS NEEDED, GUYLINES TO BE NON-SYNTHETIC BIODEGRADABLE MATERIAL.

OWNER SHALL BE RESPONSIBLE FOR (1) THE SURVIVAL OF THE LANDSCAPING ELEMENTS AND (2) REMOVAL OF ALL STAKING SYSTEMS WITHIN ONE YEAR. TREES WILL BE STAKED ONLY IF NECESSARY, AND IF STAKED, BIODEGRADABLE TWINE WILL BE USED.

CALL THE URBAN FORESTRY INSPECTOR FOR A BARRICADE INSPECTION AT 352-393-8188 BEFORE CLEARING AND GRUBBING WORK BEGINS.

**INVASIVE EXOTIC PLANT MATERIAL**  
ALL INVASIVE PLANT SPECIES TO BE REMOVED FROM SITE PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.

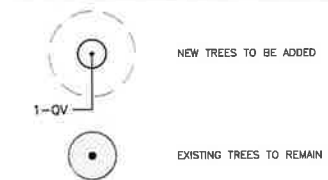
**GRASSING**  
ALL DISTURBED AND UNPAVED AREAS TO BE GRASSED WITH SOD THAT IS FREE OF NOXIOUS WEEDS INCLUDING TROPICAL SODA APPLE OR SHALL BE SEEDED AND MULCHED. SEE CIVIL SITE PLANS FOR ADDITIONAL RELATED INFORMATION.

**PLANT MATERIAL**  
ALL PLANT MATERIAL TO BE FLORIDA NO.1 OR BETTER, GRADED IN ACCORDANCE WITH THE STATE OF FLORIDA DEPARTMENT OF AGRICULTURE, DIVISION OF PLANT INDUSTRY'S "GRADES AND STANDARDS FOR NURSERY PLANTS". CALL THE CITY URBAN FORESTRY INSPECTOR AT 352-393-8188 AND LANDSCAPE ARCHITECT PRIOR TO PURCHASING ANY PLANT MATERIAL FOR AN ON SITE INSPECTION AND REVIEW OF LANDSCAPE PLAN.

**IRRIGATION**  
LANDSCAPE IRRIGATION TO BE PROVIDED BY AUTOMATIC IRRIGATION SYSTEM. BUBBLERS SHALL BE INSTALLED BY EACH TREE AS PART OF THE IRRIGATION SYSTEM.

**T.M.P.A.**  
SITE IS LOCATED IN ZONE A OF THE TRANSPORTATION MOBILITY PROGRAM AREA.

**LEGEND**



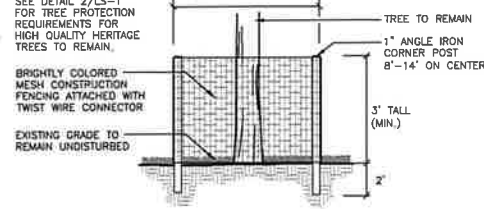
**PLANT SCHEDULE**

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE
MGD	1	MAGNOLIA GRANDIFLORA 'DD BLANCHARD'	DD BLANCHARD MAGNOLIA	30 GAL., 7' HT., 3' SPR., 2" CAL.
QVC	8	QUERCUS VIRGINIANA 'CATHEDRAL'	CATHEDRAL LIVE OAK	30 GAL., 10' HT., 4.5' SPR., 2" CAL.
TD	5	TAXODIUM DISTICHUM	BALD CYPRESS	30 GAL., 10' HT., 3.5' SPR., 2" CAL.
UA	4	ULMUS ALATA	WINGED ELM	30 GAL., 10' HT., 4' SPR., 2" CAL.
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE
IDB	211	ILEX CORNUTA 'DWARF BURFORDII'	DWARF BURFORD HOLLY	3 GAL., 24" HT. X 16" SPR.
SOD/SEED		BOTANICAL NAME	COMMON NAME	SIZE
SOD		PASPALUM NOTATUM 'ARGENTINE'	BAHIA GRASS	WEED FREE AND SAND GROWN SOD

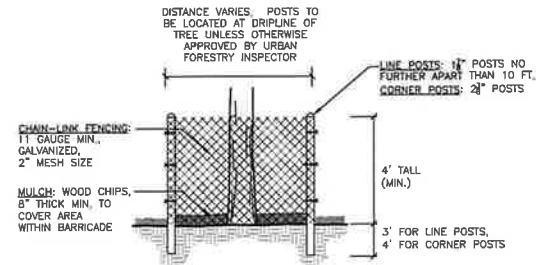
**TREE PROTECTION NOTES**

- REGULATED TREES TO REMAIN THAT ARE WITHIN 50 FEET OF ANY CONSTRUCTION ACTIVITY OR STORAGE OF EQUIPMENT OR MATERIALS SHALL BE PROTECTED BY A TREE PROTECTION BARRICADE.
- TREE BARRIERS SHALL BE PLAINLY VISIBLE AND SHALL CREATE A CONTINUOUS BOUNDARY AROUND TREES TO REMAIN TO PREVENT ENCRoACHMENT BY MACHINERY. NO CONSTRUCTION EQUIPMENT, MATERIALS, SUPPLIES, FUELS, OR CHEMICALS SHALL BE STORED WITHIN THE TREE BARRICADE LIMITS AT ANY TIME.
- BARRIERS SHALL BE PLACED AT OR OUTSIDE THE DRIP LINE FOR HERITAGE AND CHAMPION TREES AND ALL REGULATED PINE AND PALM TREES. FOR ALL OTHER REGULATED TREES TO REMAIN, TREE BARRIERS SHALL BE LOCATED AT TWO-THIRDS THE AREA OF THE TREE DRIPLINE OR AT THE ROOT PLATE AT A MINIMUM AND WITH CITY URBAN FORESTRY INSPECTOR APPROVAL.
- NO GRADE CHANGES SHALL BE MADE WITHIN THE PROTECTIVE BARRIERS WITHOUT PRIOR APPROVAL OF THE CITY MANAGER OR DESIGNER.
- TREE BARRICADES SHALL REMAIN IN PLACE AND IN WORKING ORDER THROUGHOUT CONSTRUCTION. BARRICADES SHALL BE REMOVED ONCE MAJOR CONSTRUCTION ACTIVITIES ARE COMPLETE AND LANDSCAPE INSTALLATION BEGINS. LANDSCAPE PREPARATION WITHIN THE PROTECTED AREAS SHALL BE LIMITED TO SHALLOW DISKING LIMITED TO A DEPTH OF FOUR (4) INCHES UNLESS OTHERWISE APPROVED BY CITY MANAGER.
- A LAYER OF WOOD CHIPS AT LEAST EIGHT (8) INCHES THICK SHALL COVER THE SOIL WITHIN THE TREE BARRICADE AREA.
- WHERE ROOTS GREATER THAN ONE (1) INCH ARE DAMAGED OR EXPOSED, THEY SHALL BE CUT CLEANLY AND RE-COVERED WITH SOIL WITHIN ONE HOUR OF DAMAGE OR EXPOSURE.
- CONTRACTOR SHALL TRIM ONLY THOSE EXISTING TREES AS NOTED ON THE PLAN OR AS APPROVED BY OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT. TRIMMING/PRUNING SHALL BE DONE IN ACCORDANCE WITH THE MOST CURRENT VERSION OF THE AMERICAN NATIONAL STANDARD FOR TREE CARE OPERATIONS 'TREE, SHRUB, AND OTHER WOODY PLANT MAINTENANCE (ANSI 300)' AND 'PRUNING, TRIMMING, REPAIRING, MAINTAINING, AND REMOVING TREES, AND CUTTING BRUSH SAFETY REQUIREMENTS' (ANSI 2133). REMOVE NO MORE THAN 25% OF THE CROWN AT ONE TIME. ON YOUNG TREES, REMOVE NO MORE THAN 33% OF THE TRUNK BARE OF BRANCHES. DISCUSS PROPOSED TRIMMING ACTIVITIES WITH OWNER'S REPRESENTATIVE AND CITY'S URBAN FORESTRY INSPECTOR PRIOR TO ACTIVITIES/REMOVAL.
- STANDARD TREE PROTECTION BARRICADE FOR REGULATED TREES THAT ARE NOT HIGH-QUALITY HERITAGE - SEE DETAIL 1/L.S-1:** BARRICADES TO BE A MINIMUM OF THREE (3) FEET TALL AND CONSTRUCTED OF EITHER 2x4 WOODEN CORNER POSTS BURED TO ONE FOOT DEPTH WITH AT LEAST TWO COURSES OF 1x4 WOODEN SIDE SLATS WITH COLORED FLAGGING/COLORED MESH ATTACHED OR CONSTRUCTED OF ONE-INCH ANGLE IRON CORNER POSTS WITH BRIGHTLY COLORED MESH CONSTRUCTION FENCING ATTACHED. SEE NOTE 10 FOR ADDITIONAL REQUIREMENTS FOR HIGH-QUALITY HERITAGE TREE BARRIERS.
- ADDITIONAL BARRICADE REQUIREMENTS FOR HIGH-QUALITY HERITAGE TREES TO REMAIN - SEE DETAIL 2/L.S-1:** HIGH-QUALITY HERITAGE TREES SHALL BE PROTECTED BY GALVANIZED CHAIN LINK FENCING A MINIMUM OF 48" HIGH, 11-GAUGE WIRE, AND 2" MESH SIZE SECURED WITH 1-7/8" LINE POSTS NO FURTHER THAN 10 FT. APART AND SECURED AT A DEPTH OF THREE (3) FEET BELOW THE SOIL LINE. BARRIER CORNERS SHALL BE SECURED WITHIN 2-3/8" POSTS SECURED TO A DEPTH OF FOUR (4) FEET BELOW THE SOIL LINE.
- CALL PLANNING SERVICES AT 352-393-8188 TO SCHEDULE A BARRICADE INSPECTION BEFORE ANY CLEARING AND GRUBBING WORK BEGINS.

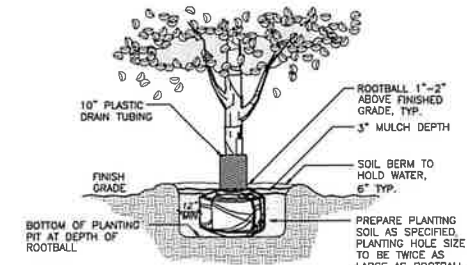
**NOTE:**



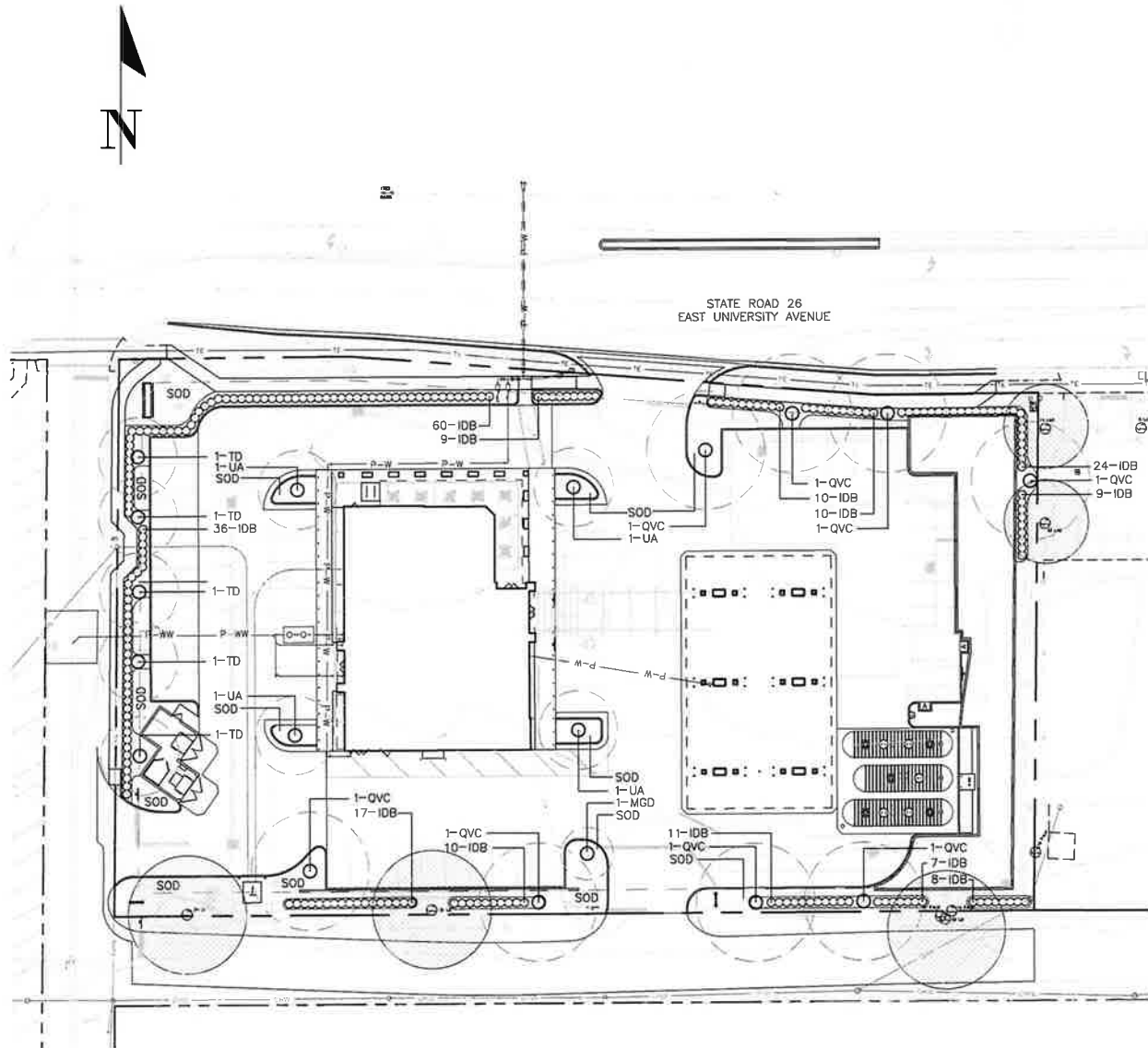
**1 STANDARD TREE PROTECTION DETAIL - REGULATED, NON-HIGH QUALITY HERITAGE**  
SCALE: N.T.S.



**2 HIGH-QUALITY HERITAGE TREE PROTECTION DETAIL**  
SCALE: N.T.S.



**3 TREE PLANTING DETAIL**  
SCALE: N.T.S.



TREE MITIGATION CALCULATIONS Sec. 30-254(c)(4)	
<b>TREE APPRAISED VALUE (T.A.V.)</b>	TOTAL TREES IN CATEGORY TO BE MITIGATED..... 0 TREES MAXIMUM APPRAISED TREES..... 5 TREES MAXIMUM 3 TREES PER ACRE TOTAL SITE AREA: 1.65 ACRES TREES BEYOND MAXIMUM, TO BE MITIGATED AT INCH FOR INCH REPLACEMENT (SEE BELOW)..... N/A TREES <b>APPRAISED TREES:</b> N/A
<b>INCH-FOR-INCH REPLACEMENT</b>	<b>T.A.V. TREES BEYOND MAXIMUM</b> N/A <b>HIGH-QUALITY HERITAGE TREES IN LESS THAN FAIR CONDITION</b> 24" PECAN..... 24" 22" CEDAR..... 22" <b>NON-HIGH-QUALITY HERITAGE TREES IN FAIR OR BETTER CONDITION</b> N/A TOTAL INCHES REQUIRED..... 46"
<b>2:1 REPLACEMENT</b>	TOTAL TREES TO BE MITIGATED AT 2:1 REPLACEMENT..... 18 TREES TOTAL TREES REQUIRED FOR MITIGATION @ 2:1 REPLACEMENT..... 36 TREES TOTAL INCHES REQUIRED @ 2"/TREE..... 72"
<b>TOTAL TREE MITIGATION</b>	TOTAL MITIGATION INCHES REQUIRED..... 118" TOTAL MITIGATION PROVIDED..... 36" 18 @ 2.0" = 36" 18 TREES FOR A TOTAL OF 36" TOTAL MITIGATION INCHES DEFICIT..... 82" TOTAL MITIGATION TREES REQUIRED @ 2"/TREE..... 41 TREES
<b>TOTAL MITIGATION PAYMENT</b>	<b>TOTAL MITIGATION PAYMENT:</b> TREE APPRAISALS TOTAL..... \$0.00 DEFICIT PAYMENT (\$100/TREE)..... \$4,100.00 TOTAL PAYMENT REQUIRED..... \$4,100.00 NOTE: MITIGATION PAYMENT SHALL BE MADE PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.



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Alicia, FL 32115  
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est. 1988 FLORIDA  
CORPORATE

**CHM**  
Professional Consultants

1"=30'  
VERTICAL SCALE  
AS SHOWN  
1"=10'  
HORIZONTAL SCALE  
AS SHOWN

12/15/2017 CITY OF GAINESVILLE, ORLA. AND FOOT  
04/27/2018 CITY OF GAINESVILLE, ORLA. AND FOOT

CLIENT: BRIGHTWORK REAL ESTATE  
PROJECT: EAST UNIVERSITY AVE WANA REDEVELOPMENT  
SHEET TITLE: LANDSCAPE PLAN

DESIGNER: M. DELEDDA  
CHECKER: M. DELEDDA  
DATE: 04/27/2018  
PROJECT NUMBER: 16-0694

SHEET NO.: LS-1



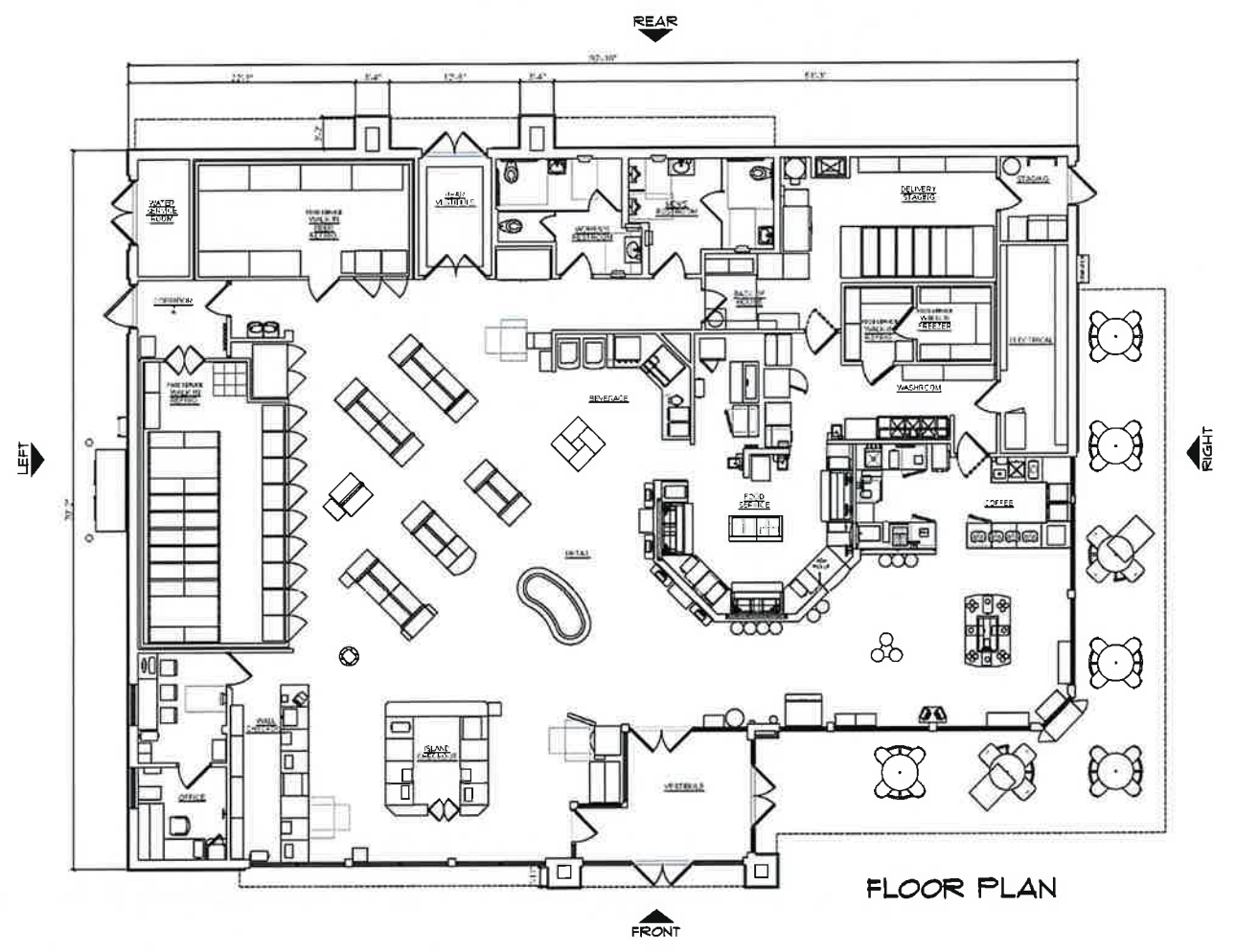
RIGHT (NORTH) ELEVATION (UNIVERSITY AVE.)  
44% WINDOW GLAZING BETWEEN 3'-0" AND 8'-0" A.F.F.



FRONT (EAST) ELEVATION (SE 11TH ST.)  
68% WINDOW GLAZING BETWEEN 3'-0" AND 8'-0" A.F.F.

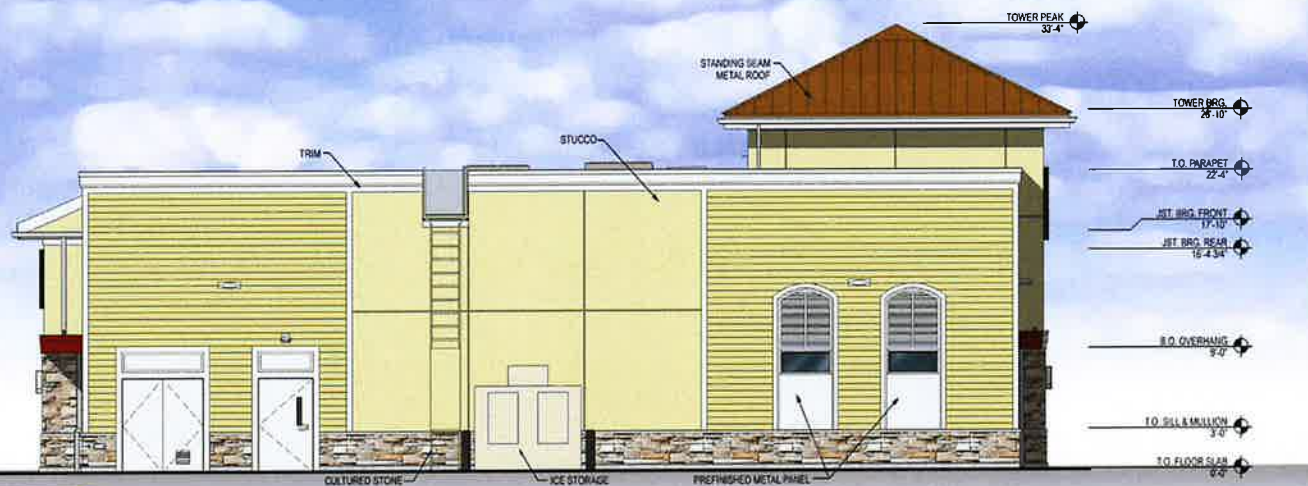


REAR (WEST) ELEVATION (SE. 10TH ST.)



FLOOR PLAN

Metal Door Benjamin Moore White Diamond BM 2121-60	Metal Overhang Rus 517 Blue Rust
Trim James Hardie Arctic White JH10-20	Stucco Senergy Meringue #3085
Fiber Cement Siding James Hardie Harris Cream	Ice Storage Benjamin Moore Natural Wicker OC - 1
Metal Roof Atlas #23 23 Copperstone	Exterior Stone Cultured Stone Southwest Blend

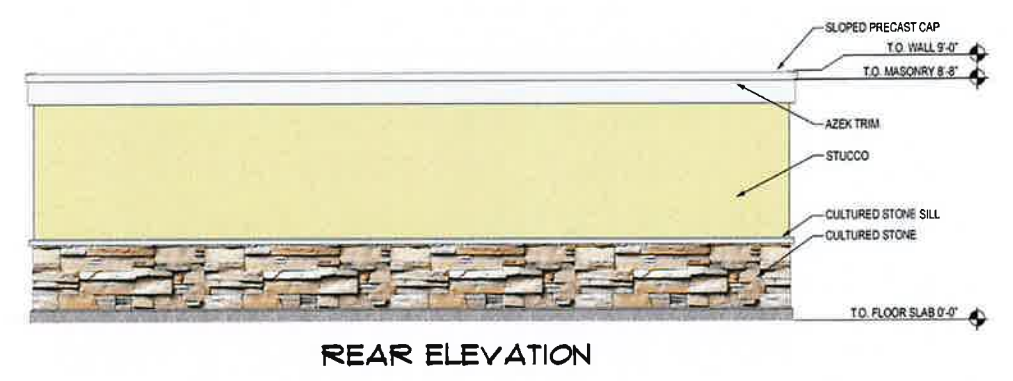
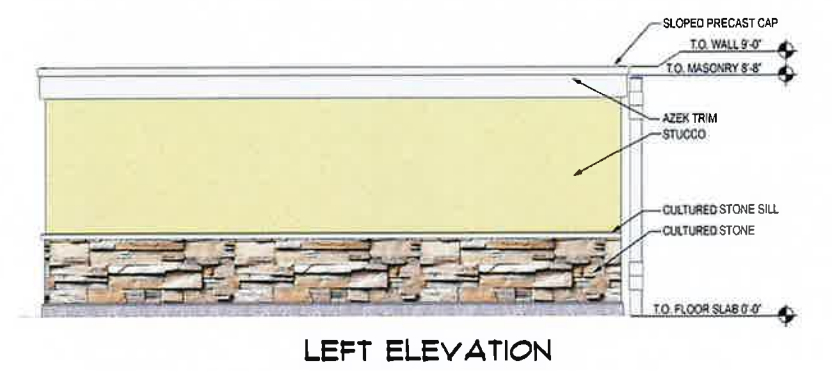
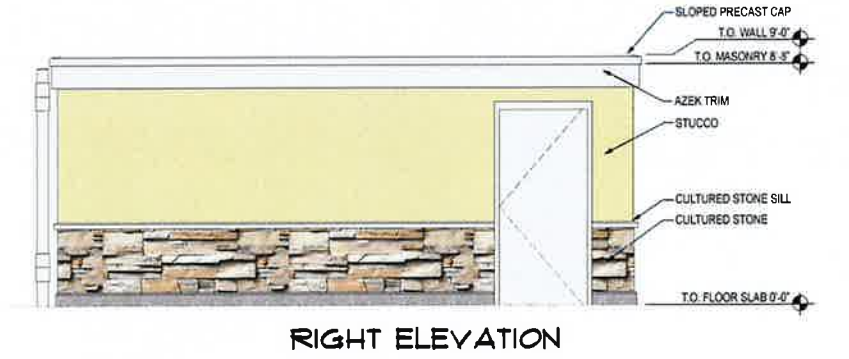
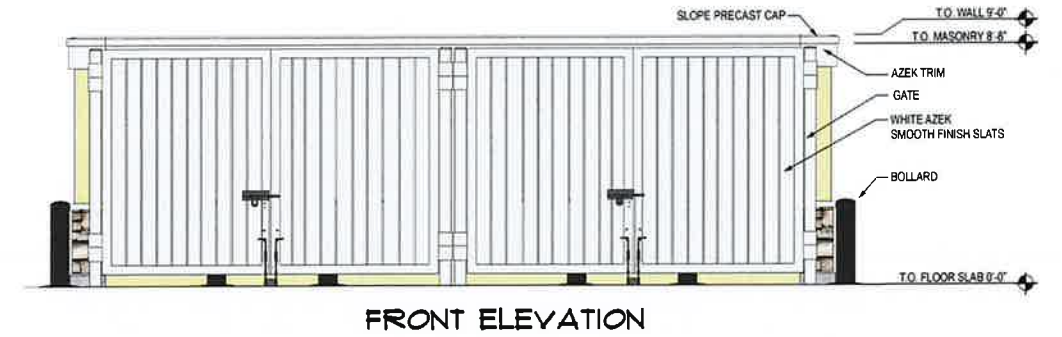


LEFT (SOUTH) ELEVATION

NOTE:  
SIGNAGE IS SHOWN FOR REFERENCE ONLY  
SEPARATE PERMIT REQUIRED



**WAWA F85 FB - STORE #5313**  
University Ave. & SE 10th St., - Gainesville, FL. • C&P Project #2170253 • 05-30-2017



- Metal Door  
Benjamin Moore  
White Diamond  
BM 2121-60
- Azek Trim  
White
- Stucco  
Senergy  
Meringue #3085
- Exterior Stone  
Cultured Stone  
Southwest Blend