

# GAINESVILLE AUTO TOWN CENTER PLANNED DEVELOPMENT APPLICATION

**RESUBMITTAL**

**JURISDICTION:  
CITY OF GAINESVILLE, FLORIDA**

**APPLICANT:  
SCOTT MCRAE AUTOMOTIVE GROUP, INC.**

**OCTOBER 2007**



69PDV-07PB

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 **ARCADIS**

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\* The applicant respectfully requests exemption from the requested market study as the City of Gainesville's Comprehensive Plan encourages auto-dealerships along North Main Street, north of 1616<sup>th</sup> Avenue.

\* The applicant also respectfully requests a 30 foot adjustment allowance for site plan adjustment during the development review process.

**Date:** June-29<sup>th</sup> October 2, 2007

**Owner:** Scott McRae Automotive Group, Inc  
Cleveland T. Farnell  
701 Riverside Park Place, Suite 310  
Jacksonville, Florida 32204-3343

**Agent:** ARCADIS US, Inc.  
c/o Mark W. Shelton, AICP Lou Gena Smith  
Senior-Planner  
1650 Prudential Dr. Suite 400  
Jacksonville, FL 32207

**Engineer:** ARCADIS US, Inc.  
1650 Prudential Dr. Suite 400  
Jacksonville, FL 32207

Submitted in accordance with the requirements of these specific sections of the City of Gainesville, Land Development Code (LDC):

30-211, 213, 214, 216	Planned Development
30-203(b)(1-2) and 30-233	Wellfield Protection Special Use Permit
30-302.1	Avoiding loss or degradation of wetlands

**Section 30-211 Purpose and intent of PD District  
(Justification for planned development rezoning)**

\_\_\_\_\_A master-planned commercial development, encompassing integrated, pedestrian-friendly walkways between adjoining auto dealerships, coordinated retention areas, and other features is being planned for the NW quadrant of the North Main Street and NW 39<sup>th</sup> Avenue intersection. The Scott McRae Automotive Group has designed "The Gainesville Auto Town Center" in order to take a new and contemporary approach to automobile dealership design. This project uses ~~town center~~ "Town Center" features to create a more internally "walkable" development, and to break up the typical linear orientation found in other retail areas.

In addition, the proposed PD meets the requirements identified in the City of Gainesville's Land Development Code, Chapter 30, Article VII – Division 4 for rezoning property to a PD. This request will permit outstanding and innovative commercial design principles and foster urban redevelopment through the merits of the proposed PD.

This 18.4 acre project combines new and used car sales with a community/learning center and an alternative fuels fueling station. Such a project will provide an example of a public/private partnership in alternative fuel education and applications while situating ~~two~~ up to three automobile dealerships within walking distance of one another. This will give customers on-site, pedestrian-oriented alternatives within the project boundaries, thereby capturing many of the trips a typical customer would take when shopping for a vehicle.

This development will consist of redeveloping the northwest corner of the intersection of 39<sup>th</sup> Avenue and North Main Street, which currently contains a vacant office building, drive-thru bank, bar and several other acres of commercially zoned, unimproved property. The development will provide for a master-planned commercial site instead of typical strip or smaller-scale commercial sites that could cause excess traffic, congestion and unsightly and uncoordinated architectural features. The site is directly across from an existing automobile dealership and a common use synergy can be achieved between the two dealerships, such as driveway alignment and pedestrian interaction. To the greatest extent practicable, the PD's stormwater management facilities, driveways, common space, and utility locations will be designed to utilize and preserve the site's existing landscape features. Where possible, the site's landscape features shall be incorporated as aesthetic elements, both internally and externally, from the site for passive recreation and for buffering purposes.

This development will contribute to the community in several ways. First, the site is situated within the City of Gainesville Enterprise Zone Area 1 (North Main Street) as well as an area specifically designated by the City's Comp Plan for auto dealerships. As such, this development will help revitalize this area as well as potentially provide up to 125 employment opportunities for the area's residents. Secondly, this development will

consist of redeveloping the northwest corner of the intersection of 39<sup>th</sup> Avenue and North Main Street, which currently contains a vacant office building, drive-thru bank, bar and several other acres of commercially zoned unimproved property. Thirdly, it will provide an updated and modern "auto town center" along with a multi-use educational building being considered for use in conjunction with the University of Florida. Our intention is to develop this educational building in accordance with This Leadership in Energy and Environmental Design ("LEED") standards. ~~approved development will be a unique development in Gainesville.~~ LEED development uses materials in ways that can maximize natural resources, such as sunlight and wind; in creating spaces that use as little energy and water resources as functionally possible while having a minimal negative impact to the surrounding environment and a maximum positive impact to the people inhabiting the spaces.

Based on other similar Scott-McRae Automotive Group developments in Florida, opportunities for employment will be potentially created on this site for approximately 125 persons. The payroll for these jobs is estimated to be around \$4.5 Million. In addition, ~~to~~ to this immediate economic benefit to the community, the ~~approximate~~ estimated tax base for this site should be between \$138,150 and \$153,173 annually. This range was derived from Alachua County Tax Collector information in comparison with similar auto dealerships on North Main Street in Gainesville.

### **Section 30-213 Minimum requirements for planned development**

An application for a PD rezoning must present evidence that justifies the rezoning. The justification is as follows:

1. This PD District will provide the subject property with the ability to locate a very unique automobile dealership in an area of Gainesville specifically allocated to such uses as set forth in Policy 4.2.5 of the City's Comp Plan. The proposed dealership is a "one of a kind development" that provides for a master-planned commercial site, encompassing integrated, pedestrian-friendly walkways between adjoining auto dealerships, coordinated retention areas, and other features, instead of strip or smaller-scale commercial sites that could cause excess traffic, congestion and unsightly and uncoordinated architectural features. The PD district is consistent with the City's Comprehensive Plan and does not require a land use amendment of any kind.

**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.

This project entails the development of approximately 16 acres of unimproved commercial property as well as the redevelopment of approximately 2 acres that currently contain a vacant office building, drinking establishment and bank with drive through



facilities. The result of this redevelopment will be a compact auto town center campus with associated uses that will be unique to the City of Gainesville.

**Policy 4.2.5** The City shall continue to restrict auto sales and relatively intense auto service to North Main Street north of 16<sup>th</sup> Avenue.

The Gainesville Auto Town Center is consistent with this policy of the plan because the development is located on the NW quadrant of the intersection of North Main Street and NE 39<sup>th</sup> Street, which is north of 16<sup>th</sup> Avenue.

2. Since the existing zoning designation is "Business (BUS)", a rezoning to "Planned Development" (PD) is necessary to facilitate an auto dealership development on the subject parcel, which lies within the North Main Street Enterprise Zone. A rezoning to the PD district will provide:

1. A better description and control of typical auto dealer nuisances such as noise and lights
2. An enhanced naturally-vegetated buffer along the western property boundary to protect the adjacent multi-family housing units.
3. It will also allow for a "hybrid" zoning district that is less intensive than the existing (BUS) district, but includes the necessary "Business Automotive" (BA) uses needed to permit the proposed project.

~~We achieved this "hybrid" zoning district by removing (BUS) uses such as Bed and Breakfast Establishments, Repair Services for Household Needs, Forest Nursery, Veterinary Services, Landscape Services, Plumbing, HVAC Contractors, Communications, Health Services, Legal Services, Museums, Drive In Motion Picture Theatres and more. Both zoning categories are consistent with the underlying "Commercial" future land use designation in the City of Gainesville Comprehensive Plan (Comp Plan). All other regulations set forth in the City of Gainesville Land Development Code will be met including signage, buffers, parking, access, and more.~~

3. The proposed development will not have access onto local residential roads. All ingress and egress will occur from N. Main Street and potentially NE 39<sup>th</sup> Avenue. Therefore, there will be no vehicular impact on adjacent residential uses which a concern to the area. Furthermore, all project lighting will be directed away from existing residential units with the use of modern directional lighting equipment. This directional lighting will be shown on the binding development plan as being placed toward the front of the development, closer to the roadways. It is also the intent of this Planned Development to reduce or eliminate noise and glare from the existing multi-family developments to the north and west of the project. This is achieved through careful design and orientation of the proposed buildings, parking areas and vehicular flow.

Section 30-214 Review and approval process.



**APPLICATION—CITY PLAN BOARD  
DEPARTMENT OF COMMUNITY DEVELOPMENT**

OFFICE USE ONLY		
Petition No. _____	Date _____	Fee: \$ _____
Map No(s) _____	Receipt No. _____	
Staff Mtg. Date and Name: _____	EZ Area No. _____	EZ PD. _____
Account No. 001-790-7920-3401 [ ]		
Account No. 001-790-7920-1124 (Enterprise Zone) [ ]		

Owner(s) of Record (please print)	Applicant(s)/Agent(s), if different
Name: <i>Gloria Henderson, Maria Henderson, etc.</i>	Name: <i>Mark W. Shelton, AICP / Arcadis</i>
Address: <i>345 S. Point Ct. Satellite Beach, FL 32937</i>	Address: <i>1650 Prudential Dr., Suite 400 Jacksonville, FL 32207</i>
Phone: _____ Fax: _____	Phone: <i>904 861 2803</i> Fax: <i>904 861 2450</i>
(Additional owners may be listed at end of applic.)	

*Note: It is recommended that anyone intending to file a petition for amendments to the future land use map or zoning map atlas, meet with the Department of Community Development prior to filing the petition in order to discuss the proposed amendment and petition process. Failure to answer all questions will result in the application being returned to the applicant.*

REQUEST		
Check applicable request(s) below:		
Future Land Use Map [ ]	Zoning Map [ <input checked="" type="checkbox"/> ]	Master Flood Control Map [ ]
Present designation:	Present designation: <i>Bus</i>	Other [ ] Specify:
Requested designation:	Requested designation: <i>PD</i>	

INFORMATION ON PROPERTY
1. Street address: <i>3900-4000 W. Main St., 414 NE 39<sup>th</sup> Ave.</i>
2. Map no(s):
3. Tax parcel no(s): <i>"see attached"</i>
4. Size of property: <i>18.4</i> acre(s)
<i>All requests for a land use or zoning change for property of less than 3 acres are encouraged to submit a market analysis or assessment, at a minimum, justifying the need for the use and the population to be served. All proposals for property of 3 acres or more must be accompanied by a market analysis report.</i>

Certified Cashier's Receipt:



5. Legal description (attach as separate document, using the following guidelines):
- a. Submit on 8 1/2 x 11 in. sheet of paper, separate from any other information.
  - b. May not be included as part of a Purchase Agreement, Contract for Sale, Lease Agreement, Transfer of Title, Warranty Deed, Notice of Ad Valorem Taxes, Print-outs from Property Appraiser's Office, etc.
  - c. Must correctly describe the property being submitted for the petition.
  - d. Must fully describe directions, distances and angles. Examples are: North 20 deg. West 340 feet (not abbreviated as N 20 deg. W 340'); Right-of-Way (not abbreviated as R/W); Plat Book (not abbreviated as PB); Official Records Book I, page 32 (not abbreviated as OR 1/32); Section 1, Township 9 South, Range 20 East (not abbreviated as S1-T9S-R20E).

6. INFORMATION CONCERNING ALL REQUESTS FOR LAND USE AND/OR ZONING CHANGES (NOTE: All development associated with rezonings and/or land use changes must meet adopted level of service standards and is subject to applicable concurrency requirements.)

A. What are the existing surrounding land uses?

North

South

East

West

" See attached "

B. Are there other properties or vacant buildings within 1/2 mile of the site that have the proper land use and/or zoning for your intended use of this site?

NO \_\_\_\_\_

YES \_\_\_\_\_ If yes, please explain why the other properties cannot accommodate the proposed use?

C. If the request involves nonresidential development adjacent to existing or future residential, what are the impacts of the proposed use of the property on the following:

Residential streets

Noise and lighting

" See attached "

D. Will the proposed use of the property be impacted by any creeks, lakes, wetlands, native vegetation, greenways, floodplains, or other environmental factors or by property adjacent to the subject property?

NO \_\_\_\_\_

YES \_\_\_\_\_ (If yes, please explain below)

- E. Does this request involve either or both of the following?
  - a. Property in a historic district or property containing historic structures?
  - b. Property with archaeological resources deemed significant by the State?
  
- F. Which of the following best describes the type of development pattern your development will promote? (please explain the impact of the proposed change on the community):

Redevelopment _____	Urban Infill _____
Activity Center _____	Urban Fringe _____
Strip Commercial _____	Traditional Neighborhood _____

Explanation of how the proposed development will contribute to the community.

- G. What are the potential long-term economic benefits (wages, jobs & tax base)?
  
- H. What impact will the proposed change have on level of service standards?

Roadways

Recreation

Water and Wastewater

Solid Waste

Mass Transit

*" See attached "*

- I. Is the location of the proposed site accessible by transit, bikeways or pedestrian facilities?
 

NO \_\_\_\_\_ YES \_\_\_\_\_ (please explain)

**CERTIFICATION**

The undersigned has read the above application and is familiar with the information submitted. It is agreed and understood that the undersigned will be held responsible for its accuracy. The undersigned hereby attests to the fact that the parcel number(s) and legal description(s) shown in questions 3 and 5 is/are the true and proper identification of the area for which the petition is being submitted. Signatures of all owners or their agent are required on this form. Signatures by other than the owner(s) will be accepted only with notarized proof of authorization by the owner(s).

Owner of Record	
Name:	
Address:	
Phone:	Fax:
Signature:	

Owner of Record	
Name:	
Address:	
Phone:	Fax:
Signature:	

Owner of Record	
Name:	
Address:	
Phone:	Fax:
Signature:	

*see attached*

Owner of Record	
Name:	
Address:	
Phone:	Fax:
Signature:	

No person submitting an application may rely upon any comment concerning a proposed amendment, or any expression of any nature about the proposal made by any participant, at the pre-application conference as a representation or implication that the proposal will be ultimately approved or rejected in any form.

To meet with staff to discuss the proposal, please call (352) 334-5022 or 334-5023 for an appointment.

\_\_\_\_\_  
Owner/Agent Signature

\_\_\_\_\_  
Date

STATE OF FLORIDA  
COUNTY OF \_\_\_\_\_

Sworn to and subscribed before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, by (Name)  
\_\_\_\_\_

\_\_\_\_\_  
Signature – Notary Public

Personally Known \_\_\_\_ OR Produced Identification \_\_\_\_ (Type) \_\_\_\_\_

Application Narrative

**6. INFORMATION CONCERNING ALL REQUESTS FOR LAND USE AND/OR ZONING CHANGES (NOTE: All development associated with rezonings and/or land use changes must meet adopted level of service standards and is subject to applicable concurrency requirements.)**

**A. What are the existing surrounding land uses?**

North: Multi Family Units (Duplex, Triplex and Quadraplex)

South: Used Car Dealership

East: Existing Automobile Dealership (across N. Main Street)

West: Multi Family Units

**B. Are there other properties or vacant buildings within ½ mile of the site that have the proper land use and/or zoning for your intended use of this site?**

NO   X  

YES \_\_\_\_\_ If yes, please explain why the other properties cannot accommodate the proposed use?

**C. If the request involves nonresidential development adjacent to existing or future residential, what are the impacts of the proposed use of the property on the following:**

**Residential Streets:** The proposed development will not have access onto local residential roads. All ingress and egress will occur from N. Main Street and potentially NE 39<sup>th</sup> Avenue. Therefore, there will be no vehicular impact on adjacent residential uses.

**Noise and Lighting:** All project lighting will be directed away from existing residential. This directional lighting will be shown on the binding development plan as being placed toward the front of the development, closer to the roadways. It is the intent of this Planned Development to reduce or eliminate noise and glare from the existing multi-family developments to the north and west of the project.

**D. Will the proposed use of the property be impacted by any creeks, lakes, wetlands, native vegetation, greenways, floodplains, or other environmental factors or by property adjacent to the subject property?**

NO \_\_\_\_\_

YES  X  (If yes, please explain below)

The Planned Development includes impacts to a minimal amount of wetland acreage. The wetlands on-site are isolated (except for a perimeter ditch) and considered to be of low to moderate quality and have been historically drained by the installation of drainage ditches in the late 1960s to early 1970s. Three of the four onsite wetlands contain a dominant canopy of slash pine (*Pinus elliottii*), with red maple (*Acer rubrum*), water oak (*Quercus nigra*), and swamp bay (*Persea palustris*) scattered throughout. The understory and ground cover consist of Carolina willow (*Salix caroliniana*), Chinese tallow (*Sapium sebiferum*), black stemmed chainfern (*Woodwardia virginica*), royal fern (*Osmunda regalis*), smartweed (*Polygonum* sp.), and netted chainfern (*W. aereolata*). The northern most wetland contains a dominant canopy of scattered slash pine, with sparse understory of invasive wax myrtle and groundcover of sawgrass. Mitigation will be provided to offset the proposed wetland impacts within the same basin. Attached please find a detailed Mitigation Plan, and Management Plan which describe the mitigation and monitoring activities. In addition, the mitigation areas will be owned and managed by Alachua County. The enhancement areas will be monitored by Alachua County Forever for a period of eight years and maintenance will be performed within that time to ensure success of the mitigation. Attached please find a letter from the Scott McRae Automotive Group, Inc. which states that they will provide financial assurance for 120% of the cost of the proposed mitigation activities. In addition, no adjacent properties or wetlands will be affected by the proposed development or proposed impacts. No natural creeks or lakes are located within the project boundaries or immediately adjacent project, only a drainage easement that runs along the western boundary of the site. The uplands within the project boundary have been maintained by mowing and the dominant canopy consists of a slash pine with scattered oaks such as laurel oak (*Q. hemisphaerica*) and water oak. No unique communities, strategic ecosystems, or greenways are located onsite.

~~A portion of the property is located within a special Flood Hazard Area—Special flood hazard areas are—, which as described by the Federal Emergency Management Agency (FEMA) as being is an area subject to inundation by the 1% annual chance flood. The 1% annual chance flood (100-year flood), also known as the Base Flood). This flood zone, specifically, Flood Zone A on this site, is located within a portion of the project area—, Flood Zone A is an area where no Base Flood elevation has been determined.—. However, the project is not located in or near after hiring a floodplain and it is not anticipated consultant to have an affect on— conduct an in depth flood study, the base flood elevation has been determined and appropriate compensating flood storage will be provided by expanding and re-routing the conveyance ditch which runs through the property, therefore eliminating any impact on the development or any surrounding regional landscape property.~~

**E. Does this request involve either or both of the following?****a. Property in a historic district or property containing historic structures?**

This request does not involve historic property, districts or structures.

**b. Property with archaeological resources deemed significant by the State?**

Pursuant to the State of Florida letter dated June 6, 2007, the Florida Master Site File lists no previously recorded cultural resources on the subject property (please see attached letter).

**F. Which of the following best describes the type of development pattern your development will promote? (please explain the impact of the proposed changes on the community):**

Redevelopment   X  

Urban Infill     

Activity Center     

Urban fringe     

Strip Commercial     

Traditional Neighborhood     

**Explanation of how the proposed development will contribute to the community.**

This development will contribute to the community in several ways. First, the site is situated within the City of Gainesville Enterprise Zone Area 1 (North Main Street). As such, this development will help revitalize this area as well as potentially provide up to 125 employment opportunities for the area's residents. Secondly, this development will consist of redeveloping the northwest corner of the intersection of 39<sup>th</sup> Avenue and North Main Street, which currently contains a vacant office building, drive-thru bank, bar and several other acres of commercially zoned unimproved property. Thirdly, it will provide an updated and modern "auto town center" along with a multi-use educational building being considered for use in conjunction with the University of Florida. ~~This Leadership in Energy and Environmental Design ("LEED") approved development will be a unique development in Gainesville. LEED development uses materials in ways that can maximize natural resources, such as sunlight and wind; in creating spaces that use as little energy and water resources as functionally possible while having a minimal negative impact to the surrounding environment and a maximum positive impact to the people inhabiting the spaces.~~ Lastly, this development will provide for a master-planned commercial site, encompassing integrated, pedestrian-friendly walkways between adjoining auto dealerships, coordinated retention areas, and other features, instead of strip or smaller-scale commercial



sites that could cause excess traffic, congestion and unsightly and uncoordinated architectural features.

**G. What are the potential long-term economic benefits (wages, jobs & tax base)?**

Based on other similar Scott-McRae Group developments in Florida, opportunities for employment will be potentially created on this site for approximately 125 persons. The payroll for these jobs is estimated to be around \$4.5 Million. In addition, this immediate economic benefit to the community, the approximate tax base for this site should be between \$138,150 and \$153,173 annually. This range was derived from Alachua County Tax Collector information in comparison with similar auto dealerships on North Main Street in Gainesville.

**H. What impacts will the proposed change have on level of service standards?**

Roadways: According to current ITE standards, the existing uses residing on 3 of the 18 acres of the property (bank, bar and office) generate 1,774~~1,612~~ average daily trips (including the redevelopment credit and pass-by trip reduction) on NE 39<sup>th</sup> Avenue and North Main Street. The other 15 acres of the commercially zoned site could be used for general retail, which would generate up to 16,722 additional trips (depending on specific commercial use). Through a master planned Auto Town Center, as proposed, only 2,102-3,042 trips will be generated on the entire site [100,000 sf. of auto dealerships and a 10,000 sf. of multi-use building (including an office/learning center/accessory retail)], and 6 fueling stations with a 1,000 sf gasoline/service station and convenience market located within the multi-use building] and, therefore, the traffic impacts from the Planning Development would be significantly less than by current uses and zoning. Specifically, Phase 1 will generate 502 average daily trips and Phase 2 will generate 928 average daily trips that amounts to 1,430 average daily trips for the entire project.

Recreation: No impacts, as there is not a residential component to this request and therefore would not generate potential users .

Water and Wastewater: No impact, as all development will comply with City of Gainesville Public Works regulations.

Solid Waste: No impact, as all development will comply with City of Gainesville Public Works regulations.

Mass Transit: The City of Gainesville Bus Route Number 15 runs adjacent to the subject property with two nearby stops. The bus stop at NW 39<sup>th</sup> Avenue and NW 6<sup>th</sup> Street is approximately 2,700 feet from the project site, while the stop at NW 39<sup>th</sup> Avenue and NE 15<sup>th</sup> Street is within approximately 4,420 feet.

**I. Is the location of the proposed site accessible by transit, bikeways or pedestrian facilities?**

NO

YES  (please explain)

The City of Gainesville Bus Route Number 15 runs adjacent to the subject property with two nearby stops. The bus stop at NW 39<sup>th</sup> Avenue and NW 6<sup>th</sup> Street is approximately 2,700 feet from the project site, while the stop at NW 39<sup>th</sup> Avenue and NE 15<sup>th</sup> Street is within approximately 4,420 feet.

Sec. 30-214(3)(a) Legal Description of the site and owners.

Exhibit 1

Legal Description

Parcel 1-A:

A tract of land situated in Section 21, Township 9 South, Range 20 East, Alachua County, Florida, being more particularly described as follows:

Commence at the Southwest corner of the aforementioned Section 21 for a point of reference and run North 00 degrees, 00 minutes, 54 seconds East along the West line of said Section, a distance of 40.00 feet to the North right-of-way line of Northeast 39th Avenue; thence run South 89 degrees, 28 minutes, 26 seconds East, along said North right-of-way line, a distance of 465.46 feet to an iron pipe; thence run South 89 degrees, 50 minutes, 38 seconds East along said North right-of-way line, a distance of 46.48 feet to an iron pipe; thence run North 00 degrees, 03 minutes, 22 seconds East, a distance of 230.00 feet to a concrete monument; thence run South 89 degrees, 30 minutes, 35 seconds East, a distance of 429.13 feet to an iron pipe located on the West right-of-way line of North Main Street Extension (a 100 foot right-of-way); thence run North 00 degrees, 03 minutes, 35 seconds West along said West right-of-way line, a distance of 746.87 feet to the point of beginning; thence continue North 00 degrees, 03 minutes, 38 seconds West along said West right-of-way line, a distance of 230.00 feet to an iron pipe; thence run North 89 degrees, 28 minutes, 26 seconds West, a distance of 50.00 feet; thence run North 00 degrees, 03 minutes, 35 seconds West, parallel with said West right-of-way line, a distance of 50.00 feet to an iron pipe located on the Southern boundary line of PINE FOREST ESTATES, UNIT NO. TWO, a subdivision, as per plat recorded in Plat Book "K", Page 70, of the Public Records of Alachua County, Florida; thence run North 89 degrees, 28 minutes, 26 seconds West along said Southern line, a distance of 250.00 feet; thence run South 00 degrees, 03 minutes, 35 seconds East, parallel with the aforementioned West right-of-way line of North Main Street Extension, a distance of 260.00 feet; thence run South 00 degrees, 25 minutes, 25 seconds East, a distance of 300.00 feet to the West right-of-way line of North Main Street Extension and the point of beginning.

PARCEL 2:

A tract of land situated in Section 21, Township 9 South, Range 20 East, Alachua County, Florida, being more particularly described as follows: Commence at the Southwest corner of the aforementioned Section 21 for a point of reference and run North 00°00'54" East along the West line of said Section 21, a distance of 40.00 feet to the North right of way line of Northeast 39th Avenue; thence run South 89°28'26" East, along said North right of way line, a distance of 465.56 feet to an iron pipe; thence run South 89°50'38" East along said North right of way line, a distance of 46.48 feet to an iron pipe; thence run North 00°03'22" East a distance of 230.00 feet to a concrete monument; thence run South 89°50'38" East, a distance of 129.13 feet to the Point of Beginning; thence continue South 89°50'38" East, a distance of 300.00 feet to an iron pipe located on the West right of way line of North Main Street Extension (a 100 foot right of way); thence run North 00°03'38" West, along said West right of way, a distance of 569.81 feet to the P.C. of a curve concave to the Northeast, said curve having a radius of 3,869.72 feet; thence run Northeasterly along said curve and West right of way line, through a central angle of 82°37'19", an arc distance of 177.06 feet, and a chord bearing and distance of North 01°16'24" East, 177.07 feet to a concrete monument; thence run North 89°28'26" West, a distance of 304.14 feet to a concrete monument; thence run South 00°03'38" East, a distance of 748.81 feet to the Point of Beginning.

Parcel J-A:

A parcel of land situated in Section 21, Township 9 South, Range 20 East, Alachua County, Florida, being more particularly described as follows: Commence at the Southwest corner of Section 21, Township 9 South, Range 20 East, and run North 00°00'54" East, along the West line of said Section 21, 40.00 feet to the North right of way line of N.W. 39th Avenue; thence run South 89°28'26" East, along said right of way line 465.47 feet; thence continue South 89°50'38" East, along said right of way line 346.48 feet to the Point of Beginning; thence continue South 89°50'38" East, along said right of way line, 130.00 feet; thence run North 00°03'38" West 230.00 feet; thence run North 89°50'38" West, 130.00 feet; thence run South 00°03'38" East, 230.00 feet to the Point of Beginning. Less and Except that portion conveyed to Alachua County in Official Records Book 1484, page 243, and portion conveyed to State of Florida Department of Transportation recorded in Official Records Book 1586, page 572, of the public records of Alachua County, Florida.

Parcel 1-B:

A tract of land situated in Sections 20 and 21, Township 9 South, Range 20 East, Alachua County, Florida, being more particularly described as follows: Commence at the Southwest corner of the aforementioned Section 21 for a point of reference and run North 00°00'54" East along the West line of said Section, a distance of 40.00 feet to the North right of way line of Northeast 39th Avenue; thence run South 89°28'26" East along said North right of way line, a distance of 10.03 feet to an iron pipe; said pipe being located on the East right of way line of Northeast Second Way (a 60 foot right of way); thence run North 00°31'34" East along said East right of way line, a distance of 65.96 feet to an iron pipe at the P.C. of a curve concave Westerly, said curve having a radius of 1586.95 feet; thence run Northwesterly along said East right of way line with said curve through a central angle of 8°58'38" (chord bearing and distance of North 2°28'41" West, 164.63 feet respectively) an arc distance of 164.63 feet to the Point of Beginning; thence run South 89°28'26" East, a distance of 503.55 feet to a concrete monument; thence run South 89°50'38" East, a distance of 129.13 feet; thence run North 00°03'38" West, along said Southern boundary line of Pine Forest Estates, Unit No. Two, a subdivision as per plat recorded in Plat Book "K", Page 70, of the public records of Alachua County, Florida; thence run North 89°28'26" West along said Southern line, a distance of 102.65 feet to a steel rod; thence run South 41°02'31" West along said Southern line, a distance of 538.12 feet to a concrete monument; thence run North 09°28'20" West along said Southern line, a distance of 135.27 feet to a concrete monument; thence run South 00°31'34" West, along said Southern line, a distance of 402.00 feet to an iron pipe; thence run South 00°38'54" West, along said Southern line, a distance of 151.68 feet to an iron pipe; thence run South 72°34'21" West, along said Southern line, a distance of 270.00 feet to a concrete monument located on the East right of way line of the aforementioned right of way line of the Northeast Second Way; thence run Southerly along said East right of way line and with a curve concave Westerly, said curve having a central angle of 12°00'35" and a radius of 1586.95 feet (chord bearing and distance of South 11°25'24" East 132.03 feet respectively) an arc distance of 132.64 feet to the Point of Beginning. Subject to the following described easement:

A drainage easement situated in Section 20 and Section 21, Township 9 South, Range 20 East, Alachua County, Florida, said easement being more particularly described as follows: Commence at the Southwest corner of Section 21, Township 9 South, Range 20 East, and run North 00 degrees, 00 minutes, 54 seconds East, along the West line of said Section 21, a distance of 40.00 feet to the North right-of-way line of Northeast 39th Avenue; thence run South 89 degrees, 28 minutes, 26 seconds East, along said North right-of-way line, a distance of 10.03 feet to the Southwest corner of PINE FOREST ESTATES, UNIT NO. ONE, a subdivision as recorded in Plat Book "K", Page 70, of the Public Records of Alachua County, Florida; thence run North 00 degrees, 03 minutes, 34 seconds East, along the East right-of-way line of Northeast Second Way, a distance of 65.25 feet; thence run Northerly along said East right-of-way line with a curve concave Southwesterly, said curve having a central angle of 05 degrees, 24 minutes, 09 seconds, a radius of 1586.95 feet, an arc length of 50.41 feet and a chord bearing of North 06 degrees, 47 minutes, 11 seconds West, 50.41 feet respectively; thence run South 89 degrees, 28 minutes, 26 seconds East, a distance of 210.14 feet; thence run North 09 degrees, 25 minutes, 22 seconds, West, a distance of 137.16 feet; thence run North 72 degrees, 34 minutes, 21 seconds East, a distance of 40.25 feet; thence run North 30 degrees, 59 minutes, 34 seconds East, a distance of 151.88 feet; thence run North 00 degrees, 31 minutes, 34 seconds East, a distance of 400.00 feet; thence run South 89 degrees, 28 minutes, 26 seconds East, a distance of 60.00 feet; thence run South 00 degrees, 31 minutes, 34 seconds West, a distance of 449.43 feet; thence run North 89 degrees, 28 minutes, 26 seconds West, a distance of 41.34 feet; thence run South 00 degrees, 59 minutes, 34 seconds West, a distance of 152.34 feet; thence run South 08 degrees, 26 minutes, 22 seconds East, a distance of 349.93 feet; thence run North 89 degrees, 28 minutes, 26 seconds West, a distance of 382.24 feet, to the Eastern right-of-way line of Northeast Second Way and the Point of Beginning of said drainage easement.

Parcel J-B:

A parcel of land situated in Section 21, Township 9 South, Range 20 East, Alachua County, Florida; said parcel of land being more particularly described as follows: Commence at the Southwest corner of Section 21, Township 9 South, Range 20 East, and run North 00°00'54" East, along the West line of said Section 21, 40.00 feet to the North right of way line of N.W. 39th Avenue; thence run South 89°28'26" East, along said right of way line 465.47 feet; thence continue South 89°50'38" East, along said right of way line 346.48 feet to the Point of Beginning; thence continue South 89°50'38" East, along said right of way line, 130.00 feet; thence run North 00°03'38" West 230.00 feet; thence run South 00°03'38" East, 230.00 feet to the Point of Beginning.

EXHIBIT "B"

LETTER OF AUTHORIZATION


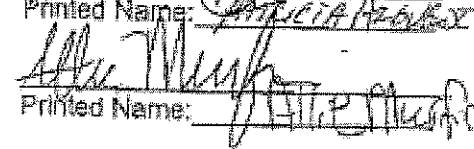
TO: City of Gainesville, Florida  
 Alachua County, Florida  
 St. Johns Water Management District (SJWMD)  
 U.S. Army Corps of Engineers  
 U.S. Fish and Wildlife Florida Department of Environmental Protection (FDEP)  
 U.S. Department of Environmental Protection Agency (U.S. EPA)  
 Florida Department of Natural Resources (DNR)  
 Florida Department of Fish and Wildlife  
 All Agencies of Departments having any Jurisdiction regarding the "Property"


TO WHOMEVER IT MAY CONCERN:

The undersigned hereby authorizes Scott McRae Automotive Group, Inc., Smith Hulsey & Bussey and/or their designee to act as our agent(s) to obtain land use, zoning, concurrency approval and any other permits necessary for development of lands consistent with automotive sales and service/retail, ancillary uses and car wash ("Intended Use") which the undersigned currently owns as described on the attached exhibit ("Property") and is authorized to represent me in the submission of any applications for rezoning, exceptions, variances, Land Use Amendments, concurrency and all permits that are necessary for development of the Property for the Intended Use, and that the undersigned agrees to be bound by the decisions of the St. Johns River Water Management District, U.S. Army Corps of Engineers, City of Gainesville, Alachua County, Florida, State of Florida and any other governmental authorities having jurisdiction in the event any such application(s) is approved.

Witness:

SELLER:

  
 Printed Name: Patricia A. Brown  
  
 Printed Name: [illegible]

  
 Printed Name: Thomas F. Henderson  
 Date: 2/5/07

Witness:

SELLER:

Patricia Azavedo Gloria V. Henderson  
 Printed Name: PATRICIA AZAVEDO Gloria V. Henderson  
Ally Mungin Date: 2/5/07  
 Printed Name: ALLY MUNGIN

Witness:

SELLER:

Patricia Azavedo Maria Henderson-Scholl  
 Printed Name: PATRICIA AZAVEDO Maria Henderson-Scholl  
Ally Mungin Date: 2/5/07  
 Printed Name: ALLY MUNGIN

Witness:

SELLER:

Patricia Azavedo Thomas F. Henderson  
 Printed Name: PATRICIA AZAVEDO Thomas F. Henderson  
Ally Mungin Date: 2/5/07  
 Printed Name: ALLY MUNGIN

Witness:

SELLER:

Brooks Hewitt Loren H. Roby  
 Printed Name: Brooks Hewitt Loren H. Roby  
Gabriel Acs Date: 2/13/07  
 Printed Name: GABRIEL ACS

003547564

Agent Authorization

Date: May 25<sup>th</sup>, 2007

City of Gainesville  
Department of Community Development  
Gainesville, Florida 32602

Re: Agent Authorization for the following site:

Gainesville Auto Town Center (N. Main St. and NE 39<sup>th</sup> Ave.)

Gentleman:

You are hereby advised that the undersigned has authorization to submit land use applications and permits for the property described in Exhibit 1 attached hereto. Said owner hereby authorizes and empowers ARCADIS US, Inc. to act as agent to file application(s) for Rezoning, Concurrency and Development Review for the above referenced property and in connection with such authorization to file such applications, papers, documents, requests and other matters necessary for such requested change.

  
\_\_\_\_\_  
(Owner's Signature)

STATE OF FLORIDA  
COUNTY OF DUVAL

The foregoing affidavit was sworn and subscribed before me this 23<sup>rd</sup> day of May (month), 2007 (year) by David C. Hodges Jr. who is personally known to me or has produced \_\_\_\_\_ identification

  
\_\_\_\_\_  
(Notary Signature)





### **Sec. 30-214(3)(b) Existing Conditions Map**

Please see the following information on the maps provided at the end of this document.

- (1) Title of the proposed PD:
- (2) General Location Map
- (3) Existing Survey and Wetlands Map
- (4) Topography Map
- (5) Soils Map
- (6) General Map
- (7) Public Facilities Map

### **Section 30-214(3)(c) PD Layout Plan and Report**

(1) Please see the following information on the PD Layout Plan provided at the end of this document.

- (i) The proposed land use relationships
- (ii) The proposed vehicle, bicycle and pedestrian circulation system
- (iii) The use and, generally the size, location, distance from buildings
- (iv) The location and size of usable open spaces
- (v) The location and size of all institutional uses
- (vi) The general architectural theme or appearance of buildings

### **(2) PD Report**

(i) Compliance with the objectives set forth in Section 30-211:

(1) Permit outstanding and innovative residential and nonresidential developments.

The Gainesville Auto Town Center takes a new and contemporary approach to automobile dealership design. This project uses "town center" features, such as a boulevard type entrance with a central traffic circle, to create a more internally "walkable" development, and to break-up the typical linear orientation found in other retail areas. The principal structures will be oriented in a staggered fashion, when possible, so as to face the street as well as the internal "roundabout" feature. This unique configuration provides internal as well as external marketability.

**(2) Provide flexibility to meet changing needs, technologies, economics and consumer preferences.**

This 18.4 acre project combines new and used car sales with a community/learning center and an alternative fueling station. Such a project will provide an example of a public/private partnership in alternative fuel education and applications while situating ~~two~~ to three automobile dealerships within walking distance of one another. This will give customers on-site, pedestrian-oriented alternatives within the project boundaries, thereby capturing many of the trips a typical customer would take when shopping for a vehicle.

**(3) Preserve to the greatest extent possible, and utilize in a harmonious fashion, existing and outstanding landscape features and scenic vistas.**

This commercial parcel along North Main Street does not contain outstanding landscape features or vistas. A naturally vegetated buffer along the western property boundary will be enhanced to protect the adjacent multi-family housing units. The developer will utilize the existing vegetation to the greatest extent possible. It should be mentioned that, according to the City's "Special Area Plans Map", the subject parcel is not within the Central Corridor Special Area Plan. Additionally, in order to prevent display or storage of vehicles within the right-of-way, we intend to install ballards and comply with the streetscape requirements set forth in Gainesville's Land Development Code.

**(4) Lower development and building costs by permitting smaller networks of utilities, a network of narrower streets, and the use of more economical development patterns and shared facilities.**

The "town center" design of this project provides for the best development pattern possible for shared utilities and infrastructure.

**(5) Achieve overall coordinated building and facility relationships and infill development, and eliminate the negative impacts of unplanned and piecemeal development.**

This development will consist of redeveloping the northwest corner of the intersection of 39<sup>th</sup> Avenue and North Main Street, which currently contains a vacant office building, drive-thru bank, bar and several other acres of commercially zoned, unimproved property. The development will provide for a master-planned commercial site, encompassing pedestrian-friendly walkways, coordinated retention areas and more, instead of strip or smaller-scale commercial sites that could cause excess traffic, congestion and unsightly and uncoordinated architectural features.

**(6) Enhance the combination and coordination of architectural styles, building forms and building relationships within the development.**

Since this development will be master-planned, and not developed piecemeal, it will encompass a complementary architectural style. The building forms will be mostly glass in the front for vehicle display with service located in the rear, pursuant to comprehensive plan regulation. The buildings will be oriented in a fashion so as promote internal walkability. Features such as sidewalks, benches, open space and lighting will be used to promote connectivity on a human scale thereby reducing automobile dependency.

**(7) Promote the use of traditional, quality-of-life design features, such as pedestrian scale, parking located to the side or rear of buildings, narrow streets, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, and formal landscaping along streets and sidewalks.**

The Gainesville Auto town center provides an alternative design to the typical strip mall retail development and independent auto dealerships. This project encourages walkability through creative site planning and architecture. Since this development is non-residential, such features as narrower streets, porches, garages and alleys are non applicable.

### **Section 30-214(3)(c)(2)(ii) Statistical Information**

The Gainesville Auto Town Center Planned Development (PD) presents a unique approach to automobile dealership along the North Main Street Corridor. The purpose of this PD is to horizontally integrate ~~two~~ up to three automobile dealerships, accessory car washes and a small learning center into a commercial site while protecting the adjacent multi-family residential uses and maintain consistency with the City's Land Development Regulations as much as possible.

**Statistical Information:**

<b>Total Acreage of Site</b>	<b>±18.4 Acres</b>
<b>Maximum Building Coverage</b>	<b>20 %</b>
<b>Maximum Impervious Area</b>	<b>65 %</b>
<b>Maximum Allowable Residential Density</b>	<b>N/A</b>
<b>Maximum Non-residential Square Footage</b>	<b>110,000 sf.*</b>
<b>Wetland and Buffer Area</b>	<b>0.48 Acres</b>
<b>Minimum Building Setback from All Adjacent Residential uses</b>	<b>50 feet</b>
<b>Minimum Building Setback of Car Wash Facilities</b>	<b>35 feet</b>

<b>Minimum Building Setback from front, rear and side property lines</b>	<b>25 feet</b>
<b>Minimum Building Height</b>	<b>1 Story</b>
<b>Maximum Building Height</b>	<b>3 Stories<u>35</u> <u>feet</u></b>
<b>Minimum Setback from Internal Circulation and Parking</b>	<b>0 feet</b>

\*The 110,000 sf development will consist of 100,000 sf of auto dealerships and a 10,000 sf multi-use building that will include an office, learning center, and a 1,000 square foot gasoline/service station and convenience market with 6 outdoor fueling stations.

(A) Total acreage of the site:

Approximately 18.4 acres

(B) Maximum building coverage expressed as a percentage of the site area:

The maximum building coverage on this site will be a maximum of 20 percent.

(C) Maximum impervious ground coverage expressed as a percent of the total site area:

The impervious area of this project will be approximately 65 percent of the total site area.

(D) The maximum and minimum number of dwelling units and residential density in each residential use area: N/A

(E) A listing of non-residential land uses by type and size (gross floor area) to be allowed:

Auto Dealerships: 100,000 square feet

Learning Center: 10,000 square feet (this multi-use building will include an office, learning center, and a 1,000 square foot gasoline/service station and convenience market with 6 outdoor fueling stations)

(F) The maximum acreage of each use area:

The auto dealerships and learning center (this 10,000 sf multi-use building will include an office, learning center, and a 1,000 square foot gasoline/service station and convenience market with 6 outdoor fueling stations) will comprise of a total of 110,000 square- feet, these developments will be situated on the approximate 18.4 acres.

(G) The areas of land devoted to publicly owned usable open space, publicly owned recreational areas, publicly owned plazas, common area usable open space, common area recreational areas and common area plazas, all expressed as percentages of the total site area.

The site will be privately owned and operated, but will have open space area for customers.

### **Section 30-214(3)(c)(2)(iii) Stormwater Management Plan**

The project development will include on-site Stormwater management facilities which will provide water quality treatment and rate/volume attenuation for the 100-year design storm event. All facilities will be privately owned and maintained and will employ best management practices. Water quality treatment will meet or exceed the City of Gainesville LDC and St. Johns River Water Management District criteria. Post-development runoff rates will not exceed pre-development rates of discharge. A Stormwater Pollution Prevention Plan (SWPPP) will be included as required by the Florida Department of Environmental Protection NPDES program.

### **Section 30-214(3)(c)(2)(iv) Design Standards**

**A statement indicating the design standards proposed to be utilized for all streets and off-street parking and loading facilities, public or private.**

All design standards proposed to be utilized for streets and off-street parking and loading facilities, public or private will be consistent with the City of Gainesville Standards.

### **Proposed PD Design Guidelines – Infrastructure Design Standards**

The Gainesville Auto Town Center takes a new and contemporary approach to automobile dealership design. This project uses "town center" features, such as a boulevard type entrance with a central traffic circle, to create a more internally "walkable" development, and to break-up the typical linear orientation found in other retail areas. The principal structures will be oriented in a staggered fashion, when possible, so as to face the street as well as the internal "roundabout" feature. This unique configuration provides internal as well as external marketability.

The structures in this development will have a unified architectural style. The facades will present a pleasing appearance not only to the customers and employees of the development, but also to the traffic passing by the site. The unified design will create an inviting comfortable feel with open spaces and pedestrian-friendly walkways.

### **External Noise and Lighting Impacts**

This PD proposes commercial uses in the vicinity of existing multi-family residential developments. Lighting on the site will be designed to provide for safe circulation throughout the site for pedestrians and vehicles, but not so as to intrude upon these

residential units. Through best management practices, landscaping and lighting will be designed to minimize the amount of noise and glare that may be generated by the development. Based on surrounding development patterns, doubling the setback, and increasing the landscaping, it is not anticipated that the surrounding area will be negatively impacted. It is our intent that all lighting on the development site will meet the City of Gainesville's ordinance intensity requirements as well as glare and spillover lighting.

A study from a professional sound engineer will be conducted that will establish compliance with the noise ordinance and indicate where design measures will be employed to eliminate noise intrusion. It is our intent to submit this study at the development plan review process.

### **Sidewalks**

Consistent with the Goals of the City of Gainesville's Comp Plan, the development will have both internal and external sidewalks that shall be constructed in accordance with the City of Gainesville Public Works' Design Manual and will be further discussed during the development plan review process. It is important to the success of this development to maintain a pedestrian-friendly environment.

### **Landscaping**

All plant material will be Florida #1 grade or better as outlined by Grades and Standards for Nursery Plants, Division of Plant Industry, Florida Department of Agriculture and Consumer Services. It is our intent that Landscape improvements within the street yard buffer shall contain large shade trees, understory trees, large and small shrubs appropriate materials-as defined in the City of Gainesville Land Development Codes, and street trees will be chosen from Gainesville's approved Tree List. The basins, if any, will be planted at a minimum of 25% and shall include the equivalent of at least one shade tree per 35 linear feet of basin perimeter and other species conducive to growth in or around wet detention systems. In order to prevent display or storage of vehicles within the right-of-way, we intend to install ballards and comply with the streetscape requirements set forth in Gainesville's Land Development Code.

### **Section 30-214(3)(c)(2)(v) Development Schedule**

**A development schedule for the PD (or for each phase, if phasing is proposed). The development schedule shall not be binding, except as may be specifically required in the rezoning ordinance.**



This project will consist of two phases. The first phase will include the development of a Mercedes Dealership as well as the Learning Center building along with associated parking, landscaping and retention. The second phase will consist of the other dealership building(s) and associated parking. The schedule is as follows:

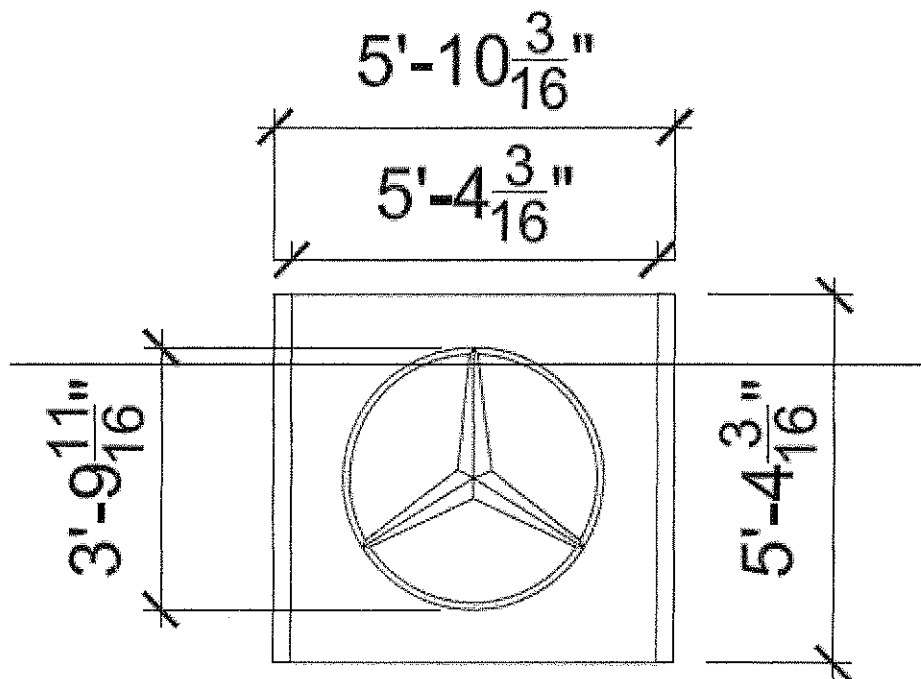
Phase 1: 2008-2013

Phase 2: 2013-2018

### **Section 30-214(3)(c)(2)(vi) Unified Signage Plan**

~~A unified signage plan for the PD if the proposal does not intend to use article IX.~~

~~Other than the additional monolithic wall sign displaying the individual dealership's trademark, this project intends to follow Article IX of the City of Gainesville's Land Development Regulations for signage regulations. The aforementioned icon wall sign (which will be attached, and part of, the principal structures) will have a maximum height of 3 stories (to match the height of the building) with the trademark depicted within the uppermost portion of the monument sign as shown below (uppermost 6 foot section). The maximum size of the sign area as depicted below shall be 36 square feet.~~



**Section 30-214(3)(c)(2)(vii) Anticipated Differences**

**An enumeration of anticipated differences between the current zoning district standards of the PD property and the proposed PD standards:**

The Scott McRae Group is requesting a rezoning of 18.4 acres to the PD (Planned Development) district in order to build a multi-tenant auto dealership. Some of the permitted uses will be automotive dealers, automotive repair and accessory uses incidental to the principal use. The PD district will permit only those uses ~~allowed in the BA (Auto-oriented business) district and those allowed under the current BUS (General Business) districts, minus the following uses:~~ necessary to facilitate a this specific project.

~~Bed and Breakfast Establishments, Compound Uses, Churches, Repair Services for Household Needs, Forest Nursery, Veterinary Services, Landscape Services, Plumbing, HVAC Contractors, Communications, Health Services, Legal Services, Social Services, Museums, Drive In Motion Picture Theatres~~

The difference in uses between the PD and current zoning will result in less intensive uses for the property. Some of the permitted uses will be automotive dealers, automotive repair, eating places, educational services, car washes and accessory uses incidental to the principal use.

~~In addition to the differences in the permitted uses, the attached monument sign as described in Section 30-214(3)(c)(2)(vi) above is the only other variance from the Land Development Regulations.~~

Please see the complete list of permitted uses below.

<b>PD District Uses</b>
<b>USES BY RIGHT:</b>
Any accessory use customarily incidental to a permitted principal use
Eating places
Educational Services
<del>Building construction—General contractors and operative builders—</del>
<del>Construction—Special trade contractors—</del>
<del>Finishers of broadwoven fabrics of cotton—</del>
<del>Finishers of broadwoven fabrics of manmade fiber and silk—</del>
<del>Printing, publishing and allied industries—</del>
<del>Local and suburban transit and interurban highway passenger transportation—</del>
<del>U.S. Postal Service—</del>

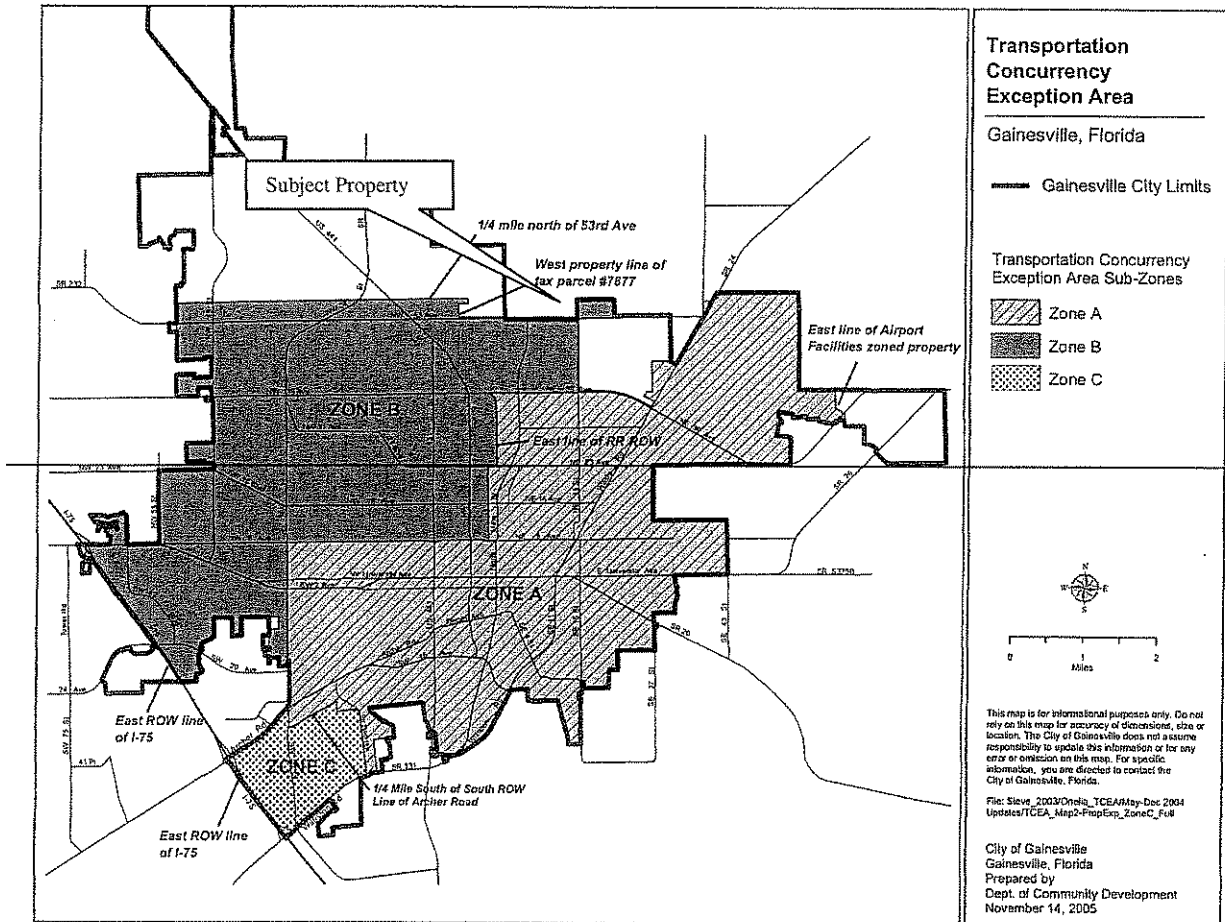
Arrangement of passenger transportation—
Motor vehicles and motor vehicle parts and supplies, wholesale—
Professional and commercial equipment and supplies, wholesale—
Machinery, equipment and supplies, wholesale—
Building materials, hardware, garden supply and mobile home dealers—
Food stores—
Automotive dealers, gasoline service stations and fuel dealers
Home furniture, furnishings, and equipment stores—
Sporting goods stores and bicycle shops—
Nonstore retailers—
Fuel dealers—
Hot tubs, swimming pools, whirlpool baths, retail only—
Finance, insurance and real estate—
Personal services—
Business services—
Automotive repair, services and parking
Miscellaneous repair services—
Hotels and Motels
Amusement and recreation services—
Membership organizations—
Carwashes
Outdoor cafe
Public service vehicles—
Landscape and horticultural services—
Retail nurseries, lawn and garden supply stores—
General merchandise and food stores—
Auto and home supply stores—
Gasoline service stations including the sale of alternative fuels for automobiles
Apparel and accessory stores—
Miscellaneous retail—
Motion pictures—
Educational services—

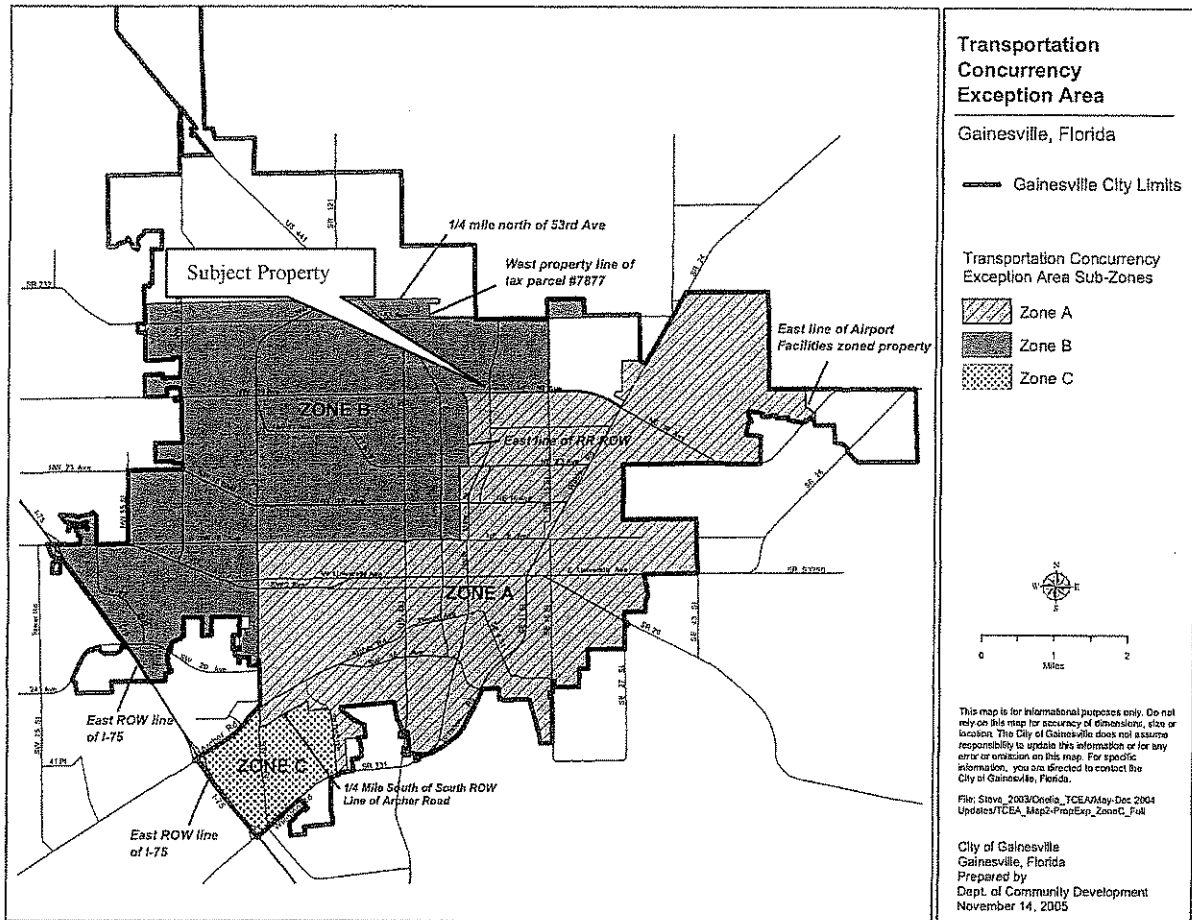
Engineering, accounting, research, management and related services

## Section 30-216 Requirements and evaluation of PD

### Concurrency

The subject property is located within Transportation Concurrency Exception Area (TCEA) Zone 'B', as illustrated in the map below. As such, the PD will meet the relevant standards as required by Policies 1.1.5 and 1.1.6 of the Concurrency Management Element of the City's Comprehensive Plan. In order and will apply to meet obtain a Certificate of Final Concurrency at the requirements of a PD application submittal, this application is accompanied by a Certificate of Final Concurrency development approval stage.





### Internal Compatibility

— Since the PD creates a harmonious combination of uses, the project emulates such smart growth techniques as shared driveways and clustering. The project contains three free-standing structures comprised of three automotive dealerships and a learning center with up to five fuel pumps six alternative fueling stations. As such, the uses contained within the development are automotive and are compatible with each other. In addition, the development will consist of internal sidewalks connecting all uses, which will be connected to the external sidewalk network to provide patrons and residents of neighboring developments with easy mobility and access to the commercial services offered in this PD.

### External Compatibility

— This development will help revitalize this area as well as potentially provide up to 125 employment opportunities for the area's residents. This development will provide for a master-planned commercial site, encompassing integrated, pedestrian-friendly walkways between adjoining auto dealerships, coordinated retention areas, and other features, instead of strip or smaller-scale commercial sites that could cause excess traffic,

congestion and unsightly and uncoordinated architectural features. The driveway locations, both internally and externally, will be situated in such a way as to provide optimal maneuverability in and out of the development. One example of this provision is the driveway location on North Main Street. This driveway will be located directly opposite of the existing automobile dealership across the road.

Direction	Zoning	Existing Use
North	RMF-5	Multi Family Units (Duplex, Triplex and Quadraplex)
East	BA	Automobile Dealership (across N. Main Street)
South	BA	Used Car Dealership
West	RMF-5	Multi Family Units (Duplex, Triplex and Quadraplex)

### Intensity of Development

———The project's proposed intensity of development is consistent with the City's LDC requirements for PD's. It is commensurate with the commercial character of the area and will not be a detriment to the health safety or welfare of the surrounding community. In addition, the design of this development will exist in harmony with the environmental features along the northern and western ends of the site.

———The project's proposed intensity of 110,000 square feet of commercial, ~~and~~-office, 6 fueling stations with a gasoline/service station and convenience market use will not have undue adverse impacts on the physical and environmental characteristics of the site and surrounding neighborhood. The architectural character of the buildings, streetscaping, and walkways will enhance the urban character of this commercial area.

### Usable Open Space

———Common area exists throughout the site to add to the pedestrian-friendly nature of this commercial development. Common areas will contain amenities such as benches and sidewalks to enhance the comfort levels of the patrons and visitors of this establishment.

### Environmental Constraints

———The Planned Development includes impacts to a minimal amount of wetland acreage. The wetlands on-site are isolated (except for a perimeter ditch) and considered to be of low to moderate quality and have been historically drained by the installation of drainage ditches in the late 1960s to early 1970s. Three of the four onsite wetlands contain a dominant canopy of slash pine (*Pinus elliottii*), with red maple (*Acer rubrum*), water oak (*Quercus nigra*), and swamp bay (*Persea palustris*) scattered throughout. The understory and ground cover consist of Carolina willow (*Salix caroliniana*), Chinese tallow (*Sapium sebiferum*), black stemmed chainfern (*Woodwardia virginica*), royal fern (*Osmunda regalis*), smartweed (*Polygonum* sp.), and netted chainfern (*W. aereolata*).



The northern most wetland contains a dominant canopy of scattered slash pine, with sparse understory of invasive wax myrtle and groundcover of sawgrass. Mitigation will be provided to offset the proposed wetland impacts within the same basin. Attached please find a detailed Mitigation Plan, and Management Plan which describe the mitigation and monitoring activities. In addition, the mitigation areas will be owned and managed by Alachua County. The enhancement areas will be monitored by Alachua County Forever for a period of eight years and maintenance will be performed within that time to ensure success of the mitigation. Attached please find a letter from the Scott McRae Automotive Group, Inc. which states that they will provide financial assurance for 120% of the cost of the proposed mitigation activities. In addition, no adjacent properties or wetlands will be affected by the proposed development or proposed impacts. No natural creeks or lakes are located within the project boundaries or immediately adjacent project, only a drainage easement that runs along the western boundary of the site. The uplands within the project boundary have been maintained by mowing and the dominant canopy consists of a slash pine with scattered oaks such as laurel oak (*Q. hemisphaerica*) and water oak. No unique communities, strategic ecosystems, or greenways are located onsite.

~~— A portion of the property is located within a special Flood Hazard Area. Special flood hazard areas are described by the Federal Emergency Management Agency (FEMA) as being subject to inundation by the 1% annual chance flood. The 1% annual chance flood (100-year flood), also known as the Base Flood, specifically, Flood Zone A, is located within a portion of the project area. Flood Zone A is an area where no Base Flood elevation has been determined. However, the project is not located in or near a floodplain and it is not anticipated to have an affect on the surrounding regional landscape.~~

### External Transportation Access

— The site will be accessible from a driveway located on N. Main Street, which is along the eastern property line. Currently, the site has four curb cuts, all of which will be closed. The project's main access point will be lined up with the driveway of the property located across N. Main Street so as to provide for a better flow of traffic on the external roadway. An ancillary access point will be provided along the northern property line for the use of semi-trucks for loading and unloading activities, as depicted on the PD Layout Plan.

Trip Generations are based upon the latest edition of the ITE Trip Generation manual, 7<sup>th</sup> Edition.

**Table 3-Proposed Vehicle Trip Generation**

Land Use (ITE Code)	Size	Units	AM Peak Hr Trips	PM Peak Hr Trips	Average Daily Trips
General Office Building (710)	10,000	Square Feet	13	12	72

Gasoline/Service Station (944)	3	Fueling Stations	24	33	341
New Car Sales (841)	100,000	Square Feet	240	160	1689

<u>Land Use (ITE Code)</u>	<u>Size</u>	<u>Units</u>	<u>AM Peak Hr Trips</u>	<u>PM Peak Hr Trips</u>	<u>Average Daily Trips</u>
Phase 1					
General Office Building (710)	9,000	Square Feet	27	89	209
Gasoline/Service Station w/ Convenience Market (945)	6	Fueling Stations	60	80	977
New Car Sales (841)	50,000	Square Feet	80	85	928
<b>Phase 1 Total</b>	-	-	<b>167</b>	<b>254</b>	<b>2,114</b>
Phase 2					
New Car Sales (841)	50,000	Square Feet	80	85	928
<b>Phase 2 Total</b>	-	-	<b>80</b>	<b>85</b>	<b>928</b>

<b>Total Proposed Trip Generation</b>					
Phase 1 Total	-	-	167	254	2,114
Phase 2 Total	-	-	80	85	928
<b>Total Proposed Trip Generation</b>	-	-	<b>247</b>	<b>339</b>	<b>3,042</b>

### Internal Transportation Access

—All uses within the PD will have access to N. Main Street via a private driveway. This driveway is located near the halfway mark of the eastern property line and will be the primary entrance. The project will also have a secondary access point along the northern property line for loading and unloading activities. Besides semi-tractor trailers hauling vehicles, two car wash facilities will be located along the secondary access driveway behind the learning center and dealerships. As such, ~~the~~ secondary driveway will also provide access to the car wash facilities from the principal uses. Located within the project site, there is an internal roundabout that serves as a central focal point where all of the uses converge. Sidewalks will be provided throughout the development to accommodate pedestrian traffic between the uses. The internal circulation design will ensure safe and efficient circulation.

### Provision for the Range of Transportation Choices

—The PD will be accessible by pedestrians, bicycles, mass transit, and personal vehicles via sidewalks and private driveways. The sidewalks will comply with City standards and will circle the perimeter of the site, then continue into the site to create an interconnected sidewalk network. Crosswalks will be provided at the entrance drives on N. Main Street for safe passage of pedestrian traffic. Those using the mass transit system, can reach the site via the existing RTS Route 15 along NW 39<sup>th</sup> Avenue.

———Sufficient on-site parking will be provided for patrons traveling in automobiles to ensure a safe and efficient circulation. Additionally, parking for bicycles will be provided on site to encourage multi-modal movement. The details of the pedestrian/bicycle access points to the public rights-of-way will be determined during the development plan review process.

## Section 30-200 through 30-204 Wellfield Protection Special Use Permit

The requirements for the Wellfield Protection Special Use Permit outlined in Section 30-203(b) of the Gainesville City Code of Ordinances are reviewed based on compliance of the proposed development plans with an established set of criteria. Section 30-203(b)(1)(a) refers to compliance with criteria 1 through 5 and 8 of Section 30-203(a). These enumerated criteria and responses are listed below:

- (1) *That the proposed use or development will not endanger the city's potable water supply.*

Both underground and aboveground fuel storage tank (UST/AST) systems are proposed at the site. A typical gasoline dispensing system and waste oil system, as well as an alternative fueling station are proposed at the site. The design and construction of the alternative fueling station will be a partnership between Rogers, Taylor, & Company and the University of Florida School of Engineering and will ensure proper leak detection and comply with the approved standards and practices in 2008 (the year of proposed construction). The leak detection systems of all the tank storage and dispensing systems will ensure that the city's potable water supply is not endangered.

- (2) *That necessary public utilities are available to the proposed site and have adequate capacity to service the proposed use and development. The development must be connected to the potable water and wastewater system.*

The site is furnished with water and sewer by Gainesville Regional Utilities. Figure 1 depicts the city utility hookup locations.

- (3) *That the use or development conforms to the city's comprehensive plan.*

The site must be rezoned prior to development. The Planned Development District Re-Zoning document in Attachment A summarizes how the proposed development conforms to the city's comprehensive plan.

- (4) *That the proposed use complies with all federal, state and local laws, rules, regulations, and ordinances now and hereafter in force which may be applicable to the use of the site.*

As part of the re-zoned district, the proposed property use for automobile dealerships and an alternative fueling station will comply with all federal, state, and local laws, rules, regulations, and ordinances now and hereafter in force.

- (5) *That there has been proper abandonment, as regulated by the relevant water management district or state agency, of any unused wells or existing septic tanks at the site. An existing septic tank may remain if it is used solely for domestic waste and if it meets all applicable state and local regulations.*

There are currently no wells or septic tanks at this site. The current property owner and initial developer does not have any knowledge of past septic systems on the property. The property has been supplied by city water service since first development. There are three St. John's River Water Management District

**Please see separate section of this submittal document for the Wellfield Protection Use Permit.**

(SJRWMD) Monitoring Wells located just past the Northeast property boundary. The wells have screened intervals of 5-20 feet below land surface (ft-bls), 34-44 ft-bls, and 115-125 ft-bls, respectively. These off-site wells are used for ongoing monitoring by the SJRWMD. Caution will be used during construction activities in the vicinity of the wells so that they will not be damaged.

*(8) That the applicant is in compliance with the requirements of the Alachua County Hazardous Materials Management Code, and all applicable state and federal regulations.*

The applicant has read and has prepared for compliance with the requirements of the Alachua County Hazardous Materials Management Code (Article II, Section 353.20 through Section 353.43.)

Section 30-203(b)(1)(b) challenges whether the development properly addresses "environmental features such as wetlands, creeks, lakes, sinkholes, and soils to ensure that hazardous materials will not endanger the potable water supply and the environmental features." The proposed UST/AST systems at the site will comply with Florida Administrative Code Chapter 62-761 (regulations for USTs) and Chapter 62-762 (regulations for ASTs), as well as any local laws, rules, regulations, and ordinances in effect at the time of construction.

Section 30-203(b)(1)(c) seeks to determine if the Section 30-233 criteria have been met. The response to criteria (4) above and the responses to the planned development rezoning best summarize how the seven criteria in this section will be met. A copy of the rezoning document is attached.

**\* Figure 1: Please see attached PD Layout Plan Map for location of utilities**

## **Section 30-302.1 Avoiding Loss or Degradation of Wetlands**

### **Environmental Rezoning Application Information:**

#### **1. UMAM application**

Attached please find the Uniform Mitigation Assessment Method (UMAM) workbook for the proposed Gainesville Auto Town Center project.

#### **2. Justification for mitigation (as opposed to avoidance, minimization or degradation)**

Land is quickly becoming unavailable for new development within the City of Gainesville (City). Multiple alternative project sites within the northeast portion of the City were investigated before determining the Gainesville Auto Town Center site to be most favorable. No vacant parcels of similar size with suitable land use and favorable location for an automobile dealership are currently available. It is also critical to develop the project with access to a major roadway. No parcels with these specifications are available in the northeastern portion of the City. Therefore, using an alternative site for the Gainesville Auto Town Center would be impracticable. Upon evaluation of alternatives to the project that are both available and capable of being done, and with consideration of costs, existing technology, and logistics in light of the overall project purpose, the proposed project location and design is the least damaging practicable alternative.

Although the proposed plan includes impacting all onsite wetlands, most of these wetlands are considered low-quality due to their isolated location and low quality vegetation as affected by the onsite drainage ditch. Onsite drainage has been modified from historical patterns the wetlands would have naturally assumed and no longer provides for maximum functions and values. The drainage ditch has caused alterations to the natural water flow across the site and affected retention within the proposed site's wetlands. The mitigation proposed to offset the impacts will preserve an area that will provide greater long-term functions and values than the proposed impact areas. Attached please find a detailed Mitigation Plan, and Management Plan which describe the mitigation and monitoring activities. In addition, the mitigation areas will be owned and managed by Alachua County. The enhancement areas will be monitored by Alachua County Forever for a period of eight years and maintenance will be performed within that time to ensure success of the mitigation. Attached please find a letter from the Scott McRae Automotive Group, Inc. which states that they will provide financial assurance for 120% of the cost of the proposed mitigation activities.

### **3. Environmental constraints (wetland quality on this property as opposed to across the street)**

The Gainesville Auto Town Center project site is surrounded on all sides by development. North Main Street borders the project site to the east, and NW 39<sup>th</sup> Avenue and businesses are to the south. Multifamily residential developments border the project area to the west and north. In addition, impacts from the residential development can be seen throughout the site as trails and waste such as old mattresses, appliances, and trash. The proposed impacted area is surrounded on three sides by natural areas and to the west by a car dealership parking lot. This lot is used for storing vehicles and does not receive a high volume of traffic or activity.

The only wetland community considered medium quality on the Gainesville Auto Town Center site is the ±0.75-acre wetland forested mixed community located in the central portion of the project. Although this community is of higher quality than other onsite wetlands, it is surrounded by upland coniferous forested, which has been periodically maintained by mowing. In addition, the onsite drainage ditch has historically drained the

onsite wetlands, thus altering their hydrology. This also makes it challenging and unfavorable to a variety of wildlife species that would normally use high-quality contiguous wetlands as a corridor for travel or foraging and nesting habitat. Any functional connectivity that originally existed on the site has already been compromised due to impacts from the drainage ditch already established on the site. Additionally, the close proximity of any remaining wetlands to the development would cause this to be a less favorable environment. Invasive-exotic plant species, specifically Chinese tallow trees, currently exist within one of the wetlands onsite. If this wetland were to remain, the community would become more susceptible to a greater variety of invasive plant species that thrive on disturbed sites, such as the development edge. As invasive species continue to creep into the interior of the remaining wetland, they could dominate other native vegetation and tend to minimize the species diversity across the stratum, again creating an unfavorable habitat for a variety of wildlife species. The remaining wetlands would provide little water quality or retention benefits.

#### **4. Development constraints if we kept the wetlands**

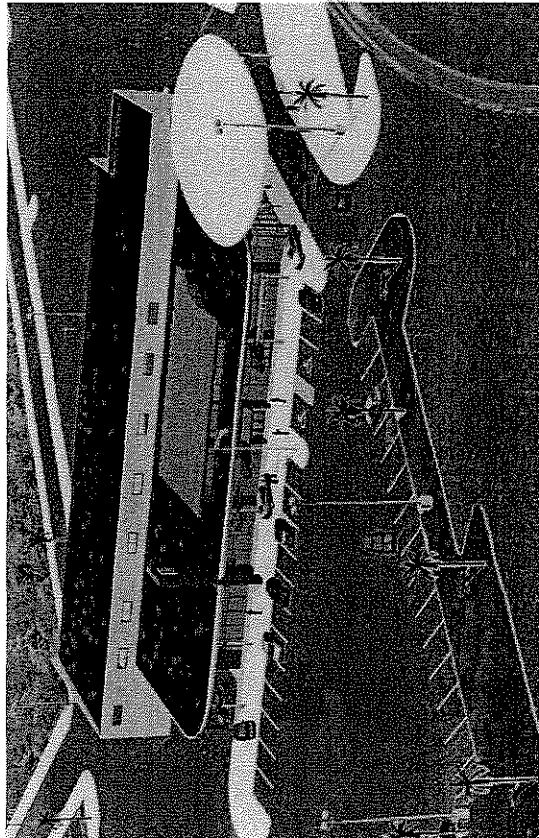
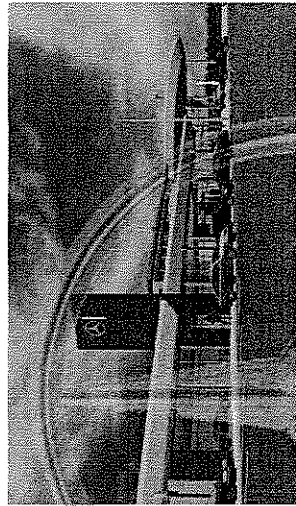
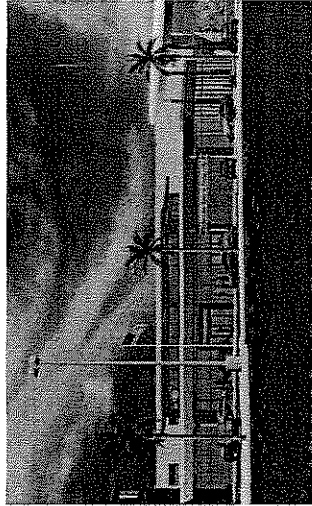
Due to the nature of the project a “no wetland impact” alternative is not practicable on this site. The proposed project area contains a large amount of isolated wetlands. Development on only the uplands, while providing the required 50-foot upland buffer, would leave small pockets of developable uplands, and would also cut off access to uplands in the western portion of the project area.

With an alternative site plan, wetland impacts would still be necessary since access is limited to isolated portions of developable uplands on the site. This alternative plan is not feasible because it could require development only on a small area of uplands along North Main Street. This would severely restrict the developable area. With a limited developable area, the project goals of an Auto Town Center, including learning center and alternative fuel station, while grouping three car dealerships in a central location, could not be reached.

In addition, the proposed wetland impacts are mostly to low quality wetlands. The mitigation proposed to offset the impacts will preserve higher quality wetlands and uplands that will provide greater long-term functions and values than the proposed impact areas. When calculating the necessary mitigation using UMAM, scores were used that would provide the appropriate amount of mitigation.

# GAINESVILLE AUTO TOWN CENTER

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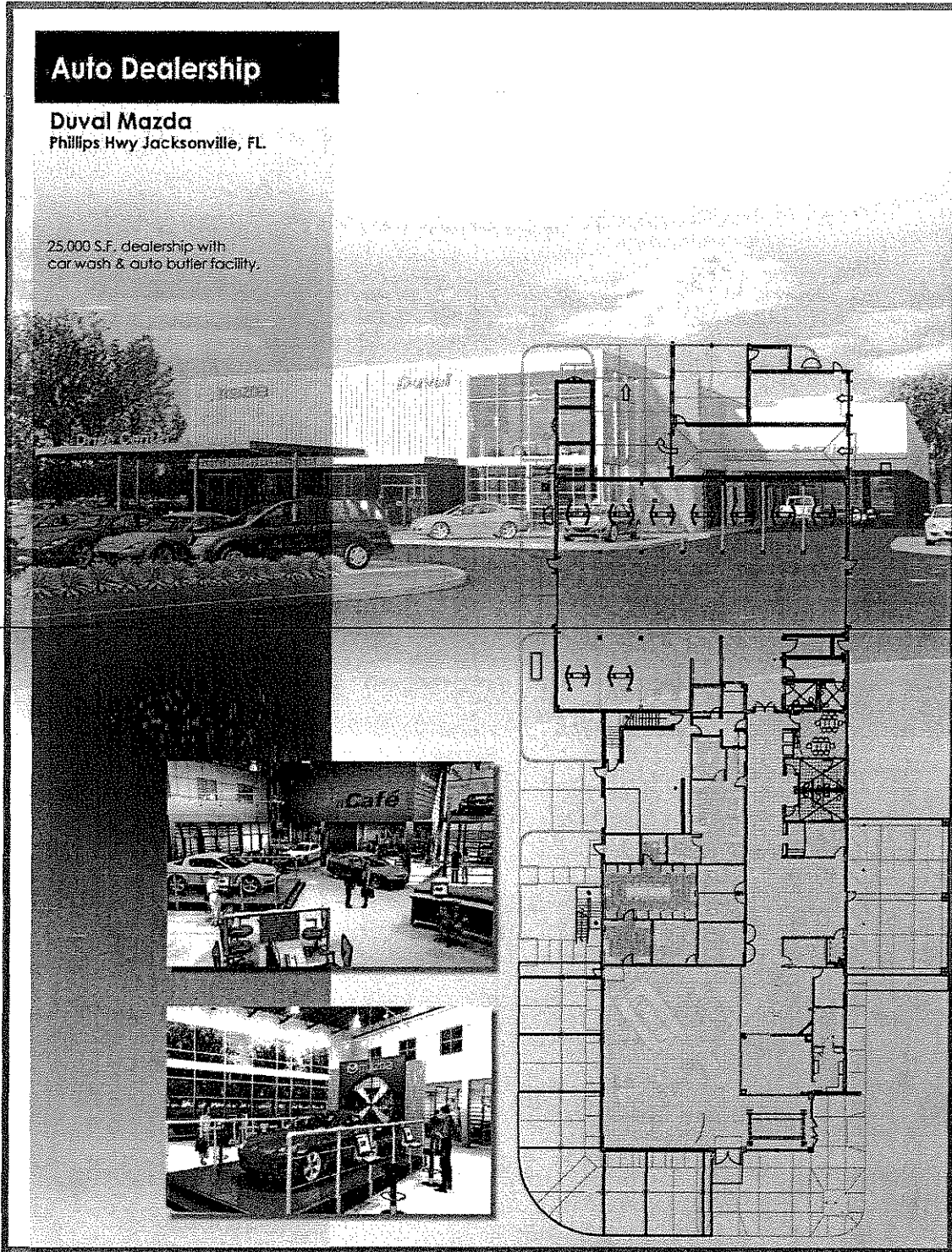


**NOTE:** The above artist's rendering is for illustrative purposes only, showing one potential design scenario. Other design options may be used.



# GAINESVILLE AUTO TOWN CENTER

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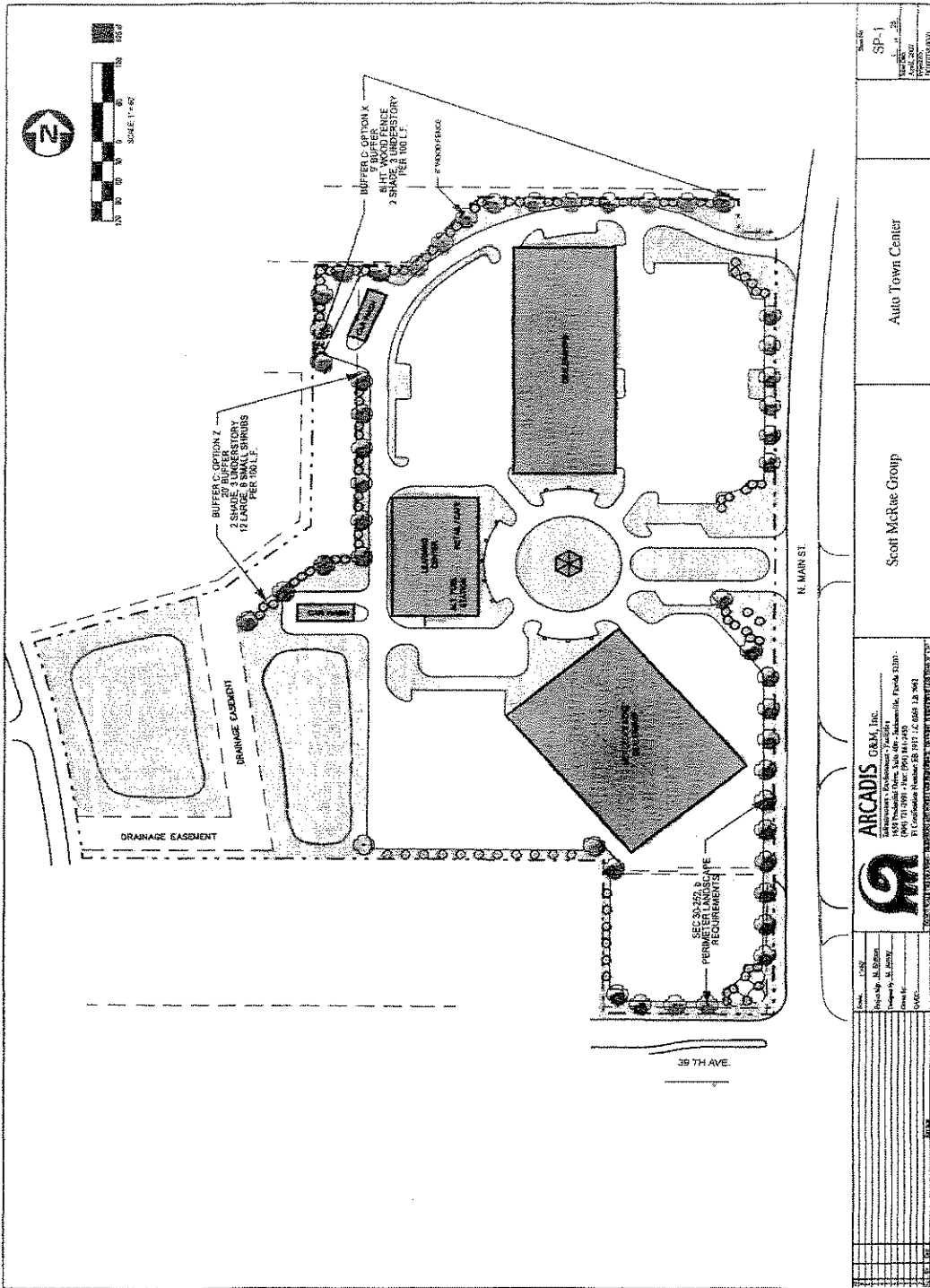


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# GAINESVILLE AUTO TOWN CENTER

070706L



# GAINESVILLE AUTO TOWN CENTER

070706E



Florida Institute for Sustainable Energy

217 MAE  
PO Box 116400  
Gainesville, FL 32611-6400  
352-846-2991  
Fax: 352-846-0326  
Email: [ewach@mse.ufl.edu](mailto:ewach@mse.ufl.edu)  
Web: <http://www.mae.ufl.edu/Energy>

May 26, 2007

Honorable Pegeen Hanrahan  
Mayor  
City of Gainesville  
200 E. University Avenue  
Gainesville, Florida 32601

Re: Proposed Duval Motorcars Auto Dealership  
(39<sup>th</sup> Avenue and Main Street)

Dear Mayor Hanrahan:

The Florida Institute for Sustainable Energy has been involved in discussions with the Scott-McRae Automotive Group, Inc., the owner of Duval Motorcars, to develop a cooperative educational program focused on the important and timely issue of alternative fuels utilization. This program will be in connection with their proposed Mercedes-Benz/multi-dealer automobile dealership at 39<sup>th</sup> Avenue and Main Street. We are also working with the Scott-McRae Group in the design of the dealership campus to incorporate energy efficient approaches under the Leadership in Energy and Environmental Design (LEED) program.

We wish to offer our support of the Scott-McRae Group in the pursuit of their new dealership. We are excited by the possibility to provide educational opportunities for students and consumers to better understand alternative fuels utilization while setting an achievable example of energy efficiency, incorporated into an innovative auto dealership design.

Thank you for your consideration of our comments.

Very truly yours,

A handwritten signature in black ink, appearing to read "Eric Wachsman".

Dr. Eric D. Wachsman  
Director, Florida Institute for Sustainable Energy  
UF Research Foundation Professor, Materials Science and Engineering

# GAINESVILLE AUTO TOWN CENTER

070706I



Infrastructure, environment, facilities

Mr. Ralph Hilliard  
Planning Manager, City of Gainesville  
Department of Community Development  
306 NE 6<sup>th</sup> Avenue, Bldg. B  
Gainesville, Florida 32602

ARCADIS US, Inc.  
1650 Presidential Drive  
Suite 400  
Jacksonville  
Florida 32207  
Tel: 904.721.2991  
Fax: 904.861.2450  
www.arcadis-us.com

Land Resources

## Subject: Gainesville Auto Town Center Neighborhood Workshop Written Summary

Dear Mr. Hilliard:

Date:  
May 17, 2007

Pursuant to the City of Gainesville's Development Review Process, a duly noticed neighborhood workshop to discuss this project was held on May 16, 2007 at 6:30 pm to ensure early citizen participation in an informal forum. Only one of the ninety-two (92) notified land owners within four hundred feet, and none of the noticed neighborhood associations attended.

Contact:  
Mark Shelton

Phone:  
904.861.2991

Email:  
MShelton@arcadis-  
us.com

Our ref:  
JK007038

Ms. Kathy Franks, 8625 NE 108 Avenue, who owns 2 duplexes in the adjoining neighborhood, asked several questions about the project. She asked if there would be a fence around the retention pond on the west boundary, as she was concerned with child safety. She also asked whether the fence would be wood or concrete and noted that wood fences deteriorate, and if that happens, who would rebuild the fence. Ms. Franks noted the positives of having fences and buffers in our plan. She also brought up the potential problem of commercial traffic using NE 2nd Way in connection with another proposed project. Her concern again was child safety. We responded to each of her questions and concerns. We explained how the perimeter fence would be wood, which the developer would be required to maintain. Also, the project would not be accessed from the local streets. Lastly, she asked to be notified of the hearing schedule and we offered to email her a copy of the PD application when filed. Finally, she commented on how she liked the project, and that it was a quality project she would support.

A Gainesville Sun reporter, also in attendance, asked if this was a relocation of the Duval Motorcars Mercedes dealership. We explained how this could be considered a relocation.

# GAINESVILLE AUTO TOWN CENTER

070706 I

ARCADIS

Hilliard  
May 17, 2007

If you require additional information or have any questions, please do not hesitate to contact me at (904) 861-2803.

Sincerely,

Arcadis US, Inc.



Mark W. Shelton, AICP  
Senior Planner

Cc: Cleve Farnell  
Mack McCuller

Page:  
2/2

03/20/2006 Gainesville Auto Mall/07 05 16 HighSchool Working Directory LEON

GAINESVILLE AUTO TOWN CENTER

070706I

GAINESVILLE AUTO TOWN CENTER

5/16/07 NEIGHBORHOOD WORKSHOP SIGN-IN SHEET

Name	Address
1. <del>Patricia Frankel</del>	8825 NE 108 Ave 32609
2. Joseph Freck	POBOX357688 Gainesville, FL 32635
3. Anthony Clark	Gainesville Sun
4.	
5.	
6.	
7.	
8.	
9.	
10.	
11.	
12.	
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Sunday 9:00-11:00 AM 11:00-12:00 PM 1:00-2:00 PM 2:30-4:00 PM 4:30-6:00 PM	Monday 9:00-11:00 AM 11:00-12:00 PM 1:00-2:00 PM 2:30-4:00 PM 4:30-6:00 PM

had always been involved in church activities, turned to the ministry.

The problem: The United Methodist Church told Fulford he'd need a bachelor's degree and a master's degree in divinity to be a minister. Fulford had never finished high school.

He saw it, we heard of thought, 'Oh my gosh, we're going to live here?'

The family swayed. In four-nation classes at UF, Fulford thrived. "Something just clicked," he said. "I had always liked writing. I couldn't do hardly anything else, but I

chimmy soot. He wrote the stories, which mostly start with a childhood recollection and end with a religious message, while he attended Asbury Theological Seminary in Kentucky and at United Methodist churches throughout Florida during his years as a minister.

books Dave said. Copies are also available on amazon.com.

It's astonishing to me that so many people want to read these little humorous stories with religious messages," Fulford said. "I just wanted to write something funny and to make people laugh. Somehow, people connect with that."



### PUBLIC NOTICE

A neighborhood workshop will be held to discuss a rezoning to PD (Planned Development) of an "Auto Town Center" on 18 acres located on the NW corner of N. Main St. and NE 3rd Avenue. This is not a public hearing. The purpose of the meeting is to inform neighboring property owners of the nature of the proposal and to seek their comments.

The meeting will be held Wednesday, May 16<sup>th</sup>, 2007 at 6:30 pm at the Mazda Dealership, 4025 N. Main Street, Gainesville FL. Contact person: Mark Shelton (904) 861-2803

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0707061

THE GAINESVILLE SUN NATION & WORLD TUESDAY, MAY 1, 2007

fight in Iraq for fear he would become a target of insurgents and his presence could endanger other soldiers.

Harry's regiment, the Blues and Royals, is due to begin a six-month tour of duty in Iraq within weeks.

Over the past two weeks, newspapers have reported threats by Iraqi insurgents to kill or kidnap the prince, including claims his photograph had been widely circulated among militants.

Military chiefs acknowledge that Harry would be an attractive target and that his presence could lead to a surge in attacks on British forces.

—Compiled from The Associated Press

PUBLIC NOTICE

A neighborhood workshop will be held to discuss a rezoning to PD (Planned Development of an "Auto Town Center") on 18 acres located on the NW corner of N. Main St. and NE 39<sup>th</sup> Avenue. This is not a public hearing. The purpose of the meeting is to inform neighboring property owners of the nature of the proposal and to seek their comments.

The meeting will be held Wednesday, May 16<sup>th</sup>, 2007 at 6:30 pm at the Mazda Dealership, 4025 N. Main Street, Gainesville FL. Contact person: Mark Shelton (904) 861-2303

troops died in weekend attacks, pushing the death toll past 100 in the deadliest month for American forces since December, the military said Monday.

as a wave of violence battered Iraqi civilians including a suicide bombing at a Shiite funeral.

The attack against the mourners north of Baghdad — claiming more than 30 lives — was the deadliest in a series of bombings and shootings that killed at least 102 people nationwide.

The rising toll for U.S. soldiers also pointed to a potentially deadly trend: More troops exposed to more dangers as they try to reclaim control of Baghdad.

managing Iraqi insurgents for months, Shiite and Sunni extremists.

U.S. command said three American soldiers and an Iraqi interpreter were killed by a roadside bomb the day before in eastern Baghdad. Another U.S. soldier was killed Saturday by small arms fire in the same area, the statement said.

A Marine died in combat Sunday in Anbar province, a Sunni insurgent stronghold west of the capital, the military said.

The deaths brought the number of American service members killed in Iraq during April

suicide bomber struck the Shiite funeral in Khalis, about 50 miles north of Baghdad. The bomber walked into a tent filled with mourners and detonated a belt of explosives hidden beneath his clothes, police said.

Elsewhere, a tanker truck exploded near a restaurant just west of Ramadi, the capital of Anbar province, killing four people and wounding six, police said.

At least 66 other people were killed or found dead nationwide Monday, police reported. They included 27 bullet-riddled bodies found in Baghdad.

Harry Reid, D-Nev., urged the president to reconsider his veto.

"If the president wonders why the American people have lost patience, it is because the news out of Iraq grows worse by the day," Reid said. "When we send the supplemental conference report to President Bush tomorrow, we ask that he take some time to reflect on that somber fact."

Bush said that once he vetoes the bill, he's ready to work with Democrats on a new version that provides funds without strings attached.

commanders also add that's unrealistic.

"I have many very clear choices to ignore veto the bill," he said that Sec

Condoleezza Rice said that Sec with Iranian meeting in I

"Should the of Iran bump Condi won't be a rude person be polite," Bu

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**John** with that." Prosecutor Dustin Havens, citing The U.S. Supreme Court precedents, said the foundation of the juvenile justice system is to protect the welfare of the child.

"It is in the best interest of the child (not to make the statement publicly) and that interest

el. He said the media outlets could make their arguments in writing.

Susan Bunch, an attorney for the Orlando Sentinel, argued Florida's public records act as reason to release the statement.

"News delayed its news denied," Bunch said during the hearing.

Lyrissa Lidsky, a professor of media law at the University of

to have done more for the springs this year.

Her original bill was much more ambitious, calling for a detailed study of the springs and the development of policies to protect them.

But the bill carried a price tag of \$25 million, meaning it had little chance of passage in a tight budget year. So Boyd scaled back her bill to the current task force proposal.

"The problem."

At one point in the session, Draper had called the legislation "the anti-springs bill," when it had a provision emphasizing a "non-regulatory" approach to protecting the springs.

But Draper said the final version was much improved and called for the task force to identify "other water pollutant controls" in addition to voluntary "best management practices" for protecting the springs.

"It broadens the focus of the study commission," Draper said. The bill creates a nine-member task force that will include representatives from the Department of Environmental Protection, the Department of Agriculture and Consumer Services and the Department of Community Affairs. Others will represent water management districts, business, development, agricultural and environmental interests.

The task force will report its findings to lawmakers by no later than Jan. 31 of next year — roughly a month before the 2008 legislative session begins.

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**PUBLIC NOTICE**  
A neighborhood workshop will be held to discuss a rezoning to PD (Planned Development) of an "Auto Town Center" on 15 acres located on the NW corner of N. Main St. and NE 39th Avenue. This is not a public hearing. The purpose of the meeting is to inform neighboring property owners of the nature of the proposal and to seek their comments.

The meeting will be held Wednesday, May 16<sup>th</sup>, 2007 at 6:30 pm at the Merzda Dealership, 4025 N. Main Street, Gainesville FL. Contact person: Mark Shelton (904) 861-2803

**DIAMONDS**  
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has drawn up a list of  
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are are to withdraw from Sudan.  
are are to withdraw from Sudan.  
are are to withdraw from Sudan.

to stop the violence in Darfur with  
announcement that it was  
a milestone.





FLORIDA DEPARTMENT OF STATE

070706I

CHARLIE CRIST  
Governor

KURT S. BROWNING  
Secretary of State

June 6, 2007

Aison Long  
TERRA-COM Environmental Consulting, Inc  
409 NW 138<sup>th</sup> Terrace  
Newberry, FL 32669  
Fax 352-332-3838

Dear Ms. Long:

In response to your inquiry of June 6, 2007, the Florida Master Site File lists no previously recorded cultural resources in the following parcel:

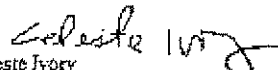
T09S. R20E, Section 21

In interpreting the results of our search, please remember the following points:

- Areas which have not been completely surveyed, such as yours, may contain unrecorded archaeological sites, unrecorded historically important structures, or both.
- As you may know, state and federal laws require formal environmental review for some projects. Record searches by the staff of the Florida Master Site File do not constitute such a review of cultural resources. If your project falls under these laws, you should contact the Compliance Review Section of the Bureau of Historic Preservation at 850-245-6333 or at this address.

If you have any further questions concerning the Florida Master Site File, please contact us as below.

Sincerely,

  
 Celeste Ivory  
 Archaeological Data Analyst,  
 Florida Master Site File  
 Division of Historical Resources  
 R. A. Gray Building  
 500 South Bronough Street  
 Tallahassee, Florida 32399-0250

Phone: 850-245-6440  
 Fax: 850-245-6439  
 Email: [sitefile@dos.state.fl.us](mailto:sitefile@dos.state.fl.us)  
 Web: <http://ohheritage.com/preservation>  
<http://dnr.dos.state.fl.us/commitments/>

R. A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399-0250  
 Telephone: (850) 245-6500 • Facsimile: (850) 245-6128  
[www.dos.state.fl.us](http://dos.state.fl.us)

TTCB P. 07

**Gainesville Auto Town Center**  
**Responses to City of Gainesville's**  
**Request for Additional Information # 3**

**PLANNING DEPARTMENT**

- 1. Please be aware, that this and other comments provided to you are based on the layout and configuration of your current development proposal reflecting signification removal of wetlands.**

*Response: Attached please find a detailed Mitigation Plan, and Management Plan which describe the mitigation and monitoring activities. In addition, the mitigation areas will be owned and managed by Alachua County. The enhancement areas will be monitored by Alachua County Forever for a period of eight years and maintenance will be performed within that time to ensure success of the mitigation. Attached please find a letter from the Scott McRae Automotive Group, Inc. that states they will provide financial assurance for 120% of the cost of the proposed mitigation activities.*

- 2. Modification or conditions which involve reconfiguration of the overall plan may require additional TRC and/or Plan Board review.**

*Response: So noted.*

- 3. The project references a town center design. Please identify the elements that make up that town center and how they are brought together to establish the town center.**

*Response: The Scott McRae Automotive Group has designed "The Gainesville Auto Town Center" in order to take a new and contemporary approach to automobile dealership design. This project uses "Town Center" features to create a more internally "walkable" development, and to break up the typical linear orientation found in other retail areas. The elements of this project that make it a town center and how they are brought together to establish the town center will be further explained to the City Plan Board.*

- 4. Please provide a statement committing to the implementation of the architectural elevations which are submitted with the plans. This statement shall be included in the ordinance to ensure that the project is built according to the proposed architectural elevations.**

*Response: The applicant intends to construct the proposed buildings as depicted in the architectural elevations submitted in response to the Planning Department's Request for Additional Information #1.*

- 5. The proposed architectural elevation is not consistent with the description of the buildings on the PD Layout Plan. A three-story building is referenced but it does not appear that the elevations reflect such a building, please clarify and provide the actual height of the building.**

*Response: A three-story building was referenced to reflect a 35 foot maximum height as allowed by City's Land Development Code. In order to clearly articulate our intent, we have removed the reference to a three-story building and will only reference a 35 foot maximum height in the PD Report and PD Layout Plan.*

6. **Display or storage of vehicles is not allowed within the right-of-way or on the area between the edge of pavement and the property line. Vehicular display is also not allowed within the street buffer landscaped areas. Please show how the project intends to comply with this requirement. Alternatively, language can be submitted to regulate the design of the development to avoid display of vehicles in the right-of-way and within the street buffer landscape areas.**

*Response: In order to prevent display or storage of vehicles within the right-of-way, we intend to install ballards and comply with the streetscape requirements set forth in Gainesville's Land Development Code.*

7. **Show areas intended for loading and unloading of vehicles. A clear accessway shall always be made available for ingress/egress of trucks handling vehicles. Details shall be established during development plan review.**

*Response: The areas intended for loading and unloading of vehicles are depicted on the PD Layout Plan provided in this submittal package. More details will be determined during the development plan review process.*

8. **The development shall provide a fully equipped bus station at NW 39<sup>th</sup> Avenue and North Main Street. In the case of NW 39<sup>th</sup> Avenue, the development shall facilitate the provision of safe pedestrian cross-walk across NW 39<sup>th</sup> Avenue.**

*Response: The development of a bus station, to be located at the northwest corner of NW 39<sup>th</sup> Avenue and North Main Street, will be further discussed as a part of the development review process.*

9. **The development should consider providing a linear park along the west property line as part of establishing the residential/commercial buffering. The linear park shall be equipped with basic passive/active park facilities. One option is to design the stormwater basin to serve a dual purpose or recreation and stormwater facility. It may be necessary to establish a joint recreation project with the owners of the residential property.**

*Response: We feel that we have adequately addressed the buffer between the proposed development and the residential use to the north of the subject site. We have doubled the setback and increased the landscaping.*

10. **All lighting on the development site shall meet the ordinance intensity requirements as well as glare and spillover lighting. Lighting shall be full cutoff luminaries.**

*Response: It is our intent that all lighting on the development site will meet the City of Gainesville's ordinance intensity requirements as well as glare and spillover lighting.*

11. There shall be no elevated display of vehicles above the height of the street buffer hedge, which is generally four feet.

*Response: Vehicles displayed near the right-of-way of this site will be parked on a diagonal platform, of which the highest portion of the platform will be no higher than 4 feet and the lower portion will be angled towards the right-of-way.*

12. Sidewalks shall be provided on both Main Street and NW 39<sup>th</sup> Avenue. Where existing sidewalks are inadequate or deteriorated, the development shall provide new or upgraded sidewalks as required. The determination shall be made during development plan review.

*Response: The provision of sidewalks will be determined during the development plan review process.*

13. Please show a circulation path for using the Alternative fueling station.

*Response: A circulation path for the use of the alternative fueling station has been added to the PD Layout Plan.*

14. Show the location of existing residential structures closest to the development site.

*Response: The uses surrounding the subject site are illustrated on the PD Layout Plan on the aerial.*

15. The development shall demonstrate that no property lighting on the west side of the project shall result in exposure to the residents of the area to the west.

*Response: All lighting on the development site will meet the City of Gainesville's ordinance intensity requirements, including glare and spillover lighting.*

16. Compliance with the noise ordinance should be convincingly demonstrated. A study from a professional sound engineer should be provided establishing compliance and to indicate where design measures have been employed to eliminate noise intrusion.

*Response: A study from a professional sound engineer will be conducted that will establish compliance with the noise ordinance and indicate where design measures will be employed to eliminate noise intrusion. It is our intent to submit this study at the development plan review process.*

17. Staff respects the design and theme of the overall project. However, it would seem appropriate to frame the intersection of NW 39<sup>th</sup> Avenue and Main Street with the three-story building classified as the learning center. Such a design will go a long way in framing the street corner. A building with strong architectural focus is much more community oriented than a flat display of automobile. Such a design will contribute substantially towards the "Public Interest Test" index required for wetland mitigation. Staff strongly recommends a redesign that would place the building at the SE corner of the site.

*Response: Your recommendation is duly noted, but we respectfully choose not to redesign the overall site layout as the intent of the site's design is to function as a town center.*

- 18. The exact number, location and configuration of pedestrian/bicycle access points to the public rights-of-way shall be determine during development review process and included in the PD Ordinance regulating the development. Access points shall be of a design and number which ensures safety and facilitates pedestrian and bicycle circulation.**

*Response: The details of the pedestrian/bicycle access points to the public rights-of-way will be determined during the development plan review process.*

- 19. Activities which generate odor, noise, fumes, vibrations or dust that disturbs a reasonable person of normal sensitivities when said person is within a residential district is prohibited.**

*Response: While we do not intend to generate odor, noise, fumes, vibrations, or dust that disturbs a person of normal sensitivities within a residential district, this will be further determined during the development plan review process through the sound study.*

- 20. There shall be no storage or display of vehicles on pervious areas. All storage and display areas shall be hard surface in accordance with public works approval.**

*Response: In order to prevent parking within the right-of-way, we intend to install ballards on pervious areas and comply with the landscaping requirements set forth in Gainesville's Land Development Code.*

- 21. Machine and body work shall not be permitted, except in completely enclosed building.**

*Response: Any machine and body work is intended to be performed in completely enclosed buildings.*

- 22. There shall be no outdoor public address/loud speaker system used on the site.**

*Response: It is not our intent to install an outdoor public address/loud speaker system on site.*

- 23. The drainage ditch and immediate adjacent areas shall be cleaned prior to construction and shall be maintained in accordance with upkeep of property in urban areas.**

*Response: It is our intent to clean the drainage ditch and its immediately adjacent areas prior to construction and provide maintenance of the property in accordance with upkeep of the property in urban areas.*

- 24. The area between the drainage ditch and the BA area shall be left with natural vegetation if existing vegetation is satisfactory to achieve customary buffering between residential and commercial. Otherwise, landscaping shall be as per code between the facility and the single-family residential area. The type and extent of landscaping shall be determined during development plan review.**

*Response: Once the type and extent of landscaping is determined during the development plan review process, we intend to meet requirements of the code.*

- 25. In order to ensure maintenance and upkeep of the buffer and ditch area, gated openings shall be created along the west boundary of the development. Adequate areas shall be established for maintenance of the ditch in accordance with Public Works requirements.**

*Response: It is our intent to maintain the buffer and ditch area. The extent of our maintenance will be determined at the development plan review process.*

- 26. During construction, acceptable measures shall be undertaken to prevent erosion and siltation of the adjacent ditch.**

*Response: During construction, it is our intent to practice acceptable measures to prevent erosion and siltation of the adjacent ditch.*

- 27. Construction activities shall occur so as not to create unbearable living conditions for the adjacent residential development.**

*Response: It is our intent that construction activities do not create unbearable living conditions for the adjacent residential development.*

- 28. The Planned Development shall be valid for a period of five (5) years from the effective date of the ordinance approving the PD. Failure to commence construction within the valid period of the PD shall void the PD. At such time, the city may initiate action to rezone the property in conformance with surrounding land use and zoning. Prior to the expiration date, if any portion of the development is not completed or will not be completed by the time of expiration of the PD, the petitioner/owner/developer may apply for an extension of the PD, in accordance with the regulation of the Land Development Code at that time. [See Sec. 30-216(15).]**

*Response: It is our intent to commence construction within the valid period of the PD. If it is determined that we cannot complete the development before the expiration date, we intend to apply for an extension of the PD, in accordance with the regulations of the Land Development Code at that time.*

- 29. The petitioner shall obtain development plan review within eighteen (18) months from the effective date of the ordinance.**

*Response: It is our intent to obtain development plan review within eighteen (18) months from the effective date of the ordinance.*

- 30. The second phase of the development shall commence no later than three years of adoption of the PD ordinance. Any remaining portion not completed within the three years of adoption shall be considered null and void. A new PD rezoning will be required to continue the remainder of the development.**

*Response: It is our intent to commence the second phase of the development no later than three years of the adoption of the PD ordinance.*

**31. Maximum height for all buildings shall be limited to 35 feet.**

*Response: We have clarified the maximum height of all buildings by removing reference to a three-story building. We intend to limit the maximum height of all buildings to 35 feet.*

**32. Please remove reference to signage from PD Layout Map and PD Report. Signage shall be determined under a separate review process and application.**

*Response: The reference to signage in the PD Layout Map and PD Report has been removed as it will be determined under a separate review process and application.*

**33. No underground tanks are allowed. If they are, project will require special use permit by City Commission. Above ground tanks must be properly screened from public right-of-way. It must have adequate safety measures for accidental spills, please propose development standards applicable for establishment of above ground fueling/storage facility for implementation during development plan review.**

*Response: Both underground and aboveground fuel storage tank (UST/AST) systems are proposed at the site. A typical gasoline dispensing system and waste oil system, as well as an alternative fueling station are proposed at the site. The design and construction of the alternative fueling station will be a partnership between Scott McRae Automotive Group and the University of Florida School of Engineering and will ensure proper leak detection and comply with the approved standards and practices in 2008 (the year of proposed construction). The leak detection systems of all the tank storage and dispensing systems will ensure that the city's potable water supply is not endangered. In order to be in compliance with City ordinances, we submitted a Wellfield Protection Special Use Permit application to the City of Gainesville on July 31, 2007.*

**34. Only two access points permitted to project.**

*Response: As depicted in the PD Layout Plan, it is our intent to only permit two access points to the project.*

**35. All loading and unloading must occur on site, not on public right-of-way, and loading/unloading must be designated at site plan review and must meet all applicable standards for vehicular safety, engineering standards, etc. as defined in LDC and Design Guidelines manual for Public Works.**

*Response: It is our intent that all loading and unloading will occur on site, and not on public rights-of-way. Loading/unloading will be designated during the site plan review process. It is our intent to meet all applicable standards for vehicular safety, engineering standards, etc. as defined in the LDC and Design Guidelines manual for Public Works.*

36. Please compile the documents into a single package for submittal. The PD Report should be clearly labeled, PD Layout Plan should be identified, Existing Conditions Map should be labeled and other supporting documents should be included.

*Response: It is our intent to compile the documents into a single package for submittal. It is our intent to clearly label the PD Report, identify the PD Layout Plan, and label the Existing Conditions Map and other supporting documents included.*

37. Please show how you have or will address the protection of mitigation areas, Mitigation Success and Financial Assurances.

*Response: Attached please find a detailed Mitigation Plan, and Management Plan which describe the mitigation and monitoring activities. In addition, the mitigation areas will be owned and managed by Alachua County. The enhancement areas will be monitored by Alachua County Forever for a period of eight years and maintenance will be performed within that time to ensure success of the mitigation. Attached please find a letter from the Scott McRae Automotive Group, Inc. that states they will provide financial assurance for 120% of the cost of the proposed mitigation activities.*

38. Inclusion of the Alternative Fuels portion in the PD does not guarantee a right to develop such a facility. The final guarantee of approval rests with the legislative body through Wellfield Special Use Permit process.

*Response: In order to be in compliance with City ordinances, a Wellfield Protection Special Use Permit application was submitted to the City of Gainesville on July 31, 2007.*

## CONCURRENCY REVIEW

1. There are still come problems with the trip generation. This is primarily due to the way the petitioner's agent calculated the 10% redevelopment credit. As an example, the Drive-In bank net trips after the pass-by reduction = 926., Taking that figure, plus the trips associated with the Drinking Place and the Specialty Retail Center =  $926 + 81 + 459 = 1,466$ .  $1,466 \times 1.1$  (for the redevelopment credit) = 1,612.6 or 1,613 and not 1,910 for the trip credit. Please recalculate and provide the corrected version of the trip generation in the PD Report, on the PD Layout Plan, and on an 8 ½ X 11 sheet to be attached to the Concurrency long form.

*Response: Please review revised Attachments C and F of the Application for a Certificate of Preliminary Concurrency to reflect these changes, including phasing of the development's trip generation numbers.*

2. This development is located in Zone B of the Transportation Concurrency Exception Area and must meet all relevant Concurrency Management Element Policy 1.1.4, 1.1.5, and 1.1.6 standards. Modifications required due to site related impacts do not qualify for TCEA



standards. Please contact Onelia Lazzari in Planning to discuss how this development will meet the required standards.

*Response: As soon as the trip generation methodology is approved, the consultant will contact concurrency staff to negotiate a TCEA Agreement for the different phases in order to fulfill Zone B requirements.*

3. This development must sign a TCEA Agreement for the provision of the required Concurrency Management Element Policy 1.1.6 standards prior to 2<sup>nd</sup> reading of the PD Ordinance. Please contact Onelia Lazzari to provide information for the preparation of the TCEA Zone B Agreement prior to 2<sup>nd</sup> Reading of the PD Ordinance for this development.

*Response: Once the trip generation methodology is approved by the concurrency staff, the consultant will contact Onelia Lazzari to execute a TCEA Agreement.*

4. Concurrency staff would like to discuss the phasing schedule with the petitioner. We may be able to arrange a TCEA Agreement for the 1<sup>st</sup> phase of the development, and require an additional TCEA Agreement at the time of the 2<sup>nd</sup> phase. However, the phasing schedule does seem to be extended for many years, which may need to be discussed with Planning.

*Response: As discussed in a previous response, as soon as the trip generation counts are approved by the City, we will contact concurrency staff to arrange a TCEA Agreement for the different phases of the development.*

5. A condition of approval is that the development submit an Application for a Certificate of Final Concurrency at the site plan application stage.

*Response: The consultant will submit an Application for a Certificate of Final Concurrency at the same time that we submit for site plan approval.*

## URBAN FORESTRY INSPECTOR

### Sheet PD-1

1. Street trees need to be shade trees from the approved Gainesville's Tree List.

*Response: It is our intent to choose street trees from Gainesville's approved Tree List.*

2. Street buffers for NE 39<sup>th</sup> Avenue and North Main Street shall have large shade trees, understory trees, large and small shrubs.

*Response: It is our intent that the street buffers for NE 39<sup>th</sup> Avenue and North Main Street will contain large shade trees, understory trees, large and small shrubs.*

**General Comments for PD**

3. **This development will meet all the requirements for landscaping from the Land Development Code.**

*Response: It is our intent to meet all of the requirements for landscaping set forth in the Land Development Code.*

**Retention Basins**

4. **Retention areas shall be landscaped with trees, shrubs, groundcovers, and native perennials appropriate to the function as a wet or dry basin.**

*Response: The retention areas will be landscaped with trees, shrubs, groundcovers and native perennials appropriate to the function as a wet or dry basin.*

5. **The basin shall be an irregular shape by having no parallel sides.**

*Response: The basin is an irregular shape and has no parallel sides.*

6. **Twenty-five percent or more of the basin area including shoulders shall be landscaped and shall include at least one shade tree for every 35 linear feet.**

*Response: Landscaping will be located in twenty-five percent or more of the basin area including the shoulders. Additionally, at least one shade tree will be planted for every 35 linear feet.*

**Wetlands**

7. **The regulated Tupelo trees are of high-value but not of heritage, but would be important to preserve for the development.**

*Response: At the Technical Review Committee meeting held on September 25, 2007, it was determined that the Urban Forestry Inspector would allow the removal of the Tupelo trees not of heritage.*

8. **Avoiding loss or degradation of wetlands is an issue for approval.**

*Response: Attached please find the avoidance and minimization of wetland impacts and mitigation discussion which discusses the extent to which the applicant has employed design modifications to avoid wetland impacts as much as is practicable.*

**Retention Basins**

9. **Retention areas shall be landscaped with trees, shrubs, groundcovers, and native perennials appropriate to the function as a wet or dry basin.**

*Response: Please see response to question 4 above.*

- 10. Retention areas shall be an irregular shape by having no parallel sides.**

*Response: Please see response to question 5 above.*

- 11. Twenty-five percent or more of the basin area including shoulders shall be landscaped and shall include at least one shade tree for every 35 linear feet.**

*Response: Please see response to question 6 above.*

### **Three-year Management Plan**

- 12. A three-year management plan needs to be submitted for review for the removal of exotic, nonnative plant materials.**

*Response: This plan will be provided during the development plan review process.*

### **ENVIRONMENTAL REVIEW**

- 1. The PD Layout Plan proposes to eliminate the wetlands on the site. The application has not avoided or minimized impacts to these wetlands (30-302.1(d), Gainesville Code of Ordinances) and this project may or may not meet the public interest test required by 30-302.1(e), Gainesville Code of Ordinances. I address only the mitigation plan here.**

*Response: Attached please find the avoidance and minimization of wetland impacts and mitigation discussion which discusses the extent to which the applicant has employed design modifications to avoid wetland impacts as much as is practicable.*

- 2. The applicant proposes offsetting the removal of the 4 acres of wetlands on site (in the Hogtown Creek Basin) by enhancement of 31 acres of wetlands on two Alachua County preserves, Sweetwater Preserve (in the Paynes Prairie Basin) and Phifer Preserve (in the Newnan's Lake Basin).**

*Response: Please note, the enhancement activities at the Phifer Preserve are no longer being proposed because Alachua County Forever (ACF) was not able to gather the required information. As an alternative, we are proposing to provide funding to ACF land acquisition for the purchase of ecologically significant land in which they are looking to acquire. Specifically, we are proposing to donate \$46,800 toward the acquisition of the entire ±60.58-acre Johnson property (\$30,300, or \$500.17 an acre) and ±7.85 acres at the Blues Creek Ravine – IFAS Addition (\$16,485, at \$2,100 an acre). Attached please find site specific evaluations for the proposed acquisition properties. By assisting ACF in the acquisition of these properties, the long-term benefit to the natural communities will be ensured, due to their perpetual conservation and management. The proposed management activities include exotic species removal, prescribed fire, solid waste removal, and habitat restoration.*

- a. The applicant has submitted incomplete Uniform mitigation Assessment Method (UMAM) scores for the mitigation. Each wetland that is proposed to be enhanced must be scored separately.

*Response: Attached please find a complete UMAM workbook. Please note that the proposed enhancement areas located at the Sweetwater Preserve are homogeneous in nature, and therefore were assessed as a single unit. In addition, the proposed acquisition properties were also assessed as a single unit since the applicant is not proposing enhancement activities within a specific community, but simply proposing to assist Alachua County in acquiring these parcels.*

- b. The mitigation plan is incomplete. The applicant should submit a plan that meets the requirements of Section 30-302.1(h), (i), (j), (k), and (l), Gainesville Code of Ordinances.

*Response: Attached please find a complete wetland mitigation plan which contains all of the required information.*

## GAINESVILLE REGIONAL UTILITIES

### New Services

1. Rezoning of property is approved as submitted. A separate utility construction permit will be needed & utility space allocations need to be approved before final development plan approval. Please call New Development at 352-393-1459 and schedule a project meeting to discuss utilities. We will invite a representative from electric, water, sewer, gas, land rights, the planner and the arborist.

*Response: The applicant intends to obtain a separate utility construction permit and have the utility space allocations approved prior to development plan approval. The applicant will contact New Development to schedule a project meeting to discuss utilities.*

### Water

2. The site is located within our secondary well field zone and will have to comply with the wellfield protection code.

*Response: An application for a Wellfield Protection Special Use Permit was submitted to the City of Gainesville on July 31, 2007 for this project as we intend to comply with the wellfield protection code.*

### Real Estate

3. Canopy shade trees shown along NW 39<sup>th</sup> Avenue can not be planted within the existing public utility easement.

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*Response: It is our intent to choose shade trees from Gainesville's approved Tree List to plant within the existing public utility easement.*

4. **Public utility easements will be required over proposed electric, water, sewer, and natural gas facilities that will be maintained by GRU.**

*Response: It is our intent to obtain public utility easements required over proposed electric, water, sewer, and natural gas facilities that will be maintained by GRU.*

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**Revised Attachments of the**

**Application for Certificate of**

**Preliminary Concurrence**

**Attachment C**

**Proposed Trips  
TIPS Site Summary Worksheet**

**Site Information**  
 Name of Development: Gainesville Auto Mall (AM Peak)  
 Name of Applicant: *Proposed Phase 1*  
 Name of Analyst: S. Hiers  
 Date: 8/28/07  
 Development Phase: 1  
 Analysis Year: 2007

**Adjacent Highways Passby Information**  
 North/ South Roadway: Main St.  
 North/ South AM Peak Hour Volume: 400  
 East/ West Roadway:  
 East/ West AM Peak Hour Volume:

ITE Code	Land Type	# Units	Independent Variable	Trip Generation		IC Trips Based on IC Rate		Balanced IC Trips w/Reason Check		Total IC Trips	Real IC %	Trips on External Roadway		Total Trips	Result Pass By	Street Dir	M O D
				In	Out	In	Out	In	Out			In	Out				
710	General Office Building	9000	sq. feet gross floor area	24	3	0	0	0	0	0	0	24	3	27	-	N/S	
945	Gasoline/Service Station w/Convenience Market	6	vehicle fueling positions	30	30	0	0	0	0	0	0	30	30	60	-	N/S	
841	New Car Sales	50000	sq. feet gross floor area	59	21	0	0	0	0	0	0	59	21	80	-	N/S	
Total Volume				0	0	0	0	0	0	0	0%	113	54	167			

(\* indicates the land use was modified from the original rates.)

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# TIPS Site Summary Worksheet

**Site Information**

**Name of Development** Gainesville Auto Mall (PM Peak - Proposed) Adjacent Highways Passby Information  
**Name of Applicant** S. Hiers North/ South Roadway Main St  
**Name of Analyst** Phase 1 North/ South PM Peak Hour Volume 513  
**Date** 5/03/07 East/ West Roadway  
**Development Phase** 1 East/ West PM Peak Hour Volume  
**Analysis Year** 2007

ITE Code	Land Type	# Units	Independent Variable	Trip Generation		IC Trips Based on IC Rate		Balanced IC Trips		Total IC Trips	Real IC %	Trips on External Roadway		Total Trips	Result Pass By	Street Dir	M O D
				In	Out	In	Out	In	Out			In	Out				
945	Gasoline/Service Station w/Convenience Market	6	vehicle fueling positions	40	40	0	0	0	0	0	0	40	40	80	-	N/S	
841	New Car Sales	50000	sq. feet gross floor area	33	52	0	0	0	0	0	0	33	52	85	-	N/S	*
710	General Office Building	9000	sq. feet gross floor area	15	74	0	0	0	0	0	0	15	74	89	-	N/S	
Total Volume						0	0	0	0	0	0%	88	166	254			

(\* indicates the land use was modified from the original rates.)

0707061



# TIPS Site Summary Worksheet

**Site Information**  
 Name of Development: Gainesville Auto Mall - Daily - Proposed Phase 1  
 Name of Applicant: S. Hiers  
 Name of Analyst: S. Hiers  
 Date: 5/03/07  
 Development Phase: 1  
 Analysis Year: 2007

**Adjacent Highways Passby Information**  
 North/ South Roadway: Main St.  
 North/ South Daily Hour Volume: 5419  
 East/ West Roadway:  
 East/ West Daily Hour Volume:

ITE Code	Land Type	# Units	Independent Variable	Trip Generation		IC Trips Based on IC Rate		Balanced IC Trips w/Reason Check		Total IC Trips	Real IC %	Trips on External Roadway		Total Trips	Result Pass By	Street Dir	M O D
				In	Out	In	Out	In	Out			In	Out				
710	General Office Building	9000	sq. feet gross floor area	104	105	0	0	0	0	0	0	104	105	209	-	N/S	
841	New Car Sales	50000	sq. feet gross floor area	464	464	0	0	0	0	0	0	464	464	928	-	N/S	*
945	Gasoline/Service Station w/Convenience Market	6	vehicle fueling positions	488	489	0	0	0	0	0	0	488	489	977	-	N/S	*
<b>Total Volume</b>				0	0	0	0	0	0	0	0%	1056	1058	2114			

(\* indicates the land use was modified from the original rates.)

070706I

# TIPS Site Summary Worksheet

**Site Information**  
 Name of Development: Gainesville Auto Mall (AM Peak)  
 Name of Applicant: *Proposed Phase 2*  
 Name of Analyst: S. Hiers  
 Date: 8/28/07  
 Development Phase: 2  
 Analysis Year: 2007

**Adjacent Highways Passby Information**  
 North/ South Roadway: Main St.  
 North/ South AM Peak Hour Volume: 400  
 East/ West Roadway:  
 East/ West AM Peak Hour Volume:

ITE Code	Land Type	# Units	Independent Variable	Trip Generation		IC Trips Based on IC Rate		Balanced IC Trips		Total IC Trips	Real IC %	Trips on External Roadway		Total Trips	Result Pass By	Street Dir	M O D
				In	Out	In	Out	w/Reason Check	In			Out	In				
841	New Car Sales	50000	sq. feet gross floor area	59	21	0	0	0	0	0	0	59	21	80	-	N/S	.
<b>Total Volume</b>						0	0	0	0	0	0%	59	21	80			

(\* indicates the land use was modified from the original rates.)

070706I

# TIPS Site Summary Worksheet

**Site Information**  
 Name of Development: Gainesville Auto Mall (PM Peak - Proposed)  
 Name of Applicant: S. Hiers  
 Name of Analyst: S. Hiers  
 Date: 5/03/07  
 Development Phase: 2  
 Analysis Year: 2007

**Adjacent Highways Passby Information**  
 North/ South Roadway: Main St  
 North/ South PM Peak Hour Volume: 513  
 East/ West Roadway:  
 East/ West PM Peak Hour Volume:

Phase 2

ITE Code	Land Type	# Units	Independent Variable	Trip Generation		IC Trips Based on IC Rate		Balanced IC Trips w/Reason Check		Total IC Trips	Real IC %	Trips on External Roadway		Total Trips	Result Pass By	Street Dir	M O D
				In	Out	In	Out	In	Out			In	Out				
841	New Car Sales	50000	sq. feet gross floor area	33	52	0	0	0	0	0	0	33	52	85	-	N/S	*
<b>Total Volume</b>						0	0	0	0	0	0%	33	52	85			

(\* Indicates the land use was modified from the original rates.)

070706I

# TIPS Site Summary Worksheet

**Site Information**  
 Name of Development: Gainesville Auto Mall - Daily - *Proposed Phase 2*  
 Name of Applicant: S. Hiers  
 Date: 5/03/07  
 Development Phase: 2  
 Analysis Year: 2007

**Adjacent Highways Passby Information**  
 North/ South Roadway: Main St.  
 North/ South Daily Hour Volume: 5419  
 East/ West Roadway:  
 East/ West Daily Hour Volume:

ITE Code	Land Type	# Units	Independent Variable	Trip Generation		IC Trips Based on IC Rate		Balanced IC Trips w/Reason Check		Total IC Trips	Real IC %	Trips on External Roadway		Total Trips	Result Pass By	Street Dir	M O D
				In	Out	In	Out	In	Out			In	Out				
841	New Car Sales	50000	sq. feet gross floor area	464	464	0	0	0	0	0	0	464	464	928	.	N/S	.
<b>Total Volume</b>						0	0	0	0	0	0%	464	464	928			

(\* indicates the land use was modified from the original rates.)

070706I

Existing Trips

TIPS Site Summary Worksheet

**Site Information**  
 Name of Development: Gainesville Auto Mall (Existing)(A.M.)  
 Name of Applicant: S. Hiers  
 Name of Analyst: S. Hiers  
 Date: 3/22/07  
 Development Phase: Existing  
 Analysis Year: 2007

Adjacent Highways Passby Information

North/ South Roadway: Main St.  
 North/ South AM Peak Hour Volume: 400  
 East/ West Roadway:  
 East/ West AM Peak Hour Volume:

ITE Code	Land Type	# Units	Independent Variable	Trip Generation		IC Trips Based on IC Rate		Balanced IC Trips w/Reason Check		Total IC Trips	Real IC %	Trips on External Roadway		Total Trips	Result Pass By	Street Dir	M O D
				In	Out	In	Out	In	Out			In	Out				
936	Drinking Place	2710	sq. feet gross floor area	0	0	0	0	0	0	0	0	0	0	0	-	N/S	*
912	Drive-In Bank	3	drive-in lanes	34	24	0	0	0	0	0	0	34	24	58	14	N/S	
814	Specialty Retail Center	10356	sq. feet gross leasable area	34	37	0	0	0	0	0	0	34	37	71	-	N/S	*
Total Volume														61	129		

(\* indicates the land use was modified from the original rates.)

070706I

# TIPS Site Summary Worksheet

**Site Information**  
 Name of Development: Gainesville Auto Mail (Existing)(P.M.)  
 Name of Applicant: S. Hiers  
 Name of Analyst: 3/22/07  
 Date: Existing  
 Development Phase: 2007  
 Analysis Year:

**Adjacent Highways Passby Information**

North/ South Roadway: Main St.  
 North/ South PM Peak Hour Volume: 513  
 East/ West Roadway:  
 East/ West PM Peak Hour Volume:

ITE Code	Land Type	# Units	Independent Variable	Trip Generation		IC Trips Based on IC Rate		Balanced IC Trips w/Reason Check		Total IC Trips	Real IC %	Trips on External Roadway		Total Trips	Result Pass By	Street Dir	M O D
				In	Out	In	Out	In	Out			In	Out				
814	Specialty Retail Center	10356	sq. feet gross leasable area	12	16	0	0	0	0	0	0	12	16	28	-	N/S	*
936	Drinking Place	2710	sq. feet gross floor area	20	11	0	0	0	0	0	0	20	11	31	-	N/S	
912	Drive-in Bank	3	drive-in lanes	76	77	0	0	0	0	0	0	76	77	153	38	N/S	
Total Volume						0	0	0	0	0	0%	108	104	212			

(\* indicates the land use was modified from the original rates.)

0707061

# TIPS Site Summary Worksheet

**Site Information**  
 Name of Development: Gainesville Auto Mall (Existing)(Daily)  
 Name of Applicant: S. Hiers  
 Name of Analyst: 3/22/07  
 Date: Existing  
 Development Phase: 2007  
 Analysis Year:

**Adjacent Highways Passby Information**  
 North/ South Roadway: Main St  
 North/ South Daily Hour Volume: 5419  
 East/ West Roadway:  
 East/ West Daily Hour Volume:

ITE Code	Land Type	# Units	Independent Variable	Trip Generation		IC Trips Based on IC Rate		Balanced IC Trips w/Reason Check		Total IC Trips	Real IC %	Trips on External Roadway		Total Trips	Result Pass By	Street Dir	M O D
				In	Out	In	Out	In	Out			In	Out				
936	Drinking Place	2710	sq. feet gross floor area	40	41	0	0	0	0	0	0	40	41	81	-	N/S	*
814	Specialty Retail Center	10356	sq. feet gross leasable area	230	229	0	0	0	0	0	0	230	229	459	-	N/S	
912	Drive-in Bank	3	drive-in lanes	617	617	0	0	0	0	0	0	617	617	1234	308	N/S	*
Total Volume						0	0	0	0	0	0%	887	887	1774			

(\* indicates the land use was modified from the original rates.)

0707061

Trip Generation Summary

Table 1: Proposed Vehicle Trip Generation

Land Use (ITE Code)	Size	Units	AM Peak Hr Trips	PM Peak Hr Trips	Average Daily Trips
Phase 1					
General Office Building (710)	9,000	Square Feet	27	89	209
Gasoline/Service Station w/ Convenience Market (945)	6	Fueling Stations	60	80	977
New Car Sales (841)	50,000	Square Feet	80	85	928
<b>Phase 1 Total</b>			<b>167</b>	<b>254</b>	<b>2,114</b>
Phase 2					
New Car Sales (841)	50,000	Square Feet	80	85	928
<b>Phase 2 Total</b>			<b>80</b>	<b>85</b>	<b>928</b>

Total Proposed Trip Generation

Phase 1 Total			167	254	2,114
Phase 2 Total			80	85	928
<b>Total Proposed Trip Generation</b>			<b>247</b>	<b>339</b>	<b>3,042</b>

Table 2: Existing Vehicle Trip Generation

Land Use (ITE Code)	Size	Units	AM Peak Hr Trips	PM Peak Hr Trips	Average Daily Trips
Drinking Place (936)	2,710	Square Feet	0	31	81
Drive-in Bank (912)	3	Drive-in Lanes	58	153	1,234
Specialty Retail Center (814)	10,356	Square Feet	71	28	459
25% Drive-in Bank Pass-by Trips			-15	-39	-309
Subtotal			114	173	1,465
10% Redevelopment Credit			12	18	147
<b>Total Existing Trip Generation</b>			<b>126</b>	<b>191</b>	<b>1,612</b>

Table 3: Total Trip Generation

	AM Peak Hr Trips	PM Peak Hr Trips	Average Daily Trips
Phase 1			
Proposed Trip Generation	167	254	2,114
Existing Trip Generation	126	191	1,612
<b>Total Phase 1 Trip Generation</b>	<b>41</b>	<b>63</b>	<b>502</b>
Phase 2			
Proposed Trip Generation	80	85	928
Existing Trip Generation	0	0	0
<b>Total Phase 2 Trip Generation</b>	<b>80</b>	<b>85</b>	<b>928</b>

*[Handwritten Signature]*  
10-1-07

Total Project Trip Generation

Trip Generation Phase 1	41	63	502
Trip Generation Phase 2	80	85	928
<b>Total Trip Generation</b>	<b>121</b>	<b>148</b>	<b>1,430</b>