



City of Gainesville  
Department of Doing  
Planning Division

PO Box 490, Station 11  
Gainesville, FL 32627-0490  
306 NE 6<sup>th</sup> Avenue  
P: (352) 334-5022  
F: (352) 334-2648

## CITY PLAN BOARD STAFF REPORT

**PUBLIC HEARING DATE:** January 24, 2018  
**ITEM NO:** 4 under New Business  
**PROJECT NAME AND NUMBER:** Fueling Station on 13<sup>th</sup> and 23<sup>rd</sup>, PB-18-154 SUP  
**APPLICATION TYPE:** Special Use Permit - **Quasi-Judicial**  
**RECOMMENDATION:** Staff recommends approval of Petition PB-18-154 SUP with conditions and comments from the Technical Review Committee.  
**CITY PROJECT CONTACT:** Jason Simmons

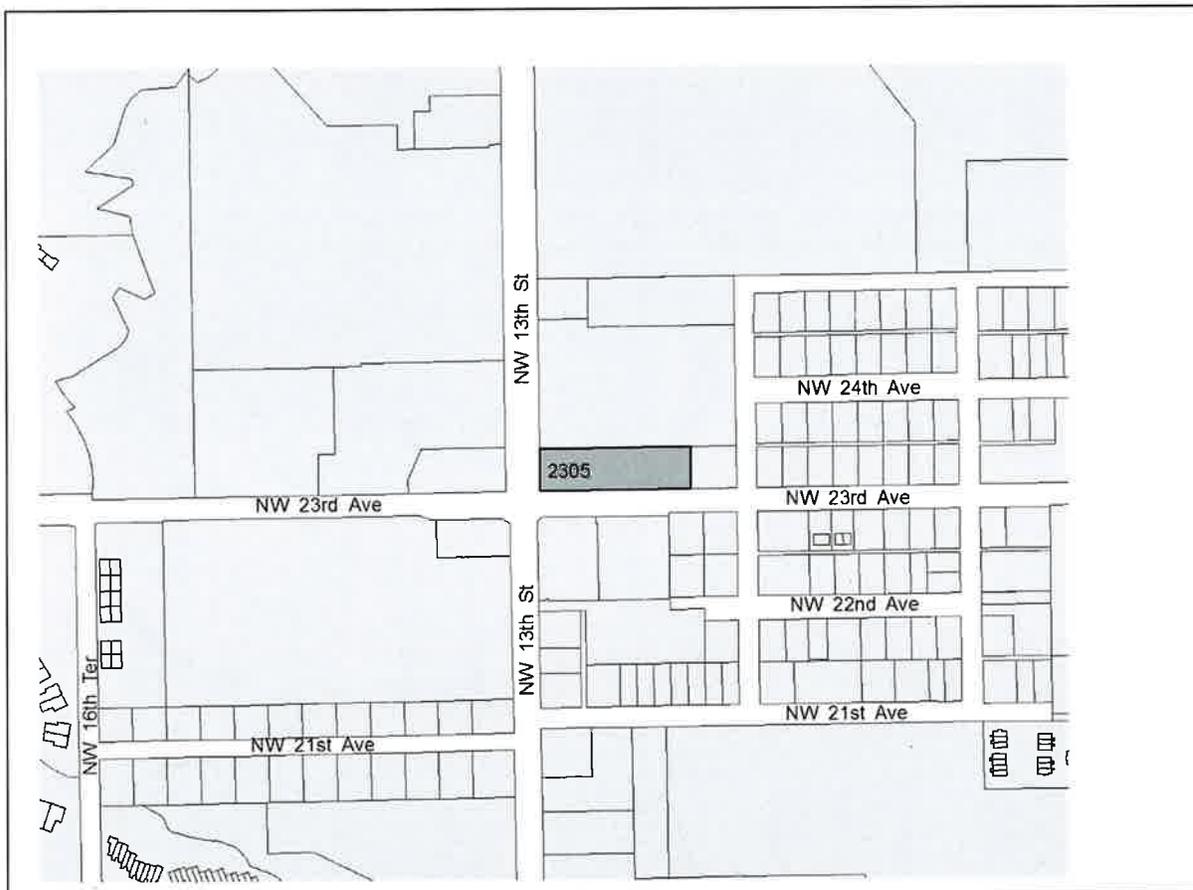


Figure 1: Location Map

**APPLICATION INFORMATION:**

**Agent/Applicant:** CHW, Inc.  
**Property Owner(s):** The Old Rhodes Building, LLC  
**Related Petition(s):** PB-18-154 SUP. CHW, Inc., agent for The Old Rhodes Building, LLC, owners. Special Use Permit with minor development plan review to construct a Gasoline and Alternative Fuel Station with 12 fueling positions, convenience store and eating place. Zoned: Urban 8 (U-8). Located at 2305 NW 13<sup>th</sup> Street.  
**Legislative History:** NA  
**Neighborhood Workshop:** September 26, 2018

**SITE INFORMATION:**

**Address:** 2305 NW 13<sup>th</sup> Street  
**Parcel Number(s):** 08665-000-000  
**Acreage:** Approximately 1.3  
**Existing Use(s):** Vacant commercial  
**Land Use Designation(s):** Urban Mixed Use  
**Zoning Designation(s):** Urban 8  
**Overlay District(s):** None  
**Transportation Mobility Program Area (TMPA):** TMPA Zone B  
**Census Tract:** 3.02  
**Water Management District:** St. John's River Water Management District  
**Special Feature(s):** None  
**Annexed:** 1961  
**Code Violations:** None

**ADJACENT PROPERTY CHARACTERISTICS:**

	<b>EXISTING USE(S)</b>	<b>LAND USE DESIGNATION(S)</b>	<b>ZONING DESIGNATION(S)</b>
<b>North</b>	<b>Shopping Center, Surface Parking</b>	<b>Urban Mixed Use</b>	<b>Urban 8</b>
<b>South</b>	<b>NW 23<sup>rd</sup> Avenue, Retail Center, Retail Store, Office</b>	<b>Urban Mixed Use, Mixed-Use Office/Residential</b>	<b>Urban 8, Urban 4</b>
<b>East</b>	<b>Vacant Retail Store</b>	<b>Urban Mixed Use</b>	<b>Urban 8</b>
<b>West</b>	<b>NW 13<sup>th</sup> Street, Shopping Center</b>	<b>Urban Mixed Use</b>	<b>Urban 8</b>

**PURPOSE AND DESCRIPTION:**

Special Use Permit (SUP) to construct a gasoline station with 12 fueling positions, an approximately 6,130 square foot convenience store, and an associated eating place with outdoor seating. The building interior shows areas for convenience store retail and restaurant use, with the seating shown on the outside patio area. The current zoning on the property is Urban 8, which allows gasoline /alternative fuel stations as a use by right. In accordance with Section 30-5.13 – Gasoline and alternative fuel stations of Article V, gasoline stations are allowed up to six fueling positions by right in transect zones. Up to 12 fueling positions may be allowed as part of a special use permit process. The Urban 8 zoning district is a transect zone, thus requiring a Special Use Permit for the proposed 12 fueling positions (six fuel pumps with two fueling positions for each pump).

The approximately 1.3 acre development site is located on the northeast corner of NW 13<sup>th</sup> Street and NW 23<sup>rd</sup> Avenue. The property, which has a land use designation of Urban Mixed Use, is located in a largely commercial area, with shopping centers nearby on all four corners of the intersection. The subject property will share parking with the shopping center adjacent to the north.

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

**STAFF ANALYSIS AND RECOMMENDATION:**

## **ANALYSIS**

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

### **Special Use Permit Review Criteria**

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

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

The property is zoned Urban 8 which is consistent with the land use designation of Urban Mixed Use. The proposed gasoline /alternative fuel station use is allowed by right in the Urban 8 zoning district. This district is classified as a transect zone which has a limit of six fueling positions by right in accordance with Section 30-5.13. The development is proposing 12 fueling positions, which may be allowed as part of a special use permit process. As discussed later in this report, the development proposal has to comply with the provisions of Section 30-5.13. Gasoline and Alternative Fuel Stations, which are regulated under Article V, Use Standards, of the Land Development Code.

The Land Development Code requires certain building form standards to be met within the transect zones. The building frontage standards are a proportion of the building length relative to the width of the development site, measured at the site frontage line. On the primary frontage, the minimum requirement is 60%; the secondary frontage has a minimum requirement of 40%. When a development has frontage on a thoroughfare and any other street type, the thoroughfare shall be considered the primary street. In this case NW 13<sup>th</sup> Street is a thoroughfare street, with a building frontage shown of approximately 74%. The secondary frontage is along NW 23<sup>rd</sup> Avenue, with a building frontage shown of approximately 65%. This is met with the combination of the building, the trellis, and the gas canopy, which can all be used to preserve the block continuity and can be counted toward meeting the building frontage requirement. The side interior minimum setback requirements are zero (the plan indicates approximately 13 feet) and the minimum rear setback is 10 feet with no alley (the plan indicates approximately 139 feet).

There is a minimum height requirement in Urban 8 of 18 feet (elevations indicate 22 feet for the proposed building); and the minimum first floor height required in nonresidential districts is 15 feet (elevations indicate a 22 foot first floor height). Finally, the minimum first floor amount of glazing required for nonresidential uses is 50%. The NW 13<sup>th</sup> side of the building indicates 62% glazing while the NW 23<sup>rd</sup> Avenue side of the building indicates 54% glazing. The proposed development is consistent with the Land Development Code.

The proposed development is consistent with the Comprehensive Plan concerning infill development and compact development patterns as noted in Objective 2.1 and Policy 2.1.1 of the Future Land Use Element. The site is located within Zone B of the Transportation Mobility Program Area (TMPA) and must comply with the provisions of Policies 10.1.4 and 10.1.6. A certain number of criteria listed in Policy 10.1.6 will need to be met based on the trip generation of the proposed development. Development plan review will ensure compliance with the transportation mobility requirements outlined in Policy 10.1.4.

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

The development site is surrounded by properties with the same Urban Mixed Use land use category. Properties to the north, south, and east have the same Urban 8 zoning designation. The area is a commercial corridor that includes a vacant retail store to the east, a retail commercial center, a retail store, and an office to the south, a fast-food restaurant with a drive-through and a shopping center to the southwest, a shopping center to the north, and a retail commercial center and shopping center to the west. The area is a commercial hub for the city full of large scale types of retail uses which generate a high volume of traffic, which can be served by what is proposed for the subject property. The elevations for the proposed use show a one-story structure which is compatible with the general height of buildings along this area of the NW 13<sup>th</sup> Street corridor.

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

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

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

Policy 10.1.4 of the Transportation Mobility Element requires closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site. The parcel which was the former site of a furniture store has curb cuts which will be eliminated as part of the development plan for the proposed development. On NW 13<sup>th</sup> Street, a right-in/right-out driveway will be closed (see Figure 2), while an existing right-in/right-out joint access driveway to the north of it will continue to provide access to the fuel station site and the shopping center (see Figure 3).

On NW 23<sup>rd</sup> Avenue a right-in/right-out driveway close to the intersection with NW 13<sup>th</sup> Street will be moved approximately 80-90 feet east (see Figure 4). An existing driveway just east of the vacant furniture store will be removed (see Figure 5), while the existing full-access, joint-use driveway on the eastern end of the property will remain (see Figure 6).

The refuse and service/loading areas, which are located to the east of the proposed building and gas filling area, are generally located away from the areas one would expect the heaviest pedestrian and bicycle use. In accordance with the development plans, the proposed changes to the development site will provide safer and more convenient automobile, bicycle, and pedestrian mobility in the area.



Figure 2



Figure 3



Figure 4

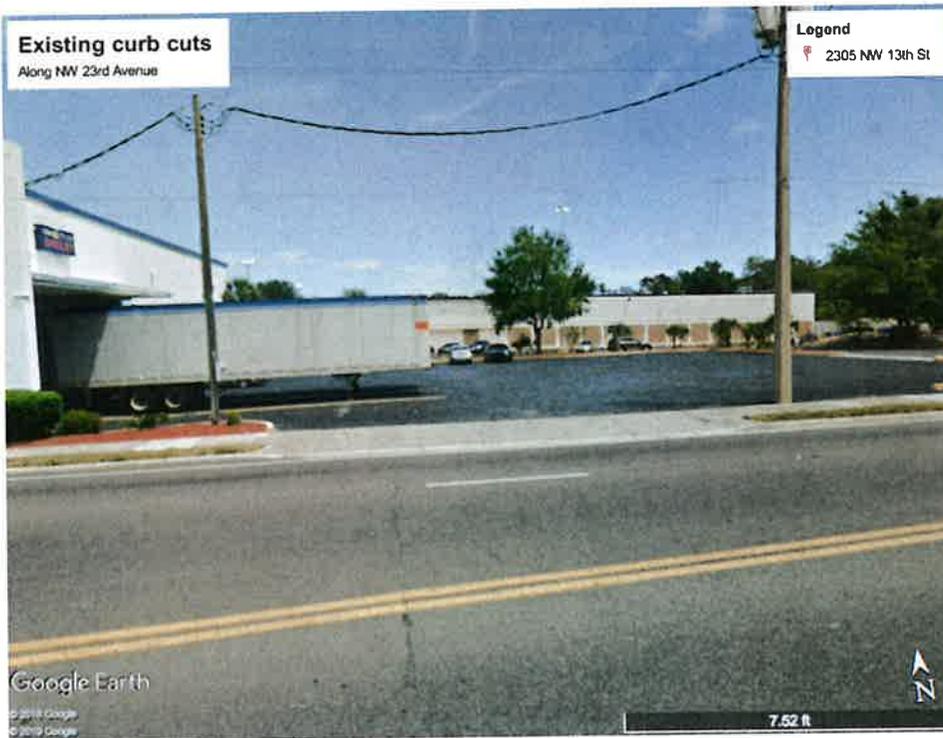


Figure 5



Figure 6

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

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

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

During development plan review the applicants will have to address how the project meets the general standards as outlined in Section 30-8.2 in Article VIII, Protection of Resources. Sound, odor, air quality, and toxics among others are items that need to conform to the standards of performance as described in the section. Regulations for outdoor lighting are found in Section 30-6.12 in Article VI, Development Standards of the Land Development Code. Compliance with the general standards and the outdoor lighting regulations will ensure that surrounding properties are not negatively impacted by noise, glare, odor, and exterior lighting. Please refer to the analysis starting on page 8.

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

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

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

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

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

In accordance with Section 30-5.13.C.10., the perimeter buffer for a gasoline or alternative fuel station shall be Type B buffers with a minimum four-foot tall opaque masonry wall or privet type hedge along the side and rear property boundaries to minimize the view of fueling pumps. The landscape plan shows landscape buffer areas around the perimeter of the site to minimize the view of the fuel pumps, generally using privet type shrubbery. In addition a garden wall will also be placed along NW 23<sup>rd</sup> Avenue to further screen the vehicular use area from adjacent and nearby properties.

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

The hours of operation for the proposed development will be 24 hours a day. There are no adjacent properties that have land use or zoning designations for single-family residential use. The landscape plan shows landscape buffer areas around the perimeter of the development site to minimize the view of the fuel pumps, generally using privet type shrubbery and a garden wall along NW 23<sup>rd</sup> Avenue. The City's lighting regulations require the protection of adjacent properties from adverse lighting impacts such as light pollution, light trespass, glare, excessive lighting, and offensive light sources. The trash compound is located east of the proposed building, which is on the side of the site nearest to property with existing single-family residential use. The compound is screened by a stucco and stone wall. The closest property with residential zoning (RSF-3) is approximately 195 feet east of the development site and approximately 300 feet from the eastern edge of the trash compound, across NW 12<sup>th</sup> Street just to the northeast of the vacant retail store.

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

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

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

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

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

As indicated earlier, six fueling positions are allowed by right in the transect zones. The project is proposing 12 fueling positions in the Urban 8 transect zone, which is allowed as part of the Special Use Permit process.

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

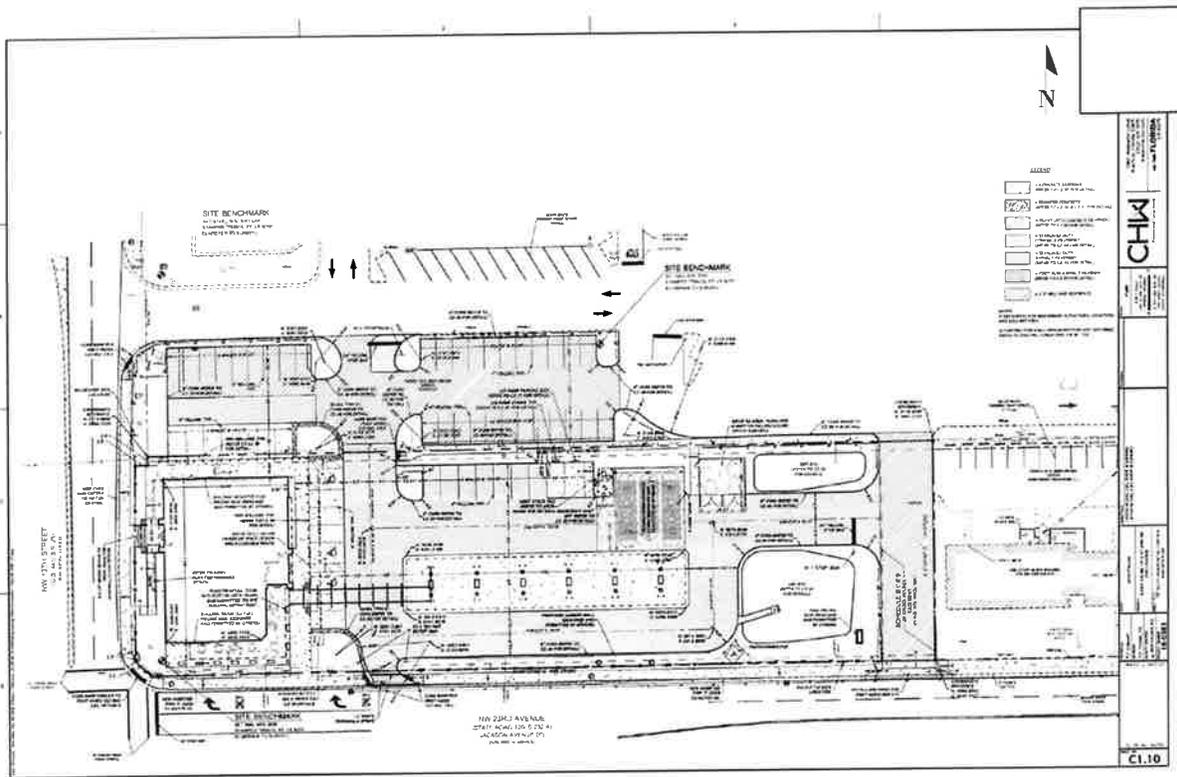
The proposed fuel pumps and the pump islands are set back more than 40 feet from the closest right-of-way line of NW 23<sup>rd</sup> Avenue. They are set back at least 140 feet from the property line adjacent to the joint access driveway on the east side of the property.

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

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

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

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



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

A full-access joint use driveway on NW 23<sup>rd</sup> Avenue currently exists on the east side of the subject property. An existing right-in/right-out joint use driveway on NW 13<sup>th</sup> Street will remain for this proposed fueling station development. Cross access connections are to be provided to the shopping center development to the north of the subject property.

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

The south elevation facing NW 23<sup>rd</sup> Avenue is shown to have 54% window glazing, while the west elevation facing NW 13<sup>th</sup> Street is shown to have 62% window glazing. Development plan review will require the compliance with the 80% transparency.

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

The development plans include floorplans and elevations that show public entrances facing NW 13<sup>th</sup> Street on the west and NW 23<sup>rd</sup> Avenue to the south.

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

Sidewalk connections are shown to the building from both NW 13<sup>th</sup> Street and NW 23<sup>rd</sup> Avenue. These connections lead directly into the retail and restaurant facilities proposed within the building.

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

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

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

The applicants cite Florida Statute 553.79(20)(a), concerning a political subdivision of the state such as the City of Gainesville cannot regulate canopy height because this requirement may conflict with "corporate trademarks, service marks, trade dress, logos, color patterns, design scheme insignia, image standards, or other features of corporate branding".

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

The landscape plan shows landscape buffer areas around the perimeter of the site to minimize the view of the fuel pumps, generally using the privet type shrubbery. In addition a garden wall will also be placed along NW 23<sup>rd</sup> Avenue to further screen the vehicular use area from adjacent and nearby properties.

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

The proposed trash compound will be enclosed by a masonry wall. There is no existing, adjacent residential use.

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

There is no car wash facility proposed with the development plan. The air pump area is not located adjacent to any property in a residential zoning district or a planned development district with predominately residential uses, as none of this type of land is adjacent to the development site. It is located west of the dumpster area, away from the nearest residential zoned property.

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

The project includes a convenience store with a 28 seat eating place.

## **RECOMMENDATION**

Staff recommends approval of Petition PB-18-154 SUP with conditions and comments from the Technical Review Committee.

## **DRAFT MOTION FOR CONSIDERATION**

Motion to approve petition PB-18-154 SUP with staff conditions and comments from the Technical Review Committee.

### **BACKGROUND:**

There were eight First Step meetings concerning tax parcel 08665-000-000 from 2010 to 2014, for various proposals until the First Step for the current proposal in July of 2018.

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

Requirements to be met after the vote on the Special Use Permit include compliance with the staff conditions, any conditions that may be imposed by the City Plan Board, and the various comments from the Technical Review Committee.

### **LIST OF APPENDICES:**

- Appendix A Comprehensive Plan Goals, Objectives and Policies**
- Appendix B Land Development Code Regulations**
- Appendix C Technical Review Committee (TRC) Conditions and Comments**
- Appendix D Supplemental Documents**
- Appendix E Development Plan**

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

### **Future Land Use Element**

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

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

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

### **Transportation Mobility Element**

**Policy 10.1.4**      For any development or redevelopment within Zone A, the developer shall provide the following transportation mobility requirements. The developer shall provide any transportation modifications that are site related and required for operational or safety reasons, such as, but not limited to, new turn lanes into the development, driveway modifications, or new traffic signals, and such operational and safety modifications shall be unrelated to the Transportation Mobility Program requirements.

- a.      Sidewalk connections from the development to existing and planned public sidewalk along the development frontage;
- b.      Cross-access connections/easements or joint driveways, where available and economically feasible;
- c.      Deeding of land or conveyance of required easements along the property frontage to the City, as needed, for the construction of public sidewalks, bus turn-out facilities, and/or transit shelters. Such deeding or conveyance of required easements, or a portion of same, shall not be required if it would render the property unusable for development.

A Transit Facility License Agreement between the property owner and the City for the placement of a bus shelter and related facilities on private property may be used in lieu of deeding of land or conveyance of easements. The License Agreement term shall be for a minimum of 10 years;

- d. Closure of existing excessive, duplicative, or unsafe curb cuts or narrowing of overly wide curb cuts at the development site, as defined in the Access Management portion of the Land Development Code; and
- e. Safe and convenient on-site pedestrian circulation, such as sidewalks and crosswalks connecting buildings and parking areas at the development site.

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

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

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

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

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

The developer may submit an appraisal to the City to establish fair market value, subject to review and approval by the City.

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

- Policy 10.3.2 New development of automotive-oriented uses within the TMPA, such as retail petroleum sales (gasoline service stations), car washes, automotive repair, and limited automotive services (as defined in the Land Development Code), shall be designed with service bays and fueling (gas) pumps located to the rear or side of buildings. These design standards shall not apply in industrial zoning districts. Land development regulations shall specify the criteria for the placement of these uses. The number of fueling positions and service bays shall be regulated in the Land Development Code.
- Policy 10.4.3 Gasoline and alternative fuel stations shall be specially regulated by the Land Development Code. The regulations shall include provisions that include: locating fuel pumps to the rear or side of buildings; minimization of the number and width of driveways; limitations on the number of fueling positions; and consideration of pedestrian and bicycle safety at the site.

## **Appendix B Land Development Code Regulations**

## DIVISION 5. - SPECIAL USE PERMITS

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

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

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

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

### Sec. 30-3.24. - Review criteria.

No special use permit shall be approved by the city plan board unless the following findings are made concerning the proposed special use. The burden of proof on the issue of whether the development, if completed as proposed, will comply with the requirements of this chapter remains at all times on the applicant.

- A. The proposed use or development is consistent with the Comprehensive Plan and the Land Development Code.
- B. The proposed use or development is compatible with the existing land use pattern and future uses designated by the Comprehensive Plan. Factors by which compatibility of the proposed use or development shall be reviewed include scale, height, mass and bulk, design, intensity, and character of activity.
- C. The proposed use will not adversely affect the health, safety, and welfare of the public.
- D. Ingress and egress to the property, proposed structures, and parking/loading/service areas is provided and allows for safe and convenient automobile, bicycle, and pedestrian mobility at the site and surrounding properties.
- E. Off-street parking, service, and loading areas, where required, will not adversely impact adjacent properties zoned for single-family residential use.
- F. Noise, glare, exterior lighting, or odor effects will not negatively impact surrounding properties.
- G. There is adequate provision for refuse and service/loading areas, and these areas shall be reviewed for access, screening, location on the site, and pedestrian/bicycle mobility and safety. Outdoor storage or display areas, if included, will not adversely impact surrounding properties and shall be reviewed for screening and location on the site.
- H. Necessary public utilities are available to the proposed site and have adequate capacity to service the proposed use or development.
- I. Screening and buffers are proposed of such type, dimension, and character to improve compatibility and harmony of the proposed use and structure with the uses and structures of adjacent and nearby properties.
- J. The hours of operation will not adversely impact adjacent properties zoned for single-family residential use.
- K. Any special requirements set forth in the Land Development Code for the particular use involved are met.

Sec. 30-3.25. - Review procedures.

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

Sec. 30-3.26. - Effect and limitations.

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

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

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

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

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

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

**B. Number of fueling positions.**

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

**C. Design requirements.**

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

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

(Ord. No. 160484, § 1, 9-7-17)

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

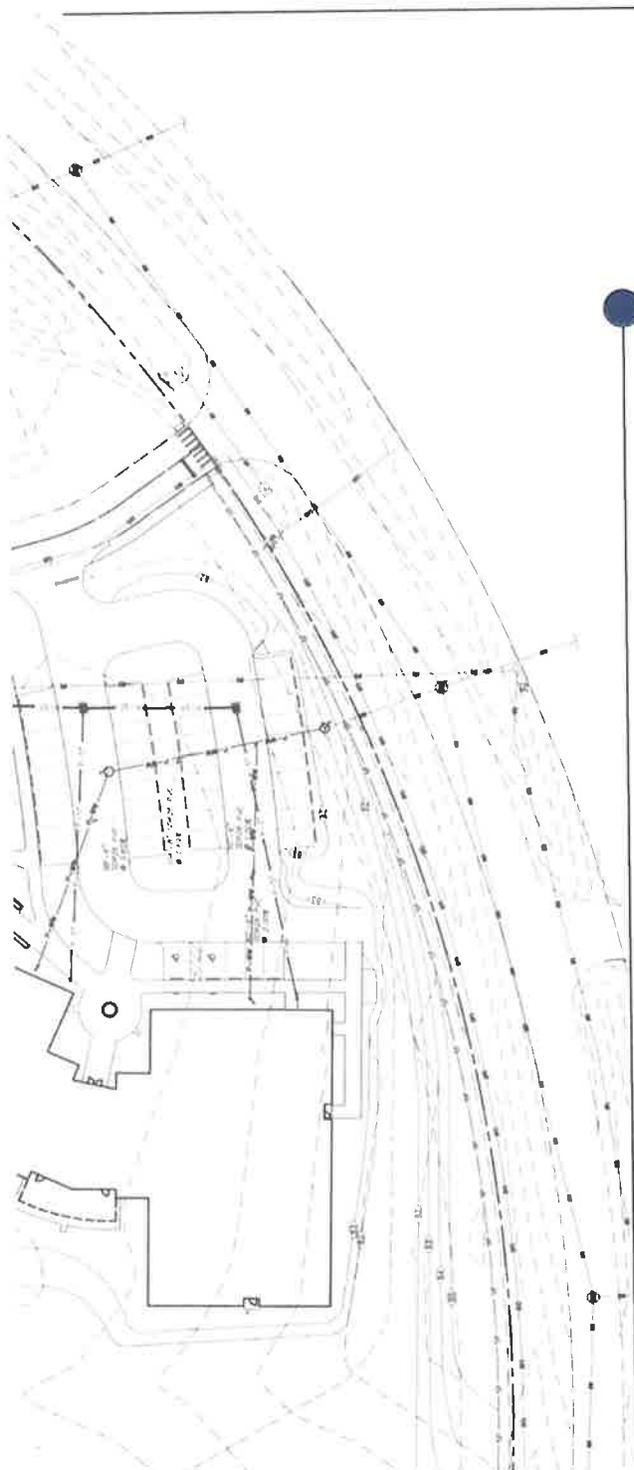
**jectDox**  
**angemarks Report**

**ct Name:** AD-18-00155 Minor Development - WaWa  
**low Started:** 10/25/2018 1:03 PM  
**rt Generated:** 01/11/2019 10:21 AM

Complete? ▾	Status ▾	Department ▾	Snapshot	File ▾	Markup Name ▾	Changemark Subject ▾	Changemark Details ▾	Markup Date ▾	Updated By ▾	Applicant Respon
False	Unresolved	Planners		AFF 1810122 Wawa at NW 13th Street - Property Owner Affidavit.pdf	Adjacent property owner authorization	Changemark #01	Authorization is needed from the adjacent property owner since the plans show the shared parking as an integral part of the development, including new pavement, resurfacing, new curbs, and landscaping.	01/03/2019 12:48 PM	Jason Simmons	
False	Unresolved	Transportation Mobility		C0.00 CoverSheetAndIndex.pdf	TMPA Zone B agreement	Changemark #01	Prior to receiving a final development order, this development must sign a TMPA Agreement for the provision of 5 Transportation Mobility Element Policy 10.1.6 criteria.	01/03/2019 11:43 AM	Jason Simmons	
False	Unresolved	Real Estate		C3.10 DetailUtilityPlan.pdf	GRU Real Estate	Label and Show PUE	Label and show PUE for transformer per GRU Energy Delivery comments.	12/27/2018 5:10 PM	Ann Mullins	
False	Unresolved	Water-Waste Water		C3.10 DetailUtilityPlan.pdf	WWW_Barbara Misener	Tie force main into Manhole?	Can you tie hte force main into manhole rather than running the force main by the water meters?	12/26/2018 5:26 PM	Barbara Misener	
False	Unresolved	Water-Waste Water		C3.10 DetailUtilityPlan.pdf	WWW_Barbara Misener	Lift Station location	Are people going to walk over the lift station? Please provide bollards or some protection for people walking. Also, is a pumper truck going to be able to access the lift station if needed?	12/26/2018 5:26 PM	Barbara Misener	
False	Unresolved	Electric East		C3.10 DetailUtilityPlan.pdf	Gabriel Miranda	Electric Utility	<ul style="list-style-type: none"> <li>1) Relocate the Tx pad at an angle of 38-degrees</li> <li>2) Tx easement dimension as specified in the drawing</li> <li>3) Include in the plan the electric meter and the conduit</li> <li>4) Include in the plan light poles and conduits</li> </ul>	12/14/2018 12:03 PM	Gabriel Miranda	

e	Unresolved	Electric East		C3.10 DetailUtilityPlan.pdf	Gabriel Miranda	Electric Utility	<p>1) Relocate the Tx pad at an angle of 38-degrees</p> <p>2) Tx easement dimension as specified in the drawing</p> <p>3) Include in the plan the electric meter and the conduit</p> <p>4) Include in the plan light poles and conduits</p>	12/14/2018 12:03 PM	Gabriel Miranda	
e	Unresolved	Public Works - Design		C1.10 DetailedHorizontalControlAndSitePlan.pdf	RM	Scooter parking	It is suggested that a designated area for scooter parking be provided.	12/14/2018 8:25 AM	Rick Melzer	
	Resolved	Planners		C1.10 DetailedHorizontalControlAndSitePlan.pdf	Vacuum	Changemark #01	Is there a vacuum on the site?	11/21/2018 6:47 PM	Jason Simmons	No vacuum proposed.
	Resolved	Planners		2of5 PhotometricPlan.pdf	Lighting narrative	Changemark #01	Please provide a brief written narrative describing the proposed luminaires, mounting heights, control devices and schemes, applicable calculation zones, and a summary of the adjacent properties. This may be provided as notations on the lighting plan or in a separate attachment on the preparer's letterhead.	11/21/2018 6:44 PM	Jason Simmons	The requested narrative has been provided on sheet 2 of 5.
e	Unresolved	Planners		C0.00 CoverSheetAndIndex.pdf	Joint use of parking	Changemark #01	Please provide a copy of the joint use agreement which shall include a guarantee for continued use and maintenance of the parking facility by each party to the joint use.	11/21/2018 6:28 PM	Jason Simmons	A draft copy of the joint use agreement is in the works between the developer and the adjacent property owner. A draft of this agreement will be provide as soon as it is available.

## Appendix D Supplemental Documents



# FUELING STATION ON 13<sup>TH</sup> AND 23<sup>RD</sup>

**Special Use Permit –  
Justification Report**

~~October 26, 2018~~

**REVISED – December 11, 2018**

**Prepared for:**

City of Gainesville Planning Department

**Prepared on behalf of:**

The Old Rhodes Building, LLC

**Prepared by:**

**CHW**

**PN# 18-0383**

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# 1. Executive Summary

**To:** Mrs. Wendy Thomas, AICP, Department of Doing, Director #18-0383  
**From:** Ryan Thompson, AICP, Project Manager  
**Date:** October 26, 2018  
**Re:** Fueling Station on 13<sup>th</sup>/23<sup>rd</sup> – Special Use Permit (SUP) Application

<p><b>Jurisdiction:</b> City of Gainesville</p>	<p><b>Intent of Development:</b> Fueling Station with up to 12 Fueling Positions and Convenience Store/Restaurant</p>
<p><b>Description of Location:</b> 2305 NW 13<sup>th</sup> Street, Gainesville, FL 32609; Northeast corner at the intersection of NW 13<sup>th</sup> Street and NW 23<sup>rd</sup> Avenue</p>	
<p><b>Parcel Numbers:</b> 08665-000-000 and 08591-000-000</p>	<p><b>Acres:</b> ±1.3 acres (Source: CHW Boundary Survey)</p>
<p><b>Existing Future Land Use Classification:</b> <i>Urban Mixed-Use (UMU)(up to 60 units per ac)</i> This land use category allows residential, office, retail and serve uses either as stand-alone uses or combined in a mixed-use development format. Light assembly, fabrication, and processing uses within fully enclosed structures shall be allowed in specified zoning districts as specially regulated by the Land Development Code. Structures in this category shall be oriented to the street and encouraged multi-modal transportation through the development design. Developments located within this category shall be scaled to fit the character of the area. Residential density shall be limited to 60 units per acre with provisions to add up to 20 additional units per acre by Special Use permit as specified in the land development regulations. Maximum building height shall range between 4 to 5 stories, depending upon the implementing zoning district, with provisions to add up to an additional 1 to 2 stories by a height bonus system as established in the Land Development Code. Land development regulations shall set the appropriate densities, the types of uses; design criteria; landscaping, and pedestrian/vehicular access. Public and private schools, places of religious assembly and community facilities are appropriate within this category.</p>	
<p><b>Existing Zoning District:</b> <i>U8: Urban 8</i> The purpose of this district is to allow a mixture of residential and non-residential uses such as standard lot single-family houses, small-lot single-family houses, duplex houses, townhouses (attached housing), accessory dwelling units, drive-through facilities, group homes, multi-family housing, offices scaled to serve the surrounding neighborhood, public and private schools, places of religious assembly and any other community civic uses, light assembly, fabrication, and processing uses. This district has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the sidewalks.</p>	
<p><b>Proposed Special Use Permit</b> To allow an additional six (6) fueling positions (three (3) pumps) per the Land Development Code, Article V – Special Standards, Section 30-5.13.B.3. The total number of fueling positions for the site will be 12 (six (6) pumps). A fueling station is permitted in the U8 Zoning district by right. This application is companion to a Development Plan application.</p>	

## 2. STATEMENT OF PROPOSED CHANGE

This Special Use Permit (SUP) application requests six (6) additional fueling positions for a proposed fueling station on Alachua County Tax Parcel 08665-000-000 within the City of Gainesville municipal boundary. Alachua County Tax Parcel 08591-000-000 is included in the Executive Summary of this report; however, the request of the SUP application does not apply to tax parcel 08591-000-000. As shown on the companion Development Plan application, tax parcel 08591-000-000 is utilized for shared parking and cross access, which will be authorized by a Joint Use Agreement. The project site is  $\pm 1.3$  acres in size and located on the Northeast corner at the intersection of NW 13<sup>th</sup> Street and NW 23<sup>rd</sup> Avenue. This location is adjacent to Big Lots/Biotest Plasma Center, vacant building, Goodwill/Smoothie King/NW 23<sup>rd</sup> Avenue right-of-way, and Hungry Howie's Pizza/NW 13<sup>th</sup> Street right-of-way. An aerial provided as Figure 1, which shows the site's location and existing improvements.



**Figure 1: Aerial Map**

The site has Urban Mixed-Use (UMU) Future Land Use (FLU) and Urban 8 (U8) Zoning District designations. A fueling station with convenient store is permitted within the U8 Zoning District by right.

The Land Development Code, Article V – Special Standards, Section 30-5.13.B.3. permits an additional six (6) fueling positions (three (3) pumps) by SUP, for a maximum 12 fueling positions (six (6) pumps). This application is being submitted concurrently with a Development Plan application.

Figures 2 and 3 demonstrate the existing Future Land Use (FLU) and Zoning currently on the project site. This SUP application, as well as the companion Development Plan

application, are consistent with the City Comprehensive Plan and Land Development Code (LDC), as identified and demonstrated throughout the following sections.



Figure 2: Existing Future Land Use Map



Figure 3: Existing Zoning Map

### **3. CONSISTENCY WITH CITY OF GAINESVILLE COMPREHENSIVE PLAN**

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

#### Transportation Mobility Element

##### Policy 10.1.2

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

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

##### Policy 10.1.5

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

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

##### Policy 10.1.6

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

**The proposed 6,119 sq. ft. convenience store is anticipated to generate 982 net daily trips, based on the Traffic Analysis attached with this application. Therefore, the development will adhere to at least 5 of the criteria stated in the Transportation Mobility Element Policy 10.1.6.**

### Policy 10.4.3

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

**This application as well as the companion Development Plan adhere to the policies listed in LDC §30-3.24., §30-4.13., and §30-5.13., which address the listed provisions above and is detailed in Section 4 of this report.**

#### Future Land Use Element

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

**The proposed plan of a fueling station diversifies the type of development in this area as well as supports the residents of the City of Gainesville. The nearest fueling station is a half-mile away from the proposed site. Being located within close proximity to multiple commercial developments and residential neighborhoods, the proposed use will be within walking distance for students and families and utilized by the numerous vehicles that pass by each day. The proposed development plan includes a pedestrian-friendly streetscape and direct pedestrian access from the existing sidewalk to the building. The site's redevelopment will revive a site with an aged structure that has struggled to retain a permanent tenant since Rhodes furniture vacated the property over a decade ago.**

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

Urban Mixed-Use (UMU): up to 60 units per acre; and up to 20 additional units per acre by Special Use Permit

This land use category allows residential, office, retail and serve uses either as stand-alone uses or combined in a mixed-use development format. Light assembly, fabrication, and processing uses within fully enclosed structures shall be allowed in specified zoning districts as specially regulated by the Land Development Code. Structures in this category shall be oriented to the street and encouraged multi-modal transportation through the development design. Developments located within this category shall be scaled to fit the character of the area. Residential density shall be limited to 60 units per acre with provisions to add up to 20 additional units per acre by Special Use permit as specified in the land development regulations. Maximum building height shall range between 4 to 5 stories, depending upon the implementing zoning district, with provisions to add up to an additional 1 to 2 stories by a height bonus system as established in the Land Development Code. Land development regulations shall set the appropriate densities, the types of uses; design criteria; landscaping, and pedestrian/vehicular

access. Public and private schools, places of religious assembly and community facilities are appropriate within this category.

**This application proposes a fueling station with up to 12 fueling positions and convenience store/restaurant. The proposed singular development serves the surrounding area by providing fuel while the convenience store/restaurant will support the area residences with goods within walking distance. Section 4 of this report further illustrates how this application adheres to the appropriate densities, the types of uses, design criteria, landscaping, and pedestrian/vehicular access policies addressed in the City of Gainesville LDC.**

#### Potable Water and Wastewater Element

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

**The proposed use for the project site will connect to existing water and wastewater utilities and is anticipated to generate 2,605 gallons per day for water and wastewater, thus it will not cause the City's LOS to fall below standards.**

#### Solid Waste Element

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

**The proposed use for the site utilizes solid waste facilities and is anticipated to produce 13 pounds of solid waste per capita per day, thus it will not cause the City's LOS to fall below standards.**

#### Stormwater Management Element

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

**The project site is currently developed with a building and surface parking area that consume almost 100% of the site. There is currently no SMF onsite. With the site's redevelopment, SMF will address water quality conditions, consistent with City of Gainesville and Water Management District requirements.**

#### **4. CONSISTENCY WITH CITY OF GAINESVILLE LAND DEVELOPMENT CODE**

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

##### Section 30-3.24. Review Criteria

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

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

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

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

**The project site's existing Future Land Use (FLU) designation is Urban Mixed-Use (UMU). The UMU category is implemented by the U8 Zoning District, which addresses height, bulk, and other development/design standards. The U8 zoning district allows gasoline/alternative fuel stations by right and an additional six (6) fueling positions with a Special Use Permit.**

**Adjacent uses consist of commercial/retail development within the Urban Mixed-Use/Mixed-Use Office Residential FLU and U4/U8 Zoning Districts. The proposed plan for the project site is to construct a fueling station with up to 12 fueling positions and a ±6,119 square foot convenient store/restaurant, which are supporting uses for the area.**

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

**The project site is located at the intersection of NW 13<sup>th</sup> Street and NW 23<sup>rd</sup> Avenue, two arterial corridors with major commercial development. The proposed fueling station will support the area residences by providing fuel while the convenience store/restaurant will support the area residences with goods within walking distance. The proposed development plan includes appropriate landscaping to screen onsite uses and interconnected sidewalks to all public entrances of the proposed convenience store. The site is not adjacent to residential uses or lands designated for future residential use.**

- D. Ingress and egress to the property, proposed structures, and parking/loading/service areas is provided and allows for safe and convenient

automobile, bicycle, and pedestrian mobility at the site and surrounding properties.

The current conditions of the site include one (1) shared, full-access curb cut and a right-in only curb cut on NW 23<sup>rd</sup> Avenue and one (1) shared, right-in/right-out/left-in curb cut on NW 13<sup>th</sup> Street (red arrows). The proposed development plan removes the site's curb cut located along NW 13<sup>th</sup> Street, removes a wide curb cut on NW 23<sup>rd</sup> Avenue and relocates a right-in only curb cut on NW 23<sup>rd</sup> Avenue further from the intersection (blue arrows). Cross access connections will be provided to the commercial property to the north (yellow arrows). The proposed convenience store/restaurant directly fronts NW 13<sup>th</sup> Street and NW 23<sup>rd</sup> Avenue and has sidewalk connections from the building's entrances to the proposed sidewalks along the rights-of-way, providing safe access to pedestrians and bicyclists.

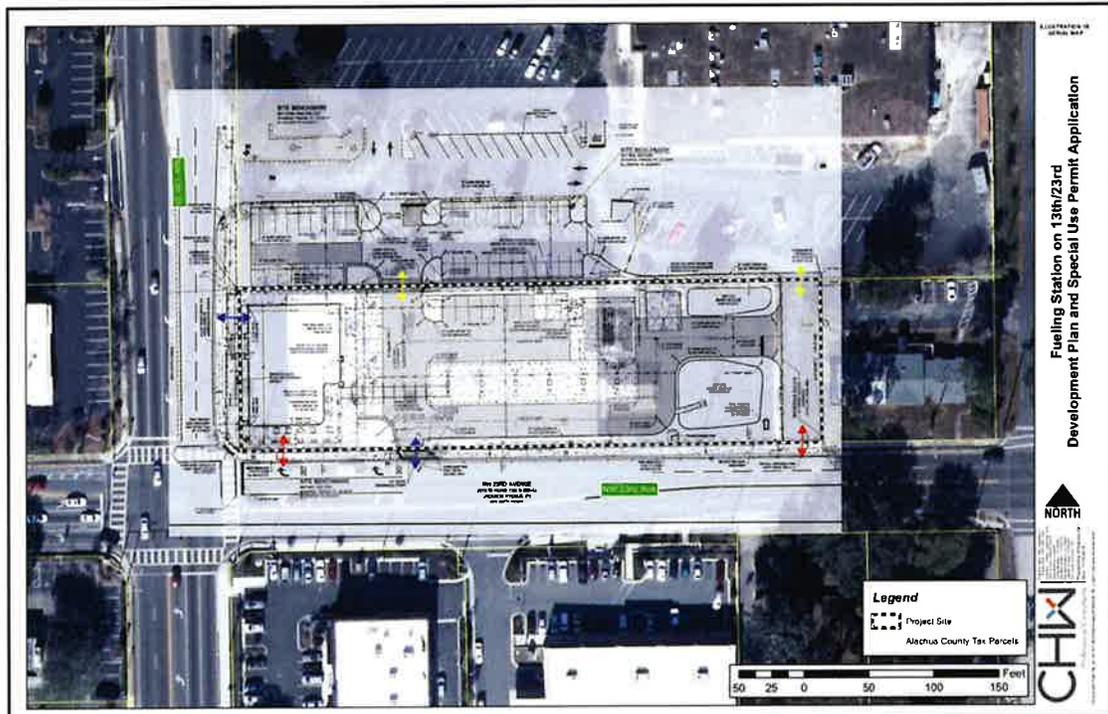


Figure 4: Existing and Proposed Curb Cuts and Cross Access

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

There are no adjacent single-family residential uses. Single-family residential development within close proximity to the site is separated by the NW 12th Street right-of-way. Off-street parking, service, and loading areas are located to the rear (east) of the building.

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

The City LDC has specific criteria for insuring adjacent properties are not negatively impacted by onsite noise, odor, and light. The proposed development

is located in a highly commercial area, surrounded by adjacent commercial properties located on two major commercial corridors. Additionally, per LDC §30-5.13.C.10., a Type B buffer with a four-foot (4') privet-type hedge will be provided along the side and rear boundaries to further reduce light and noise from vehicles. A ±155 ft. garden wall will also be placed along NW 23<sup>rd</sup> Avenue to further screen the vehicular use area from adjacent properties and define the spatial definition of the public realm.

The dumpster, located on the northeastern portion of the site, will be enclosed in a masonry wall to further minimize odors. According to LDC §30-6.12.D.1.b., lighting of horizontal surfaces shall be fully shielded full-cutoff fixtures and shall be aimed downwards to further prevent light trespass, light glare, and light pollution. A photometric plan was submitted with this application.

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

The refuse and service/loading areas are screened and do not inhibit pedestrian/bicycle mobility access. Outdoor storage is not anticipated, however, if desired, it will occur compliant with the LDC standards.

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

This project site has all necessary and adequate public utilities to serve the proposed uses. The site will be served by an existing 12" DIP water main located on the north side of NW 23<sup>rd</sup> Avenue and existing sewer main within NW 23<sup>rd</sup> Avenue. Electric will be provided by the Gainesville Regional Utilities (GRU), which already services the area.

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

According to LDC §30-5.13.C.10., fueling stations are required to have a Type B perimeter buffer with a four-foot (4') privet type hedge along the side and rear property boundaries to minimize the view of fueling pumps. The proposed development includes the required landscape buffer along the side (northern and southern boundary) and rear (eastern boundary) of the site.

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

There are no adjacent single-family residential uses.

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

LDC §30-5.13. lists standards specific to Gasoline and Alternative Fuel Stations, which are addressed in this section of this report.

## Section 30-4.13. Building Form Standards

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

Table V - 2: Building Form Standards within Transects.

	U8 Standard	Consistency Statement
<b>A. BLOCK STANDARDS</b>		
Block Perimeter (max. feet) <sup>1</sup>	2600'	±2,421 lf.
<b>B. LOT CONFIGURATION</b>		
Lot width (min. feet)	18'	125 ft.
<b>C. DEVELOPMENT INTENSITY</b>		
Nonresidential Building Coverage (max)	80%	11%
<b>D. BUILDING FRONTAGE</b>		
Primary Frontage (min)	60%	±74% (93 ft. of building / 125 ft. of frontage)
Secondary Frontage (min)	40%	±65% (297 ft. of building / 455 ft. of frontage)
<b>E. BUILDING PLACEMENT</b>		
Min-max from curb		
Min landscape/min sidewalk/min building frontage		
Principal Street (NW 23 <sup>rd</sup> Avenue)	17'-27' 6'/6'/5'	±27 ft. 6'/6'/14'
Thoroughfare Street (NW 13 <sup>th</sup> Street)	19'-100' 8'/6'/5'	±26 ft. 8'/6'/12'
<b>F. BUILDING SETBACKS</b>		
Side interior setback (min)	0'	±13 ft.
Rear setback (min)	3' (alley) 10' (no alley)	±139 ft.
<b>G. BUILDING HEIGHT</b>		
Min feet	18'	±22 ft.
Max stories (by right <sup>2</sup> /with bonus <sup>3</sup> )	5/6	one (1) story
Max feet (by right <sup>2</sup> /with bonus <sup>3</sup> )	74'/88'	±22 ft.
<b>H. FLOOR HEIGHT</b>		
Min first floor height (residential/nonresidential)	12'/15'	±22 ft.
<b>I. GLAZING</b>		
Min first floor - nonresidential	50%	NW 13 <sup>th</sup> Street: 62% NW 23 <sup>rd</sup> Avenue: 54%

<sup>1</sup> The block perimeter is bound to the north by a physical barrier, a retaining wall, between 2<sup>nd</sup> & Charles and Pet Supermarket. The remaining block is bound by NW 12<sup>th</sup> Street (east), NW 23<sup>rd</sup> Avenue (south), and NW 13<sup>th</sup> Street (west).

<sup>2</sup> See development compatibility standards in Section 30-4.8.

<sup>3</sup> See bonus system requirements in Section 30-4.9.

Section 30-5.13.

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

- A. *Accessory Uses.* Permitted accessory uses to a gasoline or alternative fuel service station are as follows:
1. Rental of vehicles, provided they are screened in accordance with Section 30-5.39.

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

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

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

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

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

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

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

- B. Number of fueling positions.
1. Within the transect zones, where allowed, up to six fueling positions are permitted by right.
  2. Within all other zoning districts, where allowed, up to six fueling positions are permitted by right, except for stations located within ¼ mile from an interchange, where there may be up to 12 fueling positions permitted by right.
  3. Up to 12 fueling positions may be allowed as part of a Planned Development rezoning or Special Use Permit process.

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

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

**The proposed fueling pumps are located ±36 ft. from the closest right-of-way or property line (NW 23<sup>rd</sup> Avenue right-of-way). Additional details can be found on the development plan submitted with this SUP application.**

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

**There are no adjacent residential-zoned properties or residential-based PD-zoned properties. The closest residential properties are ±331 ft. from the nearest property line. The attached development plan shows the fuel pumps are located ±152 ft. from the NW 13<sup>th</sup> Street right-of-way and ±32 ft. from the NW 23<sup>rd</sup> Avenue right-of-way. Therefore, this proposed plan is consistent with the City of Gainesville LDC.**

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

**The proposed development proposes to remove two existing driveways and relocate an existing right-in only driveway along NW 23<sup>rd</sup> Avenue further from the intersection. A full access driveway will be retained within the 30' access easement located on the eastern boundary of the site.**

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

**The proposed development plan demonstrates that the site's redevelopment will retain cross-access to adjacent parcels located to the north at multiple locations.**

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

**Attached with this SUP application is an architectural plan that shows the building proposed for the site. The front of the building faces NW 13<sup>th</sup> Street while the left side of the building faces NW 23<sup>rd</sup> Avenue. The front of the building has a 62% window glazing while the right side of the building has a 54% window glazing. Therefore, all first-floor building sides satisfy the required glazing of this policy as well as LDC §30-4.13. Table V-2.I.**

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

**The proposed building has public entrances on both NW 13<sup>th</sup> Street and NW 23<sup>rd</sup> Avenue, as well as interior to the site.**

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

**The proposed building connects to sidewalks along the NW 13<sup>th</sup> Street and NW 23<sup>rd</sup> Avenue rights-of-way. Bicycle racks are located adjacent to the building.**

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

**The front of the building faces NW 13<sup>th</sup> Street. Parking is located to the side and rear of the building.**

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

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

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

**View of the fueling pumps will be shielded from the side (northern and southern boundary) and rear (eastern boundary) property boundaries with a Type B buffer, which includes a four-foot (4') privet type hedge.**

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

**The dumpsters are enclosed by a masonry wall and located  $\pm 289$  ft. from the nearest residential zoned property line, across NW 12<sup>th</sup> Street.**

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

**The project site is not adjacent to a residential zoning district or a planned development district with predominantly residential uses. The residential developments within close proximity to the site are separated from the NW 12<sup>th</sup> Street right-of-way. There are no proposed car washes onsite. The proposed air pumps are located ±190 ft. from the east property boundary, ±103 ft. from the south boundary, and ±236 ft. from the west boundary.**

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

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

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**TRAFFIC IMPACT ANALYSIS FOR**

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**Wawa on NW 13<sup>th</sup> St and  
NW 23<sup>rd</sup> Ave  
Gainesville, Florida**

**Prepared for:**  
Mr. T Austin Simmons, Principal  
Brightwork Real Estate  
3708 W. Swann Ave., Suite 200  
Tampa, FL 33609

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

**Submittal: 10/26/2018  
18-0383**

**Brian R Snyder**



Brian Richard Snyder  
State of Florida  
Professional Engineer, License  
No. 74607

This item has been digitally  
signed and sealed by Brian  
Richard Snyder, PE, on the  
date indicated here.

Printed copies of this document  
are not considered signed and  
sealed and the signature must  
be verified on any electronic  
copies.

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## **Executive Summary**

CHW is preparing a traffic study for the proposed gas station to be located at the northeast corner of NW 13th Street and NW 23rd Avenue in the City of Gainesville. The site proposes direct access to SW 23rd Avenue and HWY 441 (NW 13<sup>th</sup> Street).

The methodology is based on the methodology meeting held with staff from FDOT, Gainesville Public Works and CHW on August 7th, 2018 and requirements of the City of Gainesville Engineering Design and Construction Manual, Chapter 7 Traffic Study Guidelines (Traffic Study Guidelines).

The project proposes the removal of the following access connections:

- Full access on NW 23rd Avenue, approximately 325 FT east of Hwy 441;
- Full access on NW 23rd Avenue, approximately 40 FT east of Hwy 441; and
- Right-in / Right-out on Hwy 441, approximately 100 FT north of NW 23rd Avenue.

The project proposes the addition of a right-in only on NW 23rd Avenue, approximately 150 ft east of HWY 441 and proposes to maintain the access on NW 23rd Avenue, approximately 150 FT west of NW 12th Street.

Based on the results of the analysis from this study, the following transportation improvements are recommended to support this site:

- Restripe the eastbound right turn lane at the intersection of HWY 441 and NW 23<sup>rd</sup> Avenue as a through-right lane and adjust timing as provided in Appendix D to support this configuration

## **Study Area**

The approved study area, illustrated in Figure 1, includes the following intersections:

- Existing Shopping Center Access on NW 23rd Avenue located approximately 150 FT west of NW 12th Street;
- Existing Right-in/Right-out Shopping Center Access on NW 13th Street located approximately 200 FT north of NW 23rd Avenue;
- Existing Directional Shopping Center Access on NW 13th Street located approximately 485 FT north of NW 23rd Avenue;
- NW 13th Street at NW 23rd Avenue; and
- Right-in site access on NW 23rd Avenue, approximately 150 FT east of NW 13th Street on NW 23rd Avenue.



Figure 1 - Study Area



## Existing Conditions

*Significant Land Uses/Activities* – The following significant land use located within ½ a mile of the proposed site:

- Gainesville Highschool; located 1,300 FT south of the proposed site.

*Transportation System Serving the Project Site* - The project site is served by HWY 441 and NW 23<sup>rd</sup> Avenue.

HWY 441 is a north/south Urban Principal Arterial four-lane divided roadway. HWY 441 provides sidewalks along both sides of the road but does not provide bike lanes along this section.

NW 23<sup>rd</sup> Avenue is an Urban Major Collector four-lane undivided roadway. SW 52<sup>nd</sup> Street is a north/south divided two-lane roadway. HWY 441 provides sidewalks along both sides of the road but does not provide bike lanes along this section.

*Programmed Transportation Modifications* – There are no programmed transportation improvements proposed in the vicinity of this project.

## Trip Generation

The trip generation and pass-by rates will be based on the 10th Edition ITE Trip Generation Manual using ITE code 960 and the variable fueling positions. Internal capture will not be applied.

The estimated trip generation that will be used for the analysis is provided in Table 1.

Super Convenience Market/Gas Station - ITE Code 960										
Land Use	ITE Code	(GLA SF)	Variable Used (Fueling Positions)	AM Peak			PM Peak			Daily **
				Total	In	Out	Total	In	Out	
Super Convenient Market/Gas Station	960	6119	12	337	169	168	276	138	138	2,766
Pass-by* AM: 63%, PM:66%				212	106	106	182	91	91	1,784
Net New Trips				125	63	62	94	47	47	982

\* Pass-by based on ITE Code 853 - Convenience Market with Gasoline Pumps

\*\* Daily pass-by trip rate is not provided. The average of the AM and PM pass-by rates is used.

**Table 1: Trip Generation**

## Data Collection

Data collection was performed on Wednesday October 17th, 2018 and Thursday October 18th, 2018. Data was collected for two hours during the AM peak period and two hours during the PM peak period at the following intersections:

- Existing Shopping Center Access on NW 23rd Avenue located approximately 150 FT west of NW 12th Street;
- Existing Right-in/Right-out Shopping Center Access on NW 13th Street located approximately 200 FT north of NW 23rd Avenue;
- Existing Directional Shopping Center Access on NW 13th Street located approximately 485 FT north of NW 23rd Avenue;
- NW 13th Street at NW 23rd Avenue; and
- Right-in site access on NW 23rd Avenue, approximately 150 FT east of NW 13th Street on NW 23rd Avenue.

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

The count data was adjusted based on the seasonal adjustment factor of 1.0 to obtain the peak season traffic volumes. The count data was then adjusted by the growth rates to derive the 2020 background and 2020 build-out conditions. The growth rates were

determined by using historical ADT along HWY 441 and NW 23<sup>rd</sup> Avenue, from FDOT Traffic Online, along HWY 441 and NW 23<sup>rd</sup> Avenue. The peak season adjustment factor and the growth rate calculations are provided in Appendix C. A minimum 1% growth rate was applied in cases where the historical growth rate was less than 1%. The study area turning movement counts with the applied peak season volumes and background growth factors are provided in Tables 2 through 5. Figures 2 and 3 illustrate the existing (peak season) and background turning movements.

<b>South Site Access at US 441 - Growth Rate Data</b>			
Peak Season Factor			1.00
<b>Growth Rate</b>			
Approach	Historical Growth Rate	Growth Rate Used	2020 Growth Factor
Site Access Westbound	0.00%	0.00%	1.000
US 441 Northbound	-0.88%	1.00%	1.020

<b>AM Peak Hour Background Traffic Volumes</b>			
Scenario	Site Access Westbound	US 441 Northbound	
	Right	Thru	Right
Observed Turning Movement Counts	3	871	10
Peak Season Volume (Existing)	3	871	10
2020 Background Volumes	3	889	10
PHF	0.31	0.94	
Truck %	0.00%	3.00%	

<b>PM Peak Hour Background Traffic Volumes</b>			
Scenario	Site Access Westbound	US 441 Northbound	
	Right	Thru	Right
Observed Turning Movement Counts	16	1557	19
Peak Season Volume (Existing)	16	1557	19
2020 Background Volumes	16	1588	19
PHF	0.53	0.92	
Truck %	0.00%	2.00%	

**Table 2 – Existing Right-in/Right-out Access on NW 13th Street – Growth Rate Data and Background Volumes**

North Site Access at US 441 - Growth Rate Data			
Peak Season Factor			1.00
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2020 Growth Factor
Site Access Eastbound	0.00%	0.00%	1.000
Site Access Westbound	0.00%	0.00%	1.000
US 441 Northbound	-0.88%	1.00%	1.020
US 441 Southbound	-0.88%	1.00%	1.020

AM Peak Hour Background Traffic Volumes												
Scenario	US 441 Southbound			Site Access Westbound			US 441 Northbound			Site Access Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	7	1625	12	0	0	5	22	775	3	0	0	12
Peak Season Volume (Existing)	7	1625	12	0	0	5	22	775	3	0	0	12
2020 Background Volumes	7	1658	12	0	0	5	22	791	3	0	0	12
PHF (.94)	0.89			0.63			0.87			0.75		
Truck %	2.00%			0.00%			3.00%			0.00%		

PM Peak Hour Background Traffic Volumes												
Scenario	US 441 Southbound			Site Access Westbound			US 441 Northbound			Site Access Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	23	1093	6	0	0	44	53	1495	22	0	0	49
Peak Season Volume (Existing)	23	1093	6	0	0	44	53	1495	22	0	0	49
2020 Background Volumes	23	1115	6	0	0	44	54	1525	22	0	0	49
PHF (.91)	0.86			0.69			0.93			0.77		
Truck %	1.00%			0.00%			2.00%			0.00%		

**Table 3 – Existing Directional Access on NW 13th Street located approximately 485 FT north of NW 23rd Avenue – Growth Rate Data and Background Volumes**

<b>US 441 at NW 23rd Ave - Growth Rate Data</b>			
Peak Season Factor			1.00
<b>Growth Rate</b>			
Approach	Historical Growth Rate	Growth Rate Used	2020 Growth Factor
NW 23rd Avenue Eastbound	-0.81%	1.00%	1.020
NW 23rd Avenue Westbound	-0.81%	1.00%	1.020
US 441 Northbound	-0.88%	1.00%	1.020
US 441 Southbound	-0.88%	1.00%	1.020

<b>AM Peak Hour Background Traffic Volumes</b>												
Scenario	NW 23rd Avenue Eastbound			NW 23rd Avenue Westbound			US 441 Northbound			US 441 Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	88	235	110	107	174	170	62	627	123	253	1137	99
Peak Season Volume (Existing)	88	235	110	107	174	170	62	627	123	253	1137	99
2020 Background Volumes	90	240	112	109	177	173	63	640	125	258	1160	101
PHF	0.91			0.93			0.91			0.84		
Truck %	2.00%			3.00%			3.00%			2.00%		

<b>PM Peak Hour Background Traffic Volumes</b>												
Scenario	NW 23rd Avenue Eastbound			NW 23rd Avenue Westbound			US 441 Northbound			US 441 Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	154	206	94	185	340	294	132	1111	106	192	839	130
Peak Season Volume (Existing)	154	206	94	185	340	294	132	1111	106	192	839	130
2020 Background Volumes	157	210	96	189	347	300	135	1133	108	196	856	133
PHF	0.94			0.89			0.92			0.89		
Truck %	1.00%			1.00%			2.00%			1.00%		

**Table 4 – NW 13th Street at NW 23rd Avenue – Growth Rate Data and Background Volumes**

<b>Right-In Site Access at NW 23rd Ave - Growth Rate Data</b>			
<b>Peak Season Factor</b>		1.00	
<b>Growth Rate</b>			
Approach	Historical Growth Rate	Growth Rate Used	2020 Growth Factor
NW 23rd Avenue Westbound	-0.81%	1.00%	1.020

<b>AM Peak Hour Background Traffic Volumes</b>	
Scenario	NW 23rd Avenue Westbound Thru
Observed Turning Movement Counts	451
Peak Season Volume (Existing)	451
2020 Background Volumes	460
PHF	0.93
Truck %	3%

<b>PM Peak Hour Background Traffic Volumes</b>	
Scenario	NW 23rd Avenue Westbound Thru
Observed Turning Movement Counts	819
Peak Season Volume (Existing)	819
2020 Background Volumes	835
PHF	0.89
Truck %	1%

**Table 5 – Right-in site access on NW 23rd Avenue, approximately 150 FT east of NW 13th Street– Growth Rate Data and Background Volumes**

**## (##)**  
**AM (PM) Peak Season**  
**Turning Movements**



Figure 2 - Existing (Peak Season) Turning Movements

**LEGEND**

**## (##)**  
AM (PM) Background  
Turning Movements



Figure 3 - Background Turning Movements

## Trip Distribution

The trip distribution for this site is expected to mimic existing traffic patterns. The trip distribution will be based on the available turning movements.

The following Figures illustrate how the project trip distribution was determined and the resulting expected full build-out turning movements at the study area intersections:

- **Figure 4: Trip Distribution Percentage Calculation** – This figure provides the origin and destination project trip volumes based on percentages derived from the observed turning movements.
- **Figure 5: Inbound Project Trip Distribution** – This figure provides the estimated inbound project trip turning movements based on the trip distribution method described above.
- **Figure 6: Outbound Project Trip Distribution** – This figure provides the estimated outbound project trip turning movements based on the trip distribution method described above.
- **Figure 7: Build-out Turning Movements** – This figure provides the combined 2020 background turning movements with the addition of the project trip turning movements.





**Legend**

- #(#)
- = AM(PM)
- = Net New Inbound Project Trips
- = Pass-by Inbound Project Trips
- <del>#(#)</del>
- 63(47) + <del>105(91)</del> = Total Inbound Project Trips

\* Pass-by trips are added to the site access locations but removed from offsite through movements.

Figure 5 - Inbound Project Turning Movements

**Legend**

#(A) = AM(PM)  
 #(B) = Not New Outbound Project Trips  
 <#(A)> = Pass-by Outbound Project Trips  
 62(47)+<108(91)> = Total Outbound Project Trips

\* Pass-by trips are added to the site access locations but removed from the through movements.



Figure 6 - Outbound Project Turning Movements

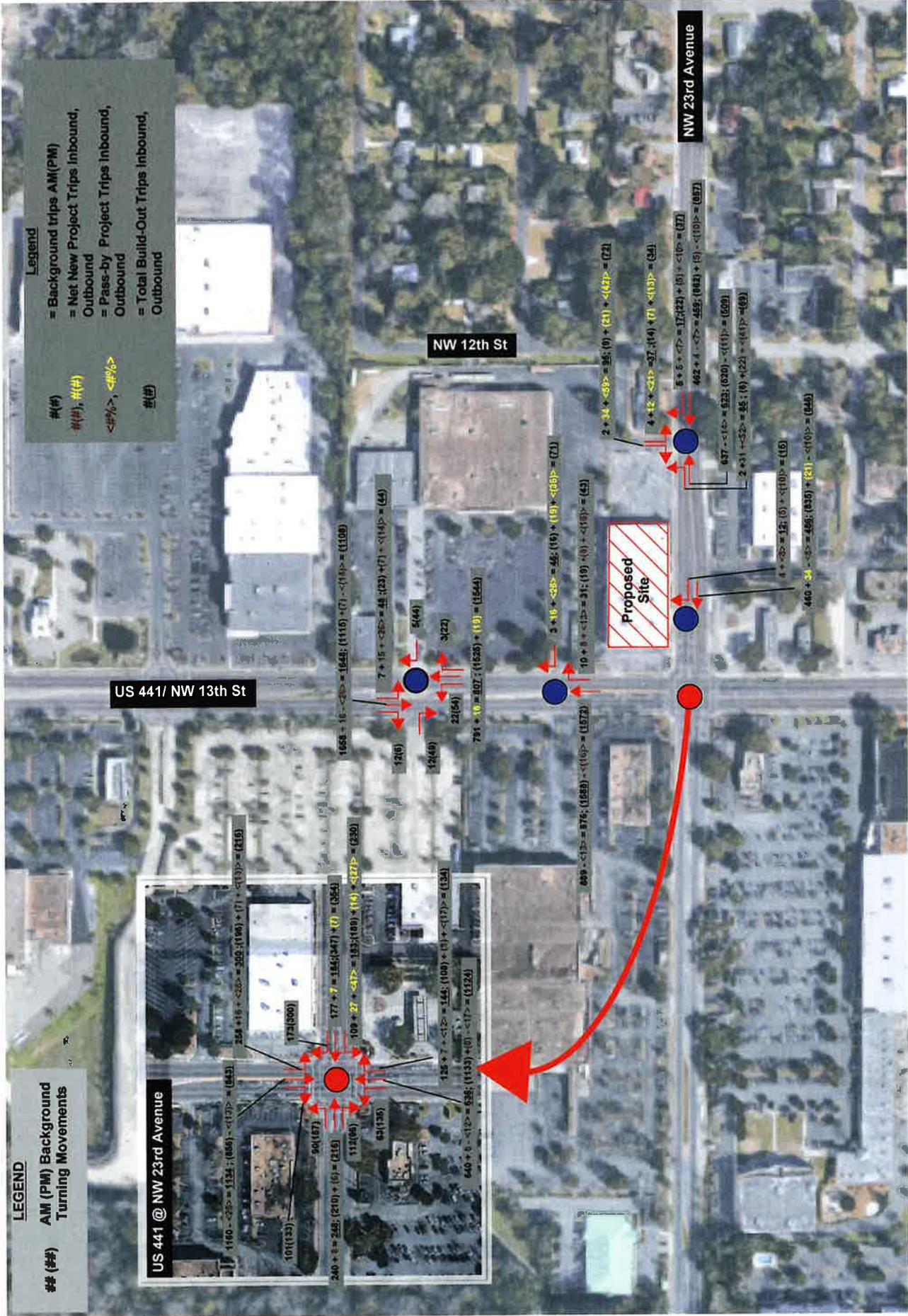


Figure 7 - Build Out Turning Movements

## **Analysis**

The following analysis was performed for this traffic study.

- Intersection analysis, which includes review of the following:
  - LOS and delay
  - V/C ratio
  - 95<sup>th</sup> percentile queue length

### ***Intersection Analysis***

All Study Area intersections were analyzed during the AM and PM peak hours during the Existing, Background, and Build-out scenario. HCS 7 was used to analyze the non-signalized site access intersections. Synchro 9 was used to analyze the signalized intersections of HWY 441 and NW 23<sup>rd</sup> Avenue. Tables 6 and 7 provide the LOS, delay, v/c ratio, and 95<sup>th</sup> percentile queue length of all study area intersection movements.

The following intersection movement deficiencies are highlighted:

- Movements operating with a LOS of F
- v/c ratios exceeding 1.0
- 95<sup>th</sup> percentile queue lengths exceeding the available storage

The HCS and Synchro reports are provided in Appendix D.

AM Intersection LOS Analysis Summary																		
Intersection	Movement	Available Queue (ft)	Existing				2020 Background				2020 Build-out				2020 with improvements			
			LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)
US-441 at NW 23rd Avenue	EBL	170	D	47.0	0.41	121	D	47.1	0.42	124	D	47.0	0.42	125	D	46.9	0.40	124
	EBT		F	87.0	0.87	374	F	86.4	0.88	390	F	90.6	0.90	425	-	-	-	-
	EBR	185	A	5.0	0.32	27	A	5.2	0.32	29	A	5.2	0.32	50	-	-	-	-
	EBT/R 1	185	-	-	-	-	-	-	-	-	-	-	-	-	F	82.5	0.91	306
	WBL	240	E	55.9	0.60	140	E	56.9	0.62	143	F	126.3	1.05	390	E	59.9	0.74	231
	WBT		E	65.4	0.60	252	E	65.4	0.60	256	E	65.7	0.61	275	E	63.3	0.58	266
	WBR	575	A	9.0	0.29	73	A	9.9	0.29	78	A	8.8	0.27	75	A	9.4	0.26	77
	NBL	185	C	26.1	0.37	49	C	29.8	0.40	58	C	29.6	0.38	75	C	32.4	0.40	58
	NBT/R		C	26.6	0.54	431	C	27.7	0.56	448	C	32.4	0.62	475	C	34.7	0.65	483
	SBL	245	B	19.3	0.70	196	B	19.9	0.72	195	C	24.9	0.80	250	C	25.6	0.80	244
	SBT/R		D	35.6	0.78	776	D	36.4	0.79	192	D	36.0	0.78	775	D	37.1	0.80	773
		Intersection Total		D	35.8			D	36.7			D	42.1			D	41.6	
East Access @ 23rd Avenue	EBL		A	8.3	0	0	A	8.4	0	0	A	8.7	0.08	25	A	8.7	0.08	25
	SBL/R		B	14.2	0.02	0	B	14.4	0.02	0	C	16.4	0.31	50	C	16.4	0.31	50
	Intersection Total			0.1			0.1				2.4				2.4			
North Access @ 441 (bidirectional)	EBR		C	17.6	0.04	25	C	18	0.04	0.1	C	17.8	0.04	25	C	17.8	0.04	25
	WBR		B	11.1	0.01	0	B	11.2	0.01	0	B	11.3	0.01	0	B	11.3	0.01	0
	NBL	150	C	15.9	0.07	0.2	C	16.3	0.07	0.2	C	16.2	0.07	25	C	16.2	0.07	25
	SBL	105	A	9.5	0.01	0	A	9.6	0.01	0	A	10	0.07	25	A	10	0.07	25
	Intersection Total			0.3			0.3				0.4				0.4			
South Access @ 441 (RIRO)	WBR		B	11.6	0.01	0	B	11.8	0.01	0	B	12.4	0.09	25	B	12.4	0.09	25
	Intersection Total			0.0			0				0.6				0.6			

The deficiency first occurs during an existing or background condition

The deficiency occurs during a build-out condition.

(1) This movement only occurs at the 2020 improved scenario

Table 6 – AM Intersection LOS Analysis Summary

PM Intersection LOS Analysis Summary														
Intersection	Movement	Available Queue (ft)	Existing				2020 Background				2020 Build-out			
			LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)
US-441 at NW 23rd Avenue	EBL	170	E	71.2	0.81	240	E	72.5	0.82	247	E	72.2	0.82	244
	EBT		E	67.9	0.62	310	E	68.5	0.64	316	E	70.6	0.67	325
	EBR	185	A	9.9	0.26	49	B	10.2	0.27	52	B	10.2	0.27	52
	WBL	240	D	50.5	0.64	237	D	51.4	0.66	241	E	63.4	0.81	327
	WBT		F	107.1	0.99	627	F	112.2	1.02	644	F	116.9	1.04	663
	WBR	575	D	36.7	0.54	323	D	37.2	0.55	332	D	36.8	0.55	332
	NBL	185	C	26.6	0.54	85	C	29.5	0.56	99	C	27.4	0.55	92
	NBT/R		D	45.0	0.93	847	D	47.3	0.95	875	D	52.3	0.97	900
	SBL	245	F	104.0	0.92	341	F	106.2	0.96	348	F	119.5	0.99	405
	SBT/R		C	25.9	0.68	456	C	26.5	0.70	503	C	26.0	0.69	464
	Intersection Total		D	49.1			D	50.9			D	54.7		
East Access @ 23rd Avenue	EBL		A	9.7	0.01	0	A	9.9	0.01	0	B	10.5	0.1	25
	SBL/R		C	20.4	0.09	25	C	21.9	0.1	25	D	27.8	0.42	50
	Intersection Total			0.4				0.4				2.5		
North Access @ 441 (bidirectional)	EBR		B	14.2	0.12	25	B	14.4	0.12	25	B	14.3	0.12	25
	WBR		C	18.5	0.15	25	C	18.9	0.16	25	C	19.1	0.16	25
	NBL	150	B	12.0	0.1	25	B	12.2	0.11	25	B	12.1	0.1	25
	SBL	105	B	15.0	0.07	25	C	15.3	0.07	25	C	16.3	0.13	25
	Intersection Total			0.9				0.9				1		
South Access @ 441 (RIRO)	WBR		C	17.7	0.06	25	C	18.1	0.06	25	C	21.8	0.27	50
	Intersection Total			0.2				0.2				0.9		

The deficiency first occurs during an existing or background condition  
The deficiency occurs during a build-out condition.

Table 7 – PM Intersection LOS Analysis Summary

### *Summary of Analysis Results*

This analysis demonstrated that the following movements, as highlighted, operate with a LOS of F, a v/c ratio greater than 1.0, or a 95<sup>th</sup> percentile queue length exceeding the available storage length during the build-out condition.

#### **AM Conditions**

- **HWY 441 at NW 23<sup>rd</sup> Avenue (Westbound left):** the Synchro Report indicates that the westbound left turn lane operates with a v/c over 1.0 and a 95<sup>th</sup> percentile queue exceeding the storage length.

Restriping the eastbound right-turn lane as a through-right utilizes the 2<sup>n</sup> eastbound receiving lane and improves the intersection efficiency overall. With this improvement the additional time can be provided to the westbound left by removing time from the eastbound thru lane

#### **PM Conditions**

There were no deficiencies due to project trips being added during the PM scenarios.

**Access Management**

NW 23<sup>rd</sup> Avenue is a Urban Major Collector with a Class 6 access classification according to FDOT’s straight line diagram. This facility has a connection spacing standard of 245 FT. The full access driveway is located approximately 430 FT east HWY 441 and 150 FT west of NW 12<sup>th</sup> Street. This spacing is acceptable as the driveway is located further from the higher volume signalized intersection of HWY 441. The proposed right-in only is located approximately 140 FT east of HWY 441. As this driveway permits right-in only, the conflict points are greatly reduced. The connection spacing for this restricted intersection is therefore less of a concern than a non-restricted access.

**Exhibit 1**  
Spacing Standards

Class	Median Type	Connection Spacing (feet)		Median Opening Spacing (feet)		Signal Spacing (feet)
		<45mph Posted	>45mph Posted	Directional	Full	
<i>Generally Developing or Undeveloped</i>						
<b>2</b>	Restrictive w/Service Roads	660	1320	1320	2640	2640
<b>3</b>	Restrictive	440	660	1320	2640	2640
<b>4</b>	Non-Restrictive	440	660			2640
<i>Generally Developed</i>						
<b>5</b>	Restrictive	245	440	660	2640/ 1320*	2640/ 1320*
<b>6</b>	Non-Restrictive	245	440			1320
<b>7</b>	Both Median Types	125		330	660	1320

Posted Speed  
\* > 45 mph/  
≤ 45 mph

**Summary of Transportation System Impacts**

Based on the ITE trip generation, this proposed site will generate 2,766 daily trips. More than half the trips will be pass-by trips. The existing sidewalk along HWY 441 and NW 23<sup>rd</sup> Avenue will be maintained. Bicycle facilities are not existing along HWY 441 and NW 23<sup>rd</sup> Avenue and are not proposed with this project.

## **Conclusion and Recommendations**

The following improvement is recommended to support this development:

- Restripe the eastbound right turn lane at the intersection of HWY 441 and NW 23<sup>rd</sup> Avenue as a through-right lane and adjust timing as provided in Appendix D to support this configuration.

## **Appendix E Development Plan**

# EXHIBIT-1



Lowe's Home Improvement (Parking)

Pet Supermarket

Hogan's (Restaurant)

Furniture Country (Parking)

Big Lots

Biotest Plasma Center, Plasma Donation Centers

Hungry Howie's Pizza

Immigration Law Office

NW 23RD AVENUE

Pure Energy Solar

Computer Network Experts

Taco Bell

Smoothie King

Goodwill Thrift Store

Gentle Waters Colon Hydrotherapy

Bob's Barber Shop

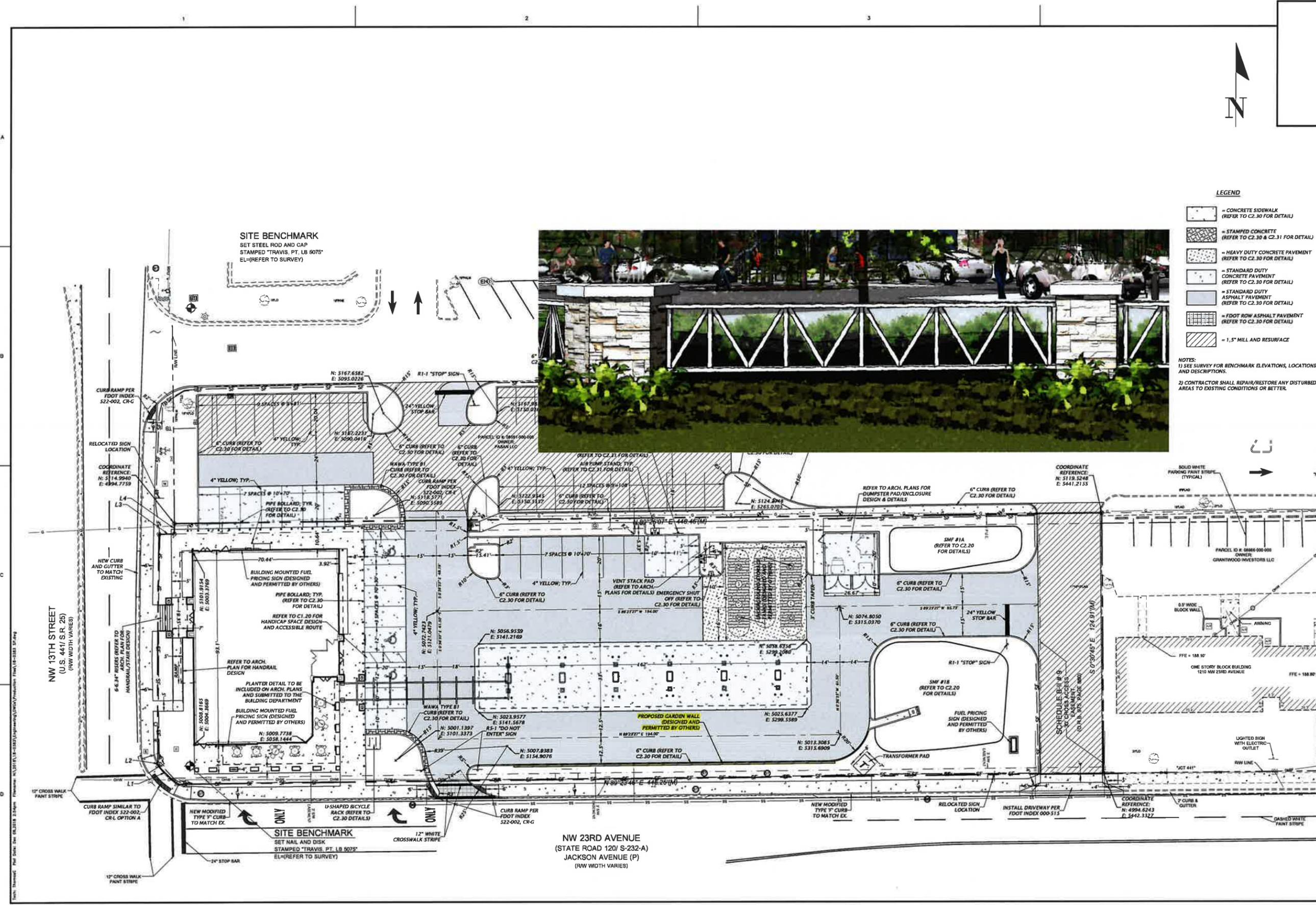
Salon 23

Sunshine State Insurance Agency



1800 Research Drive Aurora, Florida 32615 (352) 331-0776 www.chw.com	
<b>CHW</b> Professional Consultants est. 1988 FLORIDA CA-5075	
SCALE 1"=40'	NOTES 1. THIS SCALE IS TO BE USED FOR ORIGINAL DRAWING ONLY. 2. THIS SCALE IS NOT TO BE USED FOR ANY OTHER PURPOSE. 3. THIS SCALE IS NOT TO BE USED FOR ANY OTHER PURPOSE.
DATE 10/25/18	PROJECT WAWA ON NW 13TH ST AND NW 23RD AVENUE
CLIENT BRIGHTWORK	SHEET TITLE EXHIBIT - 1
DESIGNER TRAVIS J. HASTAY	PROJECT NUMBER 18-0383
FL PE No. B4295 SHEET NO. <b>EX-1</b>	





**SITE BENCHMARK**  
 SET STEEL ROD AND CAP  
 STAMPED "TRAVIS, PT. LB 5075"  
 EL=(REFER TO SURVEY)

**LEGEND**

- = CONCRETE SIDEWALK (REFER TO C2.30 FOR DETAIL)
- = STAMPED CONCRETE (REFER TO C2.30 & C2.31 FOR DETAIL)
- = HEAVY DUTY CONCRETE PAVEMENT (REFER TO C2.30 FOR DETAIL)
- = STANDARD DUTY CONCRETE PAVEMENT (REFER TO C2.30 FOR DETAIL)
- = STANDARD DUTY ASPHALT PAVEMENT (REFER TO C2.30 FOR DETAIL)
- = FOOT ROW ASPHALT PAVEMENT (REFER TO C2.30 FOR DETAIL)
- = 1.5" MILL AND RESURFACE

**NOTES:**  
 1) SEE SURVEY FOR BENCHMARK ELEVATIONS, LOCATIONS, AND DESCRIPTIONS.  
 2) CONTRACTOR SHALL REPAIR/RESTORE ANY DISTURBED AREAS TO EXISTING CONDITIONS OR BETTER.

NW 13TH STREET  
 (U.S. 441/ S.R. 25)  
 (RW WIDTH VARIES)

NW 23RD AVENUE  
 (STATE ROAD 120/ S-232-A)  
 JACKSON AVENUE (P)  
 (RW WIDTH VARIES)

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 CA-5075

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1"=50'  
 VERT. SCALE  
 1"=10'  
 HOR. SCALE  
 ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED  
 IF NOT ONE INCH ON SCALE, ACCORDINGLY.

15/25/18 COC, GRI, FOOT & SURROUND  
 12/17/18 COC, GRI, FOOT & SURROUND

CLIENT: BRIGHTWORK  
 PROJECT: WWA ON HWY 13TH ST AND NW 23RD AVENUE  
 SHEET: DETAILED HORIZONTAL CONTROL AND SITE PLAN

DESIGNER: T.F. COWART  
 CHECKER: D.H. YOUNG, P.E.  
 SURVEYOR: WEAVER SURVEYING, P.L.L.C.  
 DATE: 11/15/18

TRAVIS J. HASTAY  
 18-0363

FL PE No. 84295  
 SHEET NO.  
**C1.10**



**GENERAL NOTES**

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

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

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

ALL LANDSCAPED AREAS SHALL BE MULCHED WITH 3" THICKNESS OF MULCH. PINE BARK MULCH SHALL BE USED IN ALL AREAS, EXCEPT RETENTION AREAS. PINE STRAW MULCH SHALL BE USED IN RETENTION AREAS.

TREES OUTSIDE OF MULCHED LANDSCAPED BEDS TO BE PROTECTED FROM MOWER AND STRING TRIMMER DAMAGE WITH 10" OF PLASTIC DRAIN TUBE.

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

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

CALL THE URBAN FORESTRY INSPECTOR FOR A BARRICADE INSPECTION AT 352-334-5023 BEFORE CLEARING AND GRUBBING WORK BEGINS.

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

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

**PLANT MATERIAL**  
ALL PLANT MATERIAL TO BE FLORIDA NO.1 OR BETTER, GRADED IN ACCORDANCE WITH THE STATE OF FLORIDA DEPARTMENT OF AGRICULTURE, DIVISION OF PLANT INDUSTRY'S GRADES AND STANDARDS FOR NURSERY PLANTS. CALL THE CITY URBAN FORESTRY INSPECTOR AT 352-334-5023 AND LANDSCAPE ARCHITECT PRIOR TO PURCHASING ANY PLANT MATERIAL FOR AN ON SITE INSPECTION AND REVIEW OF LANDSCAPE PLAN.

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

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

**TREE PROTECTION NOTES**

1. REGULATED TREES TO REMAIN THAT ARE WITHIN 50 FEET OF ANY CONSTRUCTION ACTIVITY OR STORAGE OF EQUIPMENT OR MATERIALS SHALL BE PROTECTED BY A TREE PROTECTION BARRIER.

2. TREE BARRIERS SHALL BE PLAINLY VISIBLE AND SHALL CREATE A CONTINUOUS BOUNDARY AROUND TREES TO REMAIN TO PREVENT ENCROACHMENT BY MACHINERY. NO CONSTRUCTION EQUIPMENT, MATERIALS, SUPPLIES, FUELS, OR CHEMICALS SHALL BE STORED WITHIN THE TREE BARRICADE LIMITS AT ANY TIME.

3. BARRIERS SHALL BE PLACED AT OR OUTSIDE THE DRIP LINE FOR HERITAGE AND CHAMPION TREES AND ALL REGULATED PINE AND PALM TREES. FOR ALL OTHER REGULATED TREES TO REMAIN, TREE BARRIERS SHALL BE LOCATED AT TWO-THIRDS THE AREA OF THE TREE DRIPLINE OR AT THE ROOT PLATE AT A MINIMUM AND WITH CITY URBAN FORESTRY INSPECTOR APPROVAL.

4. NO GRADE CHANGES SHALL BE MADE WITHIN THE PROTECTIVE BARRIER ZONES WITHOUT PRIOR APPROVAL OF THE CITY MANAGER OR DESIGNER.

5. TREE BARRICADES SHALL REMAIN IN PLACE AND IN WORKING ORDER THROUGHOUT CONSTRUCTION. BARRICADES SHALL BE REMOVED ONCE MAJOR CONSTRUCTION ACTIVITIES ARE COMPLETE AND LANDSCAPE INSTALLATION BEGINS. LANDSCAPE PREPARATION WITHIN THE PROTECTED AREAS SHALL BE LIMITED TO SHALLOW DISKING LIMITED TO A DEPTH OF FOUR (4) INCHES UNLESS OTHERWISE APPROVED BY CITY MANAGER.

6. A LAYER OF WOOD CHIPS AT LEAST EIGHT (8) INCHES THICK SHALL COVER THE SOIL WITHIN THE TREE BARRICADE AREA.

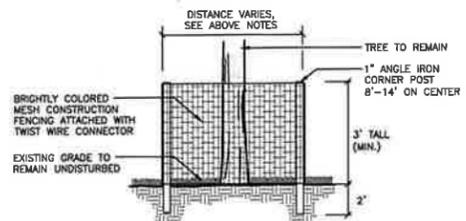
7. WHERE ROOTS GREATER THAN ONE (1) INCH ARE DAMAGED OR EXPOSED, THEY SHALL BE CUT CLEANLY AND RE-COVERED WITH SOIL WITHIN ONE HOUR OF DAMAGE OR EXPOSURE.

8. CONTRACTOR SHALL TRIM ONLY THOSE EXISTING TREES AS NOTED ON THE PLAN OR AS APPROVED BY OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT. TRIMMING/PRUNING SHALL BE DONE IN ACCORDANCE WITH THE MOST CURRENT VERSION OF THE AMERICAN NATIONAL STANDARD FOR TREE CARE OPERATIONS (ANSI Z300) AND 'PRUNING, TRIMMING, REPAIRING, MAINTAINING, AND REMOVING TREES, AND CUTTING BRUSH SAFETY REQUIREMENTS' (ANSI Z133). REMOVE NO MORE THAN 25% OF THE CROWN AT ONE TIME. ON YOUNG TREES, REMOVE NO MORE THAN 33% OF THE TRUNK BARK OF BRANCHES. DISCUSS PROPOSED TRIMMING ACTIVITIES WITH OWNER'S REPRESENTATIVE AND CITY'S URBAN FORESTRY INSPECTOR PRIOR TO ACTIVITIES/REMOVAL.

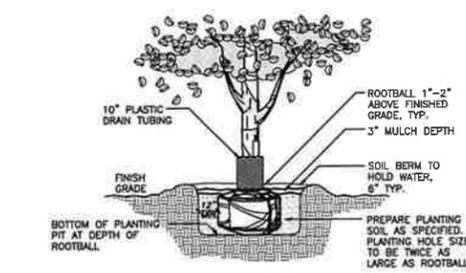
9. STANDARD TREE PROTECTION BARRIER FOR REGULATED TREES THAT ARE NOT HIGH-QUALITY HERITAGE - SEE DETAIL 1/1.5-1. BARRICADES TO BE A MINIMUM OF THREE (3) FEET TALL AND CONSTRUCTED OF EITHER 2x4 WOODEN CORNER POSTS BURIED TO ONE FOOT DEPTH WITH AT LEAST TWO COURSES OF 1x4 WOODEN SIDE SLATS WITH COLORED FLAGGING/COLORED MESH ATTACHED OR CONSTRUCTED OF ONE-INCH ANGLE IRON CORNER POSTS WITH BRIGHTLY COLORED MESH CONSTRUCTION FENCING ATTACHED. SEE NOTE 10 FOR ADDITIONAL REQUIREMENTS FOR HIGH-QUALITY HERITAGE TREE BARRIERS.

10. CALL PLANNING SERVICES AT 352-334-5023 TO SCHEDULE A BARRICADE INSPECTION BEFORE ANY CLEARING AND GRUBBING WORK BEGINS.

TREE MITIGATION CALCULATIONS Sec. 30-254(c)(4)	
<b>CATEGORY</b>	<b>MITIGATION CALCULATIONS</b>
<b>TREE APPRAISED VALUE (T.A.V.)</b>	TOTAL TREES IN CATEGORY TO BE MITIGATED.....N/A MAXIMUM APPRAISED TREES.....4 MAXIMUM 3 TREES PER ACRE TOTAL SITE AREA: 1.30 ACRES TREES BEYOND MAXIMUM, TO BE MITIGATED AT INCH FOR INCH REPLACEMENT (SEE BELOW).....N/A <b>APPRAISED TREES:</b> N/A
<b>INCH-FOR-INCH REPLACEMENT</b>	<b>T.A.V. TREES BEYOND MAXIMUM</b> N/A <b>HIGH-QUALITY HERITAGE TREES IN LESS THAN FAIR CONDITION</b> N/A <b>NON-HIGH-QUALITY HERITAGE TREES IN FAIR OR BETTER CONDITION</b> N/A
<b>2:1 REPLACEMENT</b>	TOTAL TREES TO BE MITIGATED AT 2:1 REPLACEMENT.....18 TREES TOTAL TREES REQUIRED FOR MITIGATION @ 2:1 REPLACEMENT.....36 TREES TOTAL INCHES REQUIRED @ 2"/TREE.....72"
<b>TOTAL TREE MITIGATION</b>	TOTAL MITIGATION INCHES REQUIRED.....72" TOTAL MITIGATION PROVIDED.....83" 17 @ 2.0" = 34" 14 @ 3.5" = 49" 31 TREES FOR A TOTAL OF 83" TOTAL MITIGATION INCHES DEFICIT.....0" TOTAL MITIGATION TREES REQUIRED @ 2"/TREE.....NONE
<b>TOTAL MITIGATION PAYMENT</b>	<b>TOTAL MITIGATION PAYMENT:</b> TREE APPRAISALS TOTAL.....N/A DEFICIT PAYMENT (\$100/TREE).....NONE TOTAL PAYMENT REQUIRED.....NONE

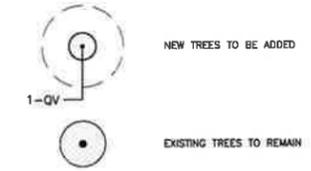


1 STANDARD TREE PROTECTION DETAIL - REGULATED, NON-HIGH QUALITY HERITAGE SCALE: N.T.S.



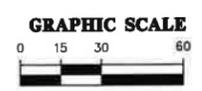
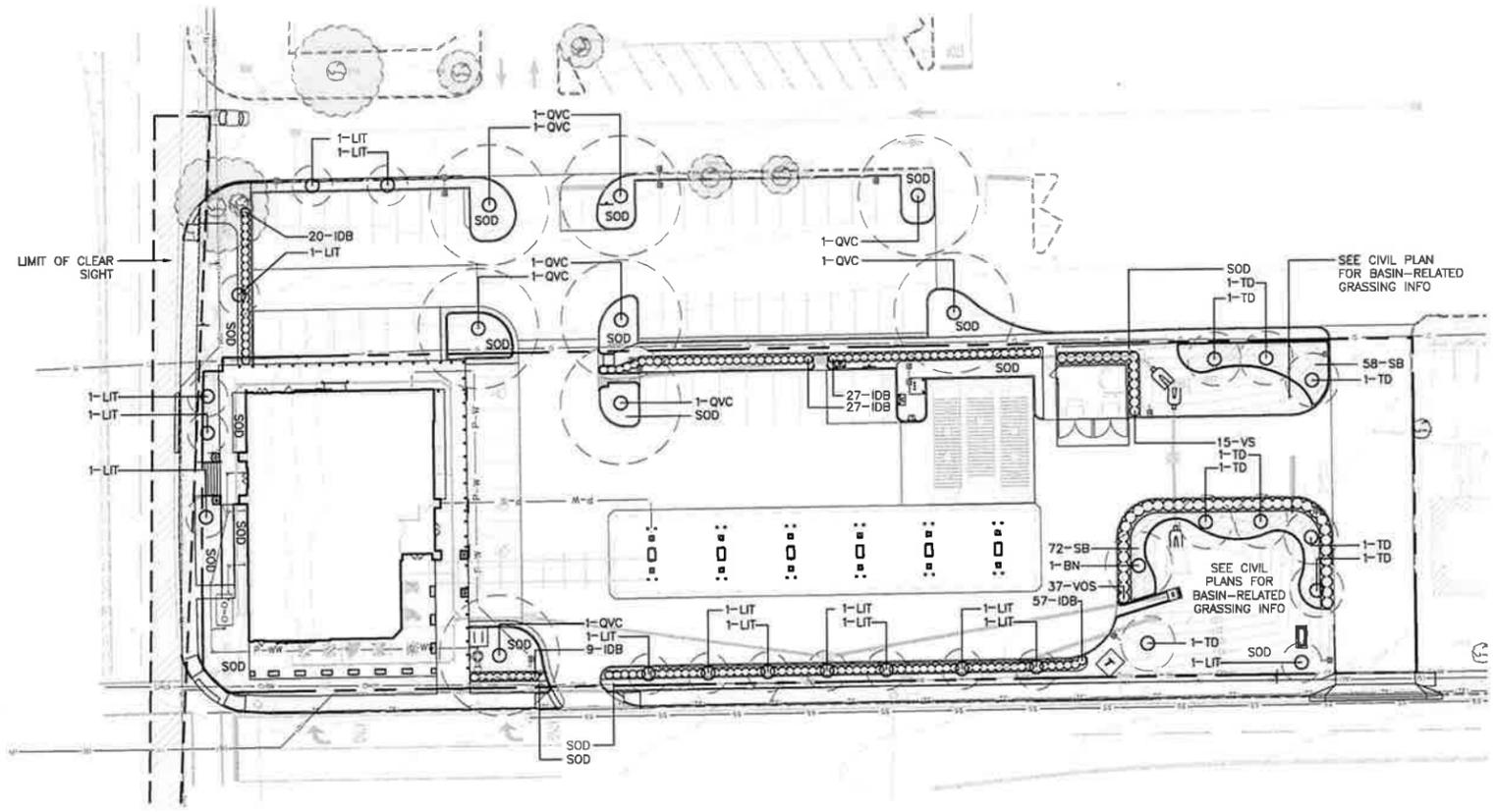
2 TREE PLANTING DETAIL SCALE: N.T.S.

**LEGEND**



**PLANT SCHEDULE**

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE
BN	1	BETULA NIGRA 'DURA HEAT'	DURA HEAT RIVER BIRCH	30 GAL, 12' HT, 42" SPR, 2" CAL
LT	14	LAGERSTROEMIA INDICA 'TUSCARORA'	TUSCARORA GRAPE MYRTLE	65 GAL, 14' HT, 6" SPR, 3.5" CAL
QVC	8	QUERCUS VIRGINIANA 'CATHEDRAL'	CATHEDRAL LIVE OAK	30 GAL, 12' HT, 54" SPR, 2" CAL
TD	8	TAXODIUM DISTICHUM	BALD CYPRESS	30 GAL, 12' HT, 42" SPR, 2" CAL
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE
IDB	140	ILEX CORNUTA 'DWARF BURFORDII'	DWARF BURFORD HOLLY	3 GAL, 24" HT, 16" SPR
VOS	37	VIBURNUM OBOVATUM 'MRS. SCHILLER'S DELIGHT'	MRS. SHILLERS DELIGHT VIBURNUM	3 GAL, 16" HT, X 12" SPR.
VS	15	VIBURNUM SUSPENSUM	SANDANKWA VIBURNUM	3 GAL, 18" HT., 18"SPR.
GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	SIZE
SB	130	SPARTINA BAKERI	SAND CORD GRASS	1 GAL., FULL
SOD/SEED		BOTANICAL NAME	COMMON NAME	SIZE
SOD		PASPALUM NOTATUM 'ARGENTINE'	BAHIA GRASS	WEED FREE AND SAND GROWN SOD



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LC28000664

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Professional Consultants

1"-30"  
VERTICAL SCALE  
1/8" IS ONE FOOT ON  
DRAWING. GRADES  
# NOT ONE FOOT ON  
SCALE. ACCORDINGLY.

10/26/18 - CITY OF GAINESVILLE  
12/11/18 - CITY OF GAINESVILLE

COUNTY: BRIGHTWORLD REAL ESTATE  
PROJECT: WAKA ON 441 AND 23RD STREET  
SHEET TITLE: LANDSCAPE PLAN  
PROJECT NUMBER: 18-0383

SK: BRIGHTWORLD REAL ESTATE  
SK: WAKA ON 441 AND 23RD STREET  
QUALITY CONTROL: [blank]  
CT: [blank]

SHEET NO.: LS-1



RIGHT (NORTH) ELEVATION



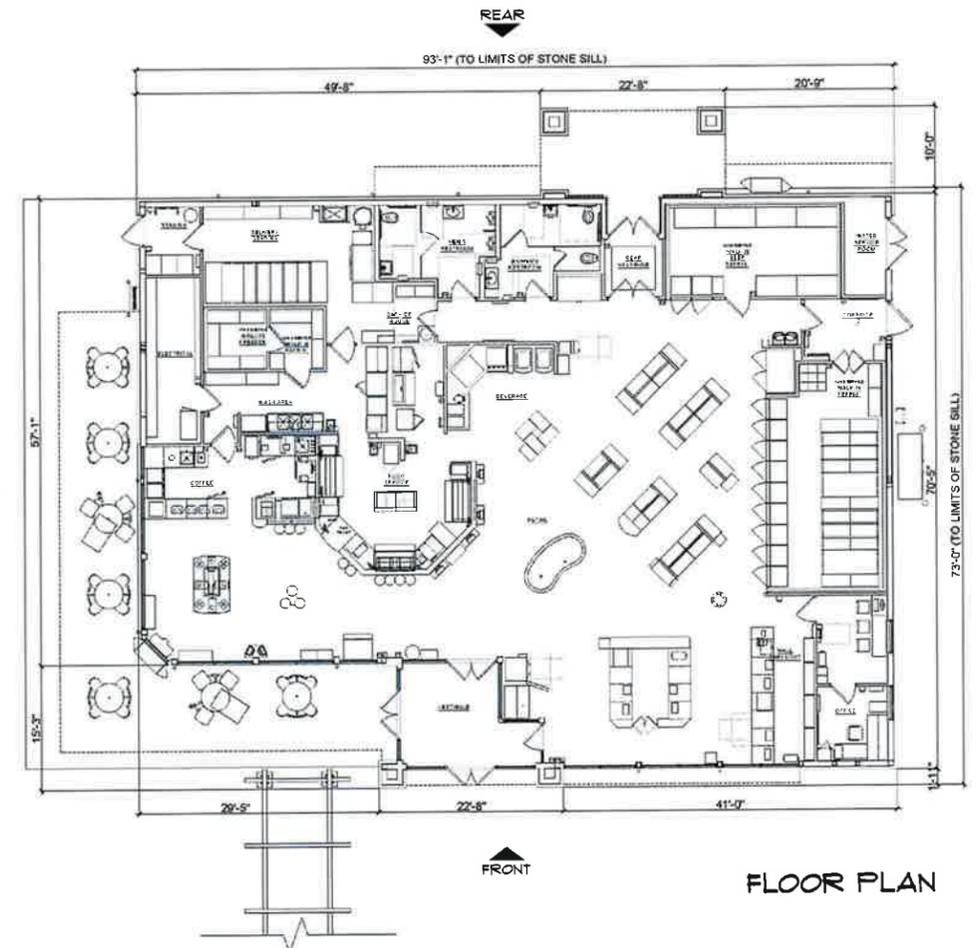
FRONT (EAST) ELEVATION

78% WINDOW GLAZING BETWEEN 3'-0" AND 8'-0"  
 TOTAL AREA: 464 S.F.  
 GLAZED AREA: 362 S.F. (78%)



REAR (WEST) ELEVATION (NW 13TH ST.)

62% WINDOW GLAZING BETWEEN 3'-0" AND 8'-0"  
 TOTAL AREA: 464 S.F.  
 GLAZED AREA: 312 S.F. (62%)



FLOOR PLAN

Metal Door Benjamin Moore White Diamond BM 2121-60	Wood Ceiling Kona #17 Black Flat
Trim James Hardie Arctic White JH10-20	Stucco Senergy Meringue #3085
Fiber Cement Siding James Hardie Cream	Ice Storage Benjamin Moore Natural Wicker OC-1
Metal Roof Atlas #23 23 Copperstone	Exterior Stone Cultured Stone Southwest Blend



LEFT (SOUTH) ELEVATION (NW 23RD. AVE)

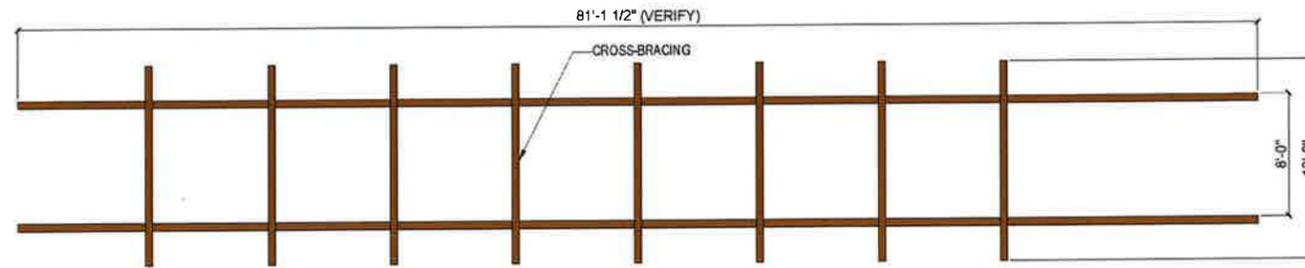
54% WINDOW GLAZING BETWEEN 3'-0" AND 8'-0"  
 TOTAL AREA: 285 S.F.  
 GLAZED / SHUTTERED AREA: 155 S.F. (54%)

NOTE:  
 SIGNAGE IS SHOWN FOR REFERENCE ONLY  
 SEPARATE PERMIT REQUIRED



WAWA F85FBL v2019.01

NW 13th St. & NW 23rd. Ave., Gainesville, FL • C&P Project #2180617 • 10-25-2018



TRELLIS PLAN VIEW



TRELLIS ELEVATION