

EXHIBIT "B"

#070706

GAINESVILLE AUTO TOWN CENTER PLANNED DEVELOPMENT REPORT

RESUBMITTAL

**JURISDICTION:
CITY OF GAINESVILLE, FLORIDA**

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

**JANUARY 2008
REVISED**



 **ARCADIS**

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*** The applicant respectfully requests exemption from the requested market study as the City of Gainesville's Comprehensive Plan encourages auto-dealerships along North Main Street, north of 16th Avenue.**

Date: January 31, 2008 (Revised)

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

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

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

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

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

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

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

This development will contribute to the community in several ways. First, the site is situated within the City of Gainesville Enterprise Zone Area 1 (North Main Street) as well as an area specifically designated by the City’s Comp Plan for auto dealerships. As such, this development will help revitalize this area as well as potentially provide up to 125 employment opportunities for the area’s residents. Secondly, this development will consist of redeveloping the northwest corner of the intersection of 39th Avenue and North Main Street, which currently contains a vacant office building, drive-thru bank, bar and several other acres of commercially zoned unimproved property. Thirdly, it will provide an updated and modern “auto town center” along with a multi-use educational building

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being considered for use in conjunction with the University of Florida. Our intention is to develop this educational building in accordance with Leadership in Energy and Environmental Design ("LEED") standards. LEED development uses materials in ways that can maximize natural resources, such as sunlight and wind; in creating spaces that use as little energy and water resources as functionally possible while having a minimal negative impact to the surrounding environment and a maximum positive impact to the people inhabiting the spaces.

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

Section 30-213 Minimum requirements for planned development

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

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

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

This project entails the development of approximately 16 acres of unimproved commercial property as well as the redevelopment of approximately 2 acres that currently contain a vacant office building, drinking establishment and bank with drive through facilities. The result of this redevelopment will be a compact auto town center campus with associated uses that will be unique to the City of Gainesville.

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

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

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

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

Both zoning categories are consistent with the underlying “Commercial” future land use designation in the City of Gainesville Comprehensive Plan (Comp Plan). All other regulations set forth in the City of Gainesville Land Development Code will be met including signage, buffers, parking, access, and more.

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

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

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

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

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

(1) Please see the following information located within the set of plans that include the PD Layout Plan.

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

(2) PD Report

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

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

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

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

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

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

This commercial parcel along North Main Street does not contain outstanding landscape features or vistas. A naturally vegetated buffer along the western property boundary will be enhanced to protect the adjacent mufti-family housing units. The developer will utilize the existing vegetation to the greatest extent

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possible. It should be mentioned that, according to the City's "Special Area Plans Map", the subject parcel is not within the Central Corridor Special Area Plan. Additionally, in order to prevent display or storage of vehicles within the right-of-way, we intend to install bollards and comply with the streetscape requirements set forth in Gainesville's Land Development Code.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Proposed PD Design Guidelines – Infrastructure Design Standards

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

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possible, so as to face the street as well as the internal “roundabout” feature. This unique configuration provides internal as well as external marketability.

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

External Noise and Lighting Impacts

This PD proposes commercial uses in the vicinity of existing residential developments. Lighting on the site will be designed to provide for safe circulation throughout the site for pedestrians and vehicles, but not so as to intrude upon these residential units. Through best management practices, landscaping and lighting will be designed to minimize the amount of noise and glare that may be generated by the development. Based on surrounding development patterns, increasing the setback, and increasing the landscaping, it is not anticipated that the surrounding area will be negatively impacted. It is our intent that all lighting on the development site will meet the City of Gainesville’s ordinance requirements, including glare and spillover lighting.

Sidewalks

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

Landscaping

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

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

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

This project will consist of two phases. The first phase will include the development of a Mercedes Dealership, the perimeter road, and the roundabout along with associated parking, landscaping and retention. The second phase will consist of the learning center (this multi-use building will not only include the learning center, but also office space and a 1,000 square foot gasoline/service station with up to 6 outdoor fueling stations), other dealership building(s) and associated parking and landscaping. The schedule is as follows:

Phase 1: 2008-2009

Phase 2: 2009-2013

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

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

The Scott McRae Group is requesting a rezoning of 18.4 acres to the PD (Planned Development) district in order to build a multi-tenant auto dealership. Some of the permitted uses will be automotive dealers, automotive repair and accessory uses incidental to the principal use. The PD district will permit only those uses necessary to facilitate this specific project.

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

Please see the complete list of permitted uses below.

PD District Uses
USES BY RIGHT:
Any accessory use customarily incidental to a permitted principal use
Eating places
Educational Services
Automotive dealers, gasoline service stations and fuel dealers

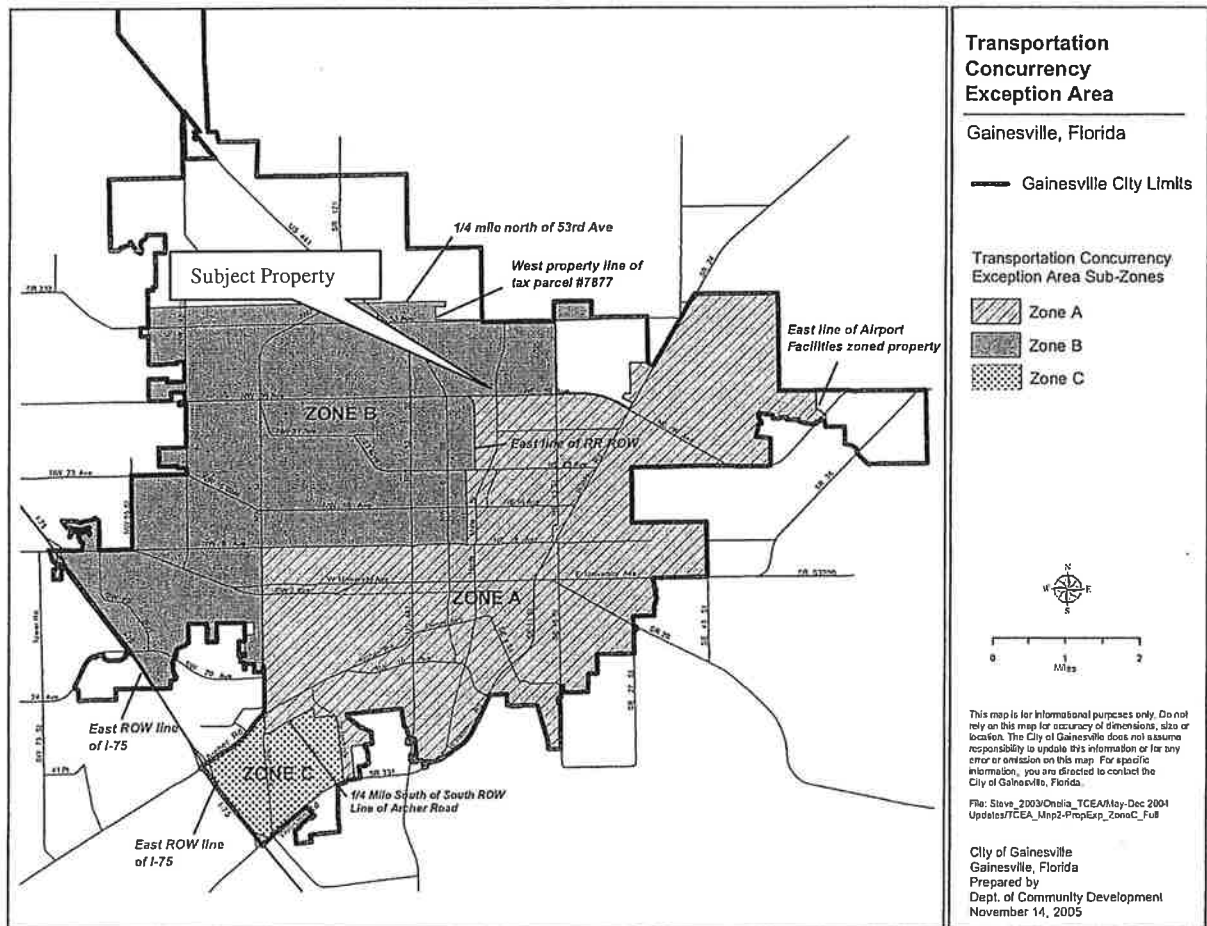
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Automotive repair, services and parking
Carwashes
Outdoor cafe
Gasoline service stations including the sale of alternative fuels for automobiles

Section 30-216 Requirements and evaluation of PD

Concurrency

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



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Internal Compatibility

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

External Compatibility

This development will help revitalize this area as well as potentially provide up to 125 employment opportunities for the area's residents. This development will provide for a master-planned commercial site, encompassing integrated, pedestrian-friendly walkways between adjoining auto dealerships, coordinated retention areas, and other features, instead of strip or smaller-scale commercial sites that could cause excess traffic, congestion and unsightly and uncoordinated architectural features. The driveway locations, both internally and externally, will be situated in such a way as to provide optimal maneuverability in and out of the development. One example of this provision is the driveway location on North Main Street. This driveway will be located directly opposite of the existing automobile dealership across the road.

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

Intensity of Development

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

The project's proposed intensity of up to 150,000 square feet of commercial uses, including up to 3 dealerships and a learning center (this multi-use building will also comprise of office space and a 1,000 square foot gasoline/service station with up to 6 outdoor fueling stations) use will not have undue adverse impacts on the physical and environmental characteristics of the site and surrounding neighborhood. The architectural

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character of the buildings, streetscaping, and walkways will enhance the urban character of this commercial area.

Usable Open Space

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

Environmental Constraints

The Planned Development includes impacts to a minimal amount of wetland acreage. The wetlands on-site are isolated (except for a perimeter ditch) and considered to be of low to moderate quality and have been historically drained by the installation of drainage ditches in the late 1960s to early 1970s. Three of the four onsite wetlands contain a dominant canopy of slash pine (*Pinus elliottii*), with red maple (*Acer rubrum*), water oak (*Quercus nigra*), and swamp bay (*Persea palustris*) scattered throughout. The understory and ground cover consist of Carolina willow (*Salix caroliniana*), Chinese tallow (*Sapium sebiferum*), black stemmed chainfern (*Woodwardia virginica*), royal fern (*Osmunda regalis*), smartweed (*Polygonum* sp.), and netted chainfern (*W. aereolata*). The northern most wetland contains a dominant canopy of scattered slash pine, with sparse understory of invasive wax myrtle and groundcover of sawgrass. Mitigation will be provided to offset the proposed wetland impacts within the same basin. Attached please find a detailed Mitigation Plan (Exhibit 2).

In addition, no adjacent properties or wetlands will be affected by the proposed development or proposed impacts. No natural creeks or lakes are located within the project boundaries or immediately adjacent project, only a drainage easement that runs along the western boundary of the site. The uplands within the project boundary have been maintained by mowing and the dominant canopy consists of a slash pine with scattered oaks such as laurel oak (*Q. hemisphaerica*) and water oak. No unique communities, strategic ecosystems, or greenways are located onsite.

External Transportation Access

The site will be primarily accessible from a driveway located on N. Main Street, which is along the eastern property line, and potentially NE 39th Avenue. The project's main access point will be lined up with the driveway of the property located across N. Main Street so as to provide for a better flow of traffic on the external roadway.

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

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Proposed Vehicle Trip Generation*

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

Total Proposed Trip Generation

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

* Phasing in the table above does not reflect the actual development phasing schedule.

Internal Transportation Access

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

Provision for the Range of Transportation Choices

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

Sufficient on-site parking will be provided for patrons traveling in automobiles to ensure a safe and efficient circulation. Additionally, parking for bicycles will be provided on

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site to encourage multi-modal movement. The details of the pedestrian/bicycle access points to the public rights-of-way will be determined during the development plan review process.

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

Please see the Wellfield Protection Use Permit Application under a separate submittal.

Section 30-302.1 Avoiding Loss or Degradation of Wetlands

Environmental Rezoning Application Information:

1. UMAM application

Attached as Exhibit 3, please find the Uniform Mitigation Assessment Method (UMAM) workbook for the proposed Gainesville Auto Town Center project.

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

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

Although the proposed plan includes impacting all onsite wetlands, most of these wetlands are considered low-quality due to their isolated location and low quality vegetation as affected by the onsite drainage ditch. Onsite drainage has been modified from historical patterns the wetlands would have naturally assumed and no longer provides for maximum functions and values. The drainage ditch has caused alterations to the natural water flow across the site and affected retention within the proposed site's wetlands. The mitigation proposed to offset the impacts will preserve an area that will provide greater long-term functions and values than the proposed impact areas. Attached please find a detailed Mitigation Plan (Exhibit 2).

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

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

The only wetland community considered medium quality on the Gainesville Auto Town Center site is the ±0.75-acre wetland forested mixed community located in the central portion of the project. Although this community is of higher quality than other onsite wetlands, it is surrounded by upland coniferous forested, which has been periodically maintained by mowing. In addition, the onsite drainage ditch has historically drained the onsite wetlands, thus altering their hydrology. This also makes it challenging and unfavorable to a variety of wildlife species that would normally use high-quality contiguous wetlands as a corridor for travel or foraging and nesting habitat. Any functional connectivity that originally existed on the site has already been compromised due to impacts from the drainage ditch already established on the site. Additionally, the close proximity of any remaining wetlands to the development would cause this to be a less favorable environment. Invasive-exotic plant species, specifically Chinese tallow trees, currently exist within one of the wetlands onsite. If this wetland were to remain, the community would become more susceptible to a greater variety of invasive plant species that thrive on disturbed sites, such as the development edge. As invasive species continue to creep into the interior of the remaining wetland, they could dominate other native vegetation and tend to minimize the species diversity across the stratum, again creating an unfavorable habitat for a variety of wildlife species. The remaining wetlands would provide little water quality or retention benefits.

4. Development constraints if we kept the wetlands

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

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

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

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Fax: 352-846-0326
Email: ewach@mse.ufl.edu
Web: <http://www.ma.e.ufl.edu/Energy>

May 26, 2007

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

Re: Proposed Duval Motorcars Auto Dealership
(39th Avenue and Main Street)

Dear Mayor Hanrahan:

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

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

Thank you for your consideration of our comments.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Eric Wachsman', written in a cursive style.

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

GAINESVILLE AUTO TOWN CENTER



Infrastructure, environment, facilities

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

ARCADIS US, Inc.
1650 Prudential Drive
Suite 400
Jacksonville
Florida 32207
Tel: 904.721.2991
Fax: 904.661.2450
www.arcadis-us.com

Land Resources

Subject: Gainesville Auto Town Center Neighborhood Workshop Written Summary

Dear Mr. Hilliard:

Date:
May 17, 2007

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

Contact:
Mark Shelton

Phone:
904.661.2991

Email:
MShelton@arcadis-
us.com

Our ref:
JK007038

Ms. Kathy Franks, 8825 NE 108 Avenue, who owns 2 duplexes in the adjoining neighborhood, asked several questions about the project. She asked if there would be a fence around the retention pond on the west boundary, as she was concerned with child safety. She also asked whether the fence would be wood or concrete and noted that wood fences deteriorate, and if that happens, who would rebuild the fence. Ms. Franks noted the positives of having fences and buffers in our plan. She also brought up the potential problem of commercial traffic using NE 2nd Way in connection with another proposed project. Her concern again was child safety. We responded to each of her questions and concerns. We explained how the perimeter fence would be wood, which the developer would be required to maintain. Also, the project would not be accessed from the local streets. Lastly, she asked to be notified of the hearing schedule and we offered to email her a copy of the PD application when filed. Finally, she commented on how she liked the project, and that it was a quality project she would support.

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

GAINESVILLE AUTO TOWN CENTER

ARCADIS

Hilliard
May 17, 2007

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

Sincerely,

Arcadis US, Inc.



Mark W. Shelton, AICP
Senior Planner

Cc: Cleve Farnell
Mack McCuller

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Page:
2/2

GAINESVILLE AUTO TOWN CENTER

GAINESVILLE AUTO TOWN CENTER

5/16/07 NEIGHBORHOOD WORKSHOP SIGN-IN SHEET

Name	Address
1. <u>Anthony Frank</u>	<u>8825 NE 108 Ave 32609</u>
2. <u>Joseph Freck</u>	<u>POBOX 357688 Gainesville, FL 32635</u>
3. <u>Anthony Clark</u>	<u>Gainesville Sign</u>
4.	
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Around the Region

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 Call 374-5093
 Mon-Fri and 374-5085
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A QUESTION ABOUT GOVERNANCE?
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 or 374-5040

7/ Friday, April 27	8/ Saturday, April 28	9/ Sunday, April 29	10/ Monday, April 30
11/ Tuesday, May 1	12/ Wednesday, May 2	13/ Thursday, May 3	14/ Friday, May 4
15/ Saturday, May 5	16/ Sunday, May 6	17/ Monday, May 7	18/ Tuesday, May 8
19/ Wednesday, May 9	20/ Thursday, May 10	21/ Friday, May 11	22/ Saturday, May 12
23/ Sunday, May 13	24/ Monday, May 14	25/ Tuesday, May 15	26/ Wednesday, May 16
27/ Thursday, May 17	28/ Friday, May 18	29/ Saturday, May 19	30/ Sunday, May 20
31/ Monday, May 21	1/ Tuesday, May 22	2/ Wednesday, May 23	3/ Thursday, May 24
4/ Friday, May 25	5/ Saturday, May 26	6/ Sunday, May 27	7/ Monday, May 28
8/ Tuesday, May 29	9/ Wednesday, May 30	10/ Thursday, May 31	11/ Friday, June 1

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

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

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

childhood recollector and end with a religious message, while he attended Asbury Theological Seminary in Kentucky and at United Methodist churches throughout Florida during his years as a minister.

books have sold. Copies are also available on amazon.com.

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

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PUBLIC NOTICE

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

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

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Lyn, Palm Bay

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

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

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

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

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

— Compiled from The Associated Press

troops died in weekend attacks, pushing the death toll past 100 in the deadliest month for American forces since December, the military said Monday as a wave of violence battered Iraqi civilians including a suicide bombing at a Shiite funeral.

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

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

making Iraqi targets for date Sunday and Sunni extremists. In a statement Monday, the U.S. command said three American soldiers and an Iraqi interpreter were killed by a roadside bomb the day before in eastern Baghdad. Another U.S. soldier was killed Saturday by small arms fire in the same area, the statement said.

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

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

ated and by wounded with a suicide bomber struck the Shiite funeral in Erbil, about 50 miles north of Baghdad. The bomber walked into a tent filled with mourners and detonated a belt of explosives hidden beneath his clothes, police said. Elsewhere, a tanker truck exploded near a restaurant just west of Ramadi, the capital of Anbar province, killing four people and wounding six.

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

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

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

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

Commissioners also add for that's unrealistic. "I have no very clear choice to ignore veto the bill," On another said that Sec Confabrezza I with Iranian this week on a meeting in "Should the of Iran bump Condi won't b a rude person be polite." Bu

PUBLIC NOTICE

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The meeting will be held Wednesday, May 1st, 2007 at 6:30 pm at the Mazda Dealership, 4025 N. Main Street, Gainesville, FL. Contact person: Mark Shelton (904) 861-2803

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It's said. We know he's going to be testifying against his friends. He's already shown a problem with that."

Prosecutor Dustin Havens, citing the U.S. Supreme Court precedent, said the foundation of the juvenile justice system is to preserve the welfare of the child.

"It is in the best interest of the child and to make the statement (public) and that interest

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

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

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

Lynissa Likisky, a professor of media law at the University of

received, withholding the statement now is like trying to put the genie back in the bottle," she said.

Prosecutors say the boys ganged up on D'Antonio, 38, and beat and strangled him as he walked through a crime-ridden neighborhood in Daytona Beach on March 27. D'Antonio required reconstructive surgery on his face and spent days in a hospital.

to have done more for the springs this year.

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

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

"I just felt like a very humble first step was better than no step at all," Boyd said.

Sen. Nancy Argentziano, R-Dunnellon, who has been an outspoken critic of the state's lagging efforts on springs protection, said she was disappointed with the legislation, questioning how much value another springs study would have.

"We don't need to study them," Argentziano said. "We're either going to protect them or not."

Argentziano, who is leaving the Legislature this week to join the Public Service Commission, had her own springs legislation that

the problem."

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

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

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

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

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Secretary of State

June 6, 2007

Alison Long
TERRA-COM Environmental Consulting, Inc
409 NW 135th Terrace
Newberry, FL 32669
Fax 352-332-3836

Dear Ms. Long:

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

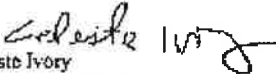
T09S. R20E, Section 21

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

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

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

Sincerely,


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

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 Fax: 850-245-6439
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TOT: P, 07